

MFOW GOES SIU BY 2-1

—Story On Page 3



Facing Threat. Seafarer-patients at Manhattan Beach Hospital in New York hold a council of war over the threatened closing of all USPHS hospitals by the Government. Union has opened fight to save seamen medical care program. (Story On Page 2.)

Join SIU. Members of the Marine Firemen's Union's tallying committee count the votes in the 3-month referendum on affiliation with SIU. Vote went 2-1 for SIU. Below, chairman Bob Sherrill (right) is assisted by Tom Sullivan and Bill Webber. (Story On Page 3.)

- **Why did Durkin resign?**
—See page 2.
- **What's a good buy in shirts?**
—See page 7.
- **Where are Seafarers splitting up \$10,000?**
—See page 3.
- **Who tried to cut himself in on SIU death benefit?**
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- **How are Atlantic Refining men being duped by company?**
—See page 4.
- **What Seafarers are singing "Big Mamou"?**
— See page 8.
- **Which SIU affiliate is readying to strike?**
—See page 5.



Closing Order 'A Kick In The Face'



Seafarers at the Manhattan Beach USPHS hospital are in earnest about their intentions to carry the fight over the proposed closings to Congress. Here, left to right, are David McIlreath, Claude F. Blanks and Alfred Mueller writing letters to Congressmen asking their support.



Seafarer James Lawlor, left, appears disconsolate as the LOG's reporter interviews another SIU member, Vio Milazzo, right, at the Manhattan Beach hospital. Both men expressed grave doubts as to their own futures if the Government goes through with the proposed hospital closings.

SIU, Allies Widen Fight Against USPHS Closings

Swarms of protests are hitting Washington as it becomes apparent that the proposal to halt all free medical treatment of seamen and to close all but three specialized USPHS hospitals has stirred up a hornets' nest of indignation all over the country.

Most maritime labor organizations, and particularly the SIU, as well as many other interested groups and citizens have begun a campaign to fight any elimination of the 155-year-old medical care program for seamen, or the further curtailment of USPHS hospital facilities.

The SIU has launched its fight through all of its branches on all coasts, its Washington office and headquarters to make Congress and all government bureaus aware of the need for this vital service.

Paul Hall, SIU secretary-treasurer, has announced that, "the Union is going all-out in this fight against this attempt to scuttle the medical treatment program to save a few pennies from the budget. Every SIU crew and every Seafarer should write letters to their

Congressmen about this issue, and get all their shipmates and friends back home to write letters.

"This fight to maintain the medical program that seamen deserve is just as important as the issues that we hit the bricks for in the past."

Drop Appropriation

The hornets' nest was stirred up when Budget Director Joseph Dodge instructed the Department of Health, Education and Welfare to eliminate appropriation requests covering merchant seamen from its next budget. Dodge's proposal also called for closing down 16 USPHS hospitals in the US, leaving only the Carville leprosarium, the narcotics hospital at Lexington, Ky., and the mental hospital at Fort Worth, Texas, still in operation.

The SIU immediately announced that it would fight the proposals, and most other maritime organizations also pledged to fight. The Journal of Commerce, management's newspaper, reported that "both management and labor are opposing the proposal," but so far, the operators—particularly the subsidized operators—have demonstrated very little active interest in the matter.

The closing of this program would first hit those seamen now in the hospital, but would also be felt directly by every man who sails under the American flag. As it is, every USPHS hospital is crowded well above its normal capacity. In this past fiscal year, 27,000 merchant seamen were admitted to USPHS hospitals, and some 98,000 man-days of hospital care and 1.5 million man-days of out-patient treatment were provided. On an average day this year there were 2,366 merchant seamen patients in USPHS hospitals. This does not include the various federal employees who are eligible for USPHS treatment.

Fight's Important

According to the Journal of Commerce, the operators are opposing the proposal because they fear "a demand from maritime unions for increased welfare al-

lowances if the Government withdraws a service which it has been providing since 1789." The SIU, however, stressed that the most important thing at the moment is the fight to keep the medical service to which seamen are and always have been entitled, and to prevent the killing of the program as an "economy" measure.

Observers have already pointed out that shipowners are paying tonnage taxes which were originally imposed on the theory that they would pay for the medical service for seamen provided by the Government. The taxes amount to more than \$3 million per year, and are paid into the Treasury Department's general fund.

Mrs. Oveta Culp Hobby, secretary of Health, Education and Welfare, has stated that "funds are available for fiscal year 1953 (Continued on page 17)

A pall of gloom hangs over the nation's marine hospitals. The initial shock from the news that the Government is contemplating closing the entire medical program for seamen has worn off a bit—the mood is now one of bewilderment and anger.

If the closing goes through, 11½ million dollars will be saved for the Government—but what about the men who will feel the blow?

Seafarer patients at the Manhattan Beach Hospital were busy writing letters to their Congressmen when the LOG reporter arrived to get the reactions of a few of the 2,366 American seamen who will feel the immediate effect of the order if Congress gives its approval.

Walking through the corridors of the TB hospital you could feel the oppressive air weighing heavily upon the men as they padded softly about the wards. During previous visits to these Seafarers you were always struck by the feeling of hope for the future in these men, but now a new burden was upon their shoulders.

Typical of the men, the Manhattan Beach Hospital is Seafarer John Driscoll, a member of the Union since 1947 and a TB patient for four years. Driscoll sat in the hospital's solarium facing the calm waters of Sheepshead Bay. Speaking with feeling, he said, "I guess we should have known something

like this would happen sooner or later but it's awfully hard to take. I feel like the boxer who is getting off the floor after a left to the jaw only to have the referee come up and kick me in the face."

Personal Battle

There was a nod of heads in assent from the men who were sitting around Driscoll, for all of these men were fighting a personal battle in which time is the only element which will bring them health again, but time now is running out.

The Seafarers at Manhattan Beach Hospital are typical of Seafarers and other merchant seamen in USPHS hospitals throughout the country who have looked upon these hospitals throughout their seagoing careers as havens during their hours of medical need. Here they sat—men of all backgrounds and all ages—determined to give their all to save one of the pillars of the US Merchant Marine.

Here at Manhattan Beach are hundreds of seamen who have undergone treatment in various public and private institutions during their periods of recuperation, yet in all cases, they were agreed that the quality of care and treatment in the marine hospitals is unparalleled anywhere.

One of these who has made the circuit of public and private care is John Lawlor, 50, who has been undergoing treatment for two years. "I don't want to go to a private hospital. I have been to outside hospitals before and I came back here on my own request. I don't want to go through that again. Besides, I don't know where I'd get the money."

At Manhattan Beach the patients aren't the only ones who are concerned (Continued on page 17)

Durkin Resigns, Blasts Failure To Change T-H

Martin P. Durkin, Secretary of Labor in the Eisenhower Cabinet, has resigned and, to date, no successor has been named to his post. Durkin gave as reasons for his resignation the President's failure to keep his promise to support a series of nineteen amendments to the Taft-Hartley law.

These amendments had been drawn up by Durkin and White House aides, with the President sitting in on some of the conferences. The President then sent the list of suggested changes to key leaders in Congress for their approval, hoping to have his message recommending these changes in final form before Congress adjourned. This was in keeping with Eisenhower's campaign promise to amend the Taft-Hartley law to give labor an equal voice.

Opposition Wins

Word of the proposed amendments leaked out before they were presented to Congress and strong opposition developed. Particularly galling were proposed modifications on the closed shop and secondary boycott bans. Further, the story goes, Vice-President Nixon and Commerce Secretary Sinclair Weeks brought pressure on the President and told him he would lose powerful business support if he carried out his agreement to support the amendments. Eisenhower then backed down. Durkin then resigned.

Mr. Durkin, who was the lone Democrat in the Cabinet, had been the most controversial Eisenhower appointee. When the Cabinet was first formed, it was commented on as "ten millionaires and a plumber."

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Cigaret Lid Off

The union has received word that all restrictions on the amount of cigarettes allotted to seamen have been removed. This word was received by the Union-owned and operated Sea Chest from various Customs Districts along the Atlantic and Gulf Coasts. Skippers or ships' officers who now continue to restrict the ration of cigarettes are completely without authority from the government.

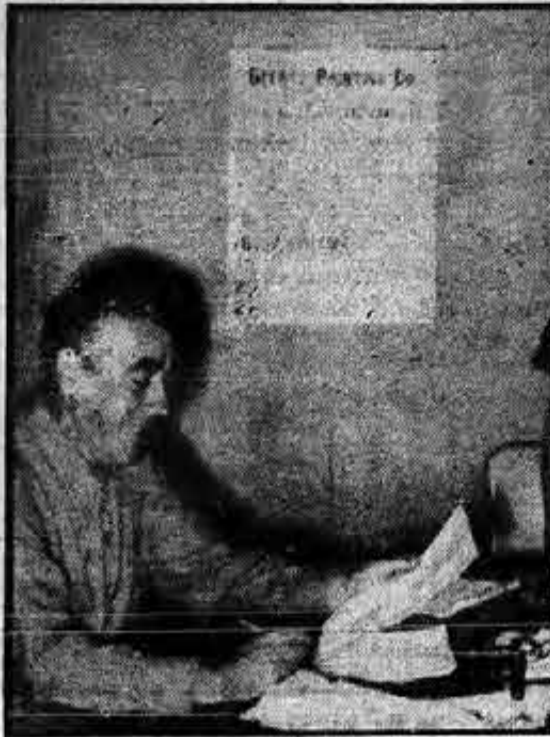
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Marine OK Affiliation Member Union Joins ers As 45th Affiliate



Tom Sullivan, left, and Bill Webber, rank-and-file MFW election committee, tabulate ballots on affiliation with the SIU. Affiliation was

The 5,000-man Marine Firemen, Oilers and Watertenders most significant recent developments in maritime labor has the Seafarers International Union. The move by the MFW by maritime observers as shifting the "balance of power" in AFL seamen.

MFW registered their feelings in a three-month, secret referendum number 1. The MFW tallying committee's report, presented to the meeting last night, showed the vote to be 1,826 to 987. Since the report membership meeting, the MFW—one of the oldest unions in maritime petition the SIU to grant it a charter.

declared that, "we are happy that the membership has registered

SIU-Co's Huddle Broader Pact B

Negotiators for the SIU are in the broad new horizons in the fields of vacation as contract talks with the SIU operators cents stage.

Meeting with a committee representing the Union's freight ship operators, the Union has given first priority to examining expansion of its benefits in areas outside the range of wages and overtime rates. These matters will be taken up as the second order of business.

Of specific interest to the Union at the moment are broader vacation coverage and additional fields of coverage in the present disability pay set-up.

Commenting on this action, Paul Hall, SIU secretary-treasurer and chairman of the negotiating committee, stated "just as important to SIU men as take home pay is greater security, which is an area your Union is exploring constantly to bring greater benefits to our people."

Program Explored

Although no definite proposals have been made to the operators along these lines, a point of discussion has been the possibility of increasing the vacation pay period and setting up different scales of pay roughly in accordance with the three classifications within each department.

The Union has made it clear that it is not engaged in negotiations with the operators to adopt a pattern already in effect in the industry. Thus, the present talks have made necessary frequent adjournments while statisticians and the Union prepared figures to support various suggested routes of increased benefits.

The position of the Union is similar to that taken in 1951 when it pioneered and won for the men of the SIU the first guaranteed vacation pay in the maritime industry, a set-up which has since been imitated by other maritime unions.

While the current contract is due to expire on September 30, the nature of the talks are such that it may be felt necessary to extend the agreement past that date in order to insure the men of the SIU the broadest possible benefits and to give them adequate time to review, ratify or reject the committee's work.

Although the entire contract is

results of the vote clears the way for the MFW to become the 45th affiliate of the SIU, the fastest growing labor organization in maritime.

Members of the MFW, using the Australian Ballot, voted on all coasts, in conformance with the MFW constitution. Under this system, ballots were available at MFW halls on all coasts. Whenever a ship hit port, the members could pick up their ballots.

The member marked his vote on the ballot, and then sealed it in a plain envelope, with no markings on it. He then took the envelope with the ballot, and put it inside another envelope bearing his name and book number, and then mailed it to a special bank box in San Francisco.

Held In Vault

All the ballots were held in the bank vault until the vote was over. Then a rank-and-file tallying committee, elected by the membership,

took the ballots out of the vault. The name and book number on the outside envelope was checked to see if the man was a member in good standing. If he was, the plain envelope, containing the ballot, and still sealed, was removed from the outside envelope and added to the pile of ballots.

After all the names were checked, the plain envelopes with the ballots were opened, and the votes counted. This insured that only members voted, that members voted only once, and that all votes were secret. Only the tallying committee had access to the bank vault where the ballots were kept.

Actually, this is the second affiliation in the long history of the MFW, which was founded in 1883. In 1933, the MFW reorganized and affiliated with the now defunct ISU, but withdrew from that organization a few years later. The MFW won its first reputation for militancy back in 1906, when it hit the bricks for five long months to win a \$5 per month raise that brought wages up to \$50 per month.

Active In Early Strikes

Since that first strike, the MFW has been active in the 1912, 1934 and 1936 strikes, along with other maritime organizations, and has continued its fight for better conditions and better wages.

In 1949, it opened its newly-constructed deluxe headquarters in San Francisco, boasting modern shipping and office facilities, as well as recreational facilities. It also owns and operates halls in Seattle, San Pedro, Baltimore and New York, as well as rented halls in New Orleans, Portland and Honolulu.

MFW members make up the engine departments aboard ships operating out of the West Coast. On these ships the deck department is made up of SIU men of the Sailors Union of the Pacific. The stewards department personnel for these ships are currently involved in an organizational battle between the communist-dominated National Union of Marine Cooks and Stewards and the AFL Marine Cooks and Stewards.

Fill That Berth

If a crewmember quits while your ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on your part will keep all jobs aboard ship filled at all times and eliminate the chance of your ship sailing shorthanded.

SIU Back Pay Fo Ocean Tow

SEA payment of \$10,000 in back pay due 75 Seafa

The members when the company went out of business year. L Seafarer will receive

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port agent, collects \$10,000 in retroactive trom, chief accountant for bankrupt Ocean Thomas Aler LaVerne Riley looks on at transaction, ment of back wages for 75 Seafarers em- (Co



Co. Openly Joins Atlantic Fight

The Atlantic Refining Company, since it has become apparent that its company union is dying, has stepped into the breach itself in recent weeks, and is now openly combating the SIU drive in its fleet through a number of "bulletins" it is circulating through the fleet.

Until recently, the company—at least openly—has maintained a "neutral" position concerning the SIU drive in its fleet, allowing its company union, the Atlantic Maritime Employees Union, to front the fight against the SIU.

However, as hundreds of with-

drawals from the AMEU have poured in, and the men in the fleet have made apparent their overwhelming SIU support, the company has now come out in the open, tacitly admitting that it stands to gain by retaining its company union set-up, and defeat-

ing the SIU. By this action, the company has also admitted that it has long been using the rank—and file tankermen, through its puppet company union, as folls for the company's own profit.

Two-Pronged Attack

It now appears that the company is trying a two-pronged attack on the SIU. The company union has issued a call for "secret" donations to continue its propaganda fight against the SIU. From the number of withdrawals from the AMEU already announced, however, it is apparent that there are not enough men left in the fleet supporting the company union to donate any appreciable amount of money.

Instead, most observers agree, the call for "secret" donations was merely a maneuver to enable the company to pour money in to support the dying company union, and still enable the AMEU to claim that the money is coming from "anonymous" donations from the men. To this end, the AMEU delegates are merely offering "John Doe receipts" for any contributions that are given, thus leaving no trace of the source.

These two actions have made it apparent that the company has now become more than alarmed by the overwhelming proportion of SIU support in the fleet.

The company's entrance into the fight, openly, is believed to leave Stanley Alcott, AMEU chairman, and Emanuel Friedman, AMEU "general counsel and business manager," out in the cold. The allegiance of these two men to the company is unquestioned since Alcott receives a salary from the company as well as money from the AMEU, and Friedman, of course, receives a salary from the AMEU. Friedman's entrance into his job of "general counsel and business manager" of the AMEU has been clouded with mystery, since he is not a seaman and the AMEU constitution makes no provisions for such a post.

AFL Convention Nears, Lively Session Is Seen

The American Federation of Labor opens its annual convention in St. Louis on Monday, September 21, with all signs pointing to a lively session. Among the key issues to be determined will be the future of the International Longshoremen's Association.

This convention will be the first presided over by George Meany, Federation President, who took office upon the death of William Green. It is expected that the convention delegates will vote for the expulsion of the ILA, which is now under a suspension order handed down by the AFL Executive Board.

Hutchinson and Durkin

Another problem is where to put William Hutchinson, head of the Carpenters' union, who pulled his organization out of the Federation and then brought it back intact. When Hutchinson resigned, he automatically gave up his place on the Executive Board, being re-

placed by Dave Beck, head of the Brotherhood of Teamsters. It seems probable, with Hutchinson back, that this body will be expanded to make a new place for the Carpenter's chief.

The Federation is expected to take full advantage of the resignation of Martin Durkin as Secretary of Labor. Durkin, who returned to his old job as president of the Plumbers' union, is expected to blast the Republican administration, when he addresses the convention.

There should also be discussion of the recent talks between Meany and Walter Reuther, president of the CIO and John L. Lewis, head of the United Mineworkers, on the topic of labor unity.

BROTHER CHAIRMAN!

The recording secretary at Seattle's last membership meeting was G. L. Hayes who joined the SIU in 1946 and has been sailing ever since in the deck department. Right now the 29-year-old Seafarer, who is married and has one child, is an AB. Hayes joined the Union in New York City, but has been shipping out of Seattle since 1950 and calls Vancouver, Washington, his home town.

Another local boy was Fred R. England, the reading clerk. The 46-year-old England was born in Missouri and has been sailing in the engine room since 1937, the year the Union came into existence. For two months in 1939 he was dispatcher in New York, but his family moved to Seattle in 1943 and he has been making that his home port ever since.

In warmer climes, James C. Kelly chaired the Tampa meeting of September 9. Kelly is a Tampa boy from way back in 1928 when he first saw the light of day. The husky Seafarer joined the SIU in Baltimore in 1947 at the age of 19. He sails as a deckhand and sticks close to home, liking the Florida breezes and the SIU pay-offs.

Recording secretary Paul C. Carter is the second of three local boys to preside at the last Tampa meeting. The 220-pound steward department Seafarer joined the Union in Norfolk in 1946 at the age of 29. With his wife, Bernice, he's living in fine, SIU-style in Port Tampa City, Fla.

Albert Silva, to complete the

Tampa trio was reading clerk for the membership meeting. Silva sails on deck and makes his home in Tampa after being born there in 1919. He is another Tampa man to have joined the SIU in Norfolk, doing it in 1944.

Mobile's chairman at the last membership meeting was Eugene L. Lynch, an Alabama born and bred Seafarer now living in Prichard in his home state. Lynch, who joined the SIU in 1943 in New Orleans, sails in the steward department and just turned 29 a couple of weeks ago.

Recording secretary at the same meeting was William A. Wallace, a member of the Union since he joined the SIU in Mobile in 1949. Sailing in the deck department, the 190-pound Seafarer calls Mobile his home port, sticking pretty close to home and his wife Rita while working with the SIU. He likes the Alabama sunshine and the SIU contracts.

Talmadge L. Moss, who makes his home in Chickasaw, Alabama, was reading clerk at the last Mobile membership meeting. Born in Alabama in 1928, the 25-year-old Seafarer joined the Union ranks in Mobile in 1947, just about the time he began to reach his full strength. Today, he stands just one inch shy of six feet and 240 solid pounds, sailing in the engine department. He says he likes the fringe benefits of the SIU contracts because it adds so much to his earning power.



England



Wallace

As I See It . . .

Paul Hall



THE PHRASE "GOOD AND WELFARE" IS KNOWN TO EVERY seaman aboard ship—it's a term as familiar to him as the name of the ship he sails on. To him, this is the time he gets up at a meeting to blow his top on beefs, gripes or to sound off on anything that's on his mind that relates to his or his brother's welfare.

In effect, this phrase has been in existence ever since parliamentary terms were set down in a systemized way as long ago as 1878, when Gen.

Robert established what is now the bible of parliamentary procedure, Robert's Rules of Order. Very likely the term was used long before that wherever people got together to deliberate and take action as a body.

While Good and Welfare comes as the last order of business during any meeting, it is by no means the least important. The motions, the resolutions, the committee reports, all the specific orders of business have been disposed of—here is the place where any man can say whatever he has on his mind.

The Meeting's Still In Session

Seafarers should understand that while Good and Welfare comes after the completion of regular business matters and there is the start of a stir for adjournment, you should not feel that your beef or your comments would only delay the end of the meeting. The meeting is still in session and your desire to take the mike and hit the deck has equal right with anything already covered by the agenda. Although at an SIU meeting ashore there may be 25, 50 or 500 men present, this is still the shoreside counterpart of your ship's meeting with all its informality and concern for the individual member's right to speak.

As most Seafarers know, often the most interesting part of any meeting is Good and Welfare when the brothers let loose with a beef, an idea, a word of praise, a hint on what not to do in a certain port or a plan of action for the Union.

Discussions which have arisen in Good and Welfare have in many cases led to the establishment of Union policy and programs in effect today.

No Monopoly On Meeting Procedure

The Seafarers International Union doesn't claim to hold monopoly on meeting procedure or on Good and Welfare as part of its meetings, but the SIU does pride itself on the degree to which its members actively participate in its meetings.

The participation of Seafarers in meetings is reflected likewise by the great degree in which they participate in the Good and Welfare section of the SEAFARERS LOG, the letters to the editor.

The SIU, in its newspaper, devotes more space to letters of opinion from its members than any other labor newspaper in the world. This is as it should be. This is one of the strengths of the SIU—our ability to exchange ideas and use them for the betterment of all hands.

So, when you're at your next shipboard or shoreside meeting and you haven't got a motion or a resolution, but you have a beef or an idea, grab the mike. This is one of the ways you can help keep your Union healthy and strong.

THIS WEEK THERE IS NEWS THAT IS MOST GRATIFYING TO the men of the Brotherhood of the Sea. As a result of secret balloting, the members of one of America's important maritime unions, the independent Marine Firemen, Oilers and Watertenders, better known as the MFOW, will officially become a part of the SIU family of unions.

The 5,000-man union will now receive a charter as an autonomous affiliate of the SIU. The MFOW will bring with it into the SIU a militant history and tradition of genuine trade unionism that makes us proud to welcome them as brothers.

Evidence of SIU's Power

The fact that the membership and officials have seen fit to come into the SIU is evidence that our Union is regarded as the most powerful force in maritime dedicated to the advancement of American seamen.

We believe that this development will be of great advantage in strengthening the position of the MFOW and, equally important, the MFOW's presence will increase our strength and power throughout the maritime industry.

Seafarers everywhere, whenever their ships may be close to vessels carrying MFOW engine departments, would do well to extend warm greetings to our new brothers and invite them to visit and use the facilities of our halls throughout the country.

Eastern SS Eyes Tank, Ore Trade

The SIU-contracted Eastern Steamship Company has announced that it will build a new 25,000-ton, high speed, super tanker, provided it can receive a "fair and reasonable allowance" from the Government for the Evangeline and Yarmouth.

The company said that, as a result of a survey it has made, it has determined that tanker and ore tonnage provides the maximum opportunity for profitable operations. It then said it plans to request the Government to take the Evangeline and Yarmouth as "trade-ins" under the 1936 Merchant Marine Act, while the company builds the new tanker.

Eyeling Ore Trade

Eastern is also considering going into the ore trade, but states that, at present, the ore import program is still in the development stage, and it is too early to make definite commitments about building new ore vessels.

The company has already made an application for permission to sell the Evangeline to foreign interests, for operation under foreign flag, and the Government has not yet acted upon this application.



NO LAWYERS NEEDED

The SIU Welfare Plan office wishes to remind Seafarers and their families that no lawyers are needed to collect any SIU Welfare Plan benefit. Some cases have arisen in recent months in which lawyers were engaged. The only result was a delay in collection of benefits and a charge against the benefit for lawyers' fees.

It's emphasized that the Welfare Plan was designed from the beginning to provide simple and speedy payment of all benefit claims, so as to bypass lawyers and legal fees. Any application for benefits should be made directly to the Seafarers Welfare Plan at 11 Broadway, by the individual involved.

Headquarters Adds Bootblack Service



Taking advantage of new service added for members in headquarters, Seafarer A. L. Yarborough relaxes in the SIU barbershop as the bootblack puts a high shine on his shoes.

Canadian District Sets Strike Date For Great Lakes Vessels

MONTREAL—Members of the SIU's Canadian District today were busy oiling up their strike apparatus in preparation for a strike to begin Monday at noon. The decision to strike follows the union's rejection of a conciliation award which fell far short of demands.

The impending strike is aimed at four major Great Lakes companies, the key operators holding up the union's demands for a \$50 a month wage increase, a forty hour week and changes in working conditions.

The announcement of the strike deadline came after the union had conducted a strike vote among crewmembers of the four affected companies. Indicative of the crews' sentiments was the tally among the crewmen of the Colonial Steamships Limited, where the vote ran over 83 percent in favor of the strike. The other companies affected, where balloting is not complete are: Canada Steamship Lines, N. M. Patterson and Sons, and Upper Lakes and St. Lawrence Transportation Company.

The present deadlock is a result of the companies and the SIU

being unable to agree on a new contract to replace the one which expired on January 31. Following fruitless negotiations, the union and the companies presented their cases to a government board of conciliation which rejected a wage increase and suggested instead a sliding scale of hour reduction to take effect over the next eleven months until the 40 hour week is in effect. No mention was made in the board's report of adjustment in the working conditions.

The Canadian District, in rejecting the award, stated that the award is a "mythical increase" inasmuch as most of the increase in pay would not be felt for almost a year and even at that time the companies would trim their departments on week ends in port so that the overtime pay would go to few men. Some men would lose out entirely as they normally do not work on week-ends.

Study Deep-Sea Award
In the meantime the Canadian District is still studying a conciliation board award covering the union's deep sea operations where the demands are the same.

The decision of the membership to hit the bricks to enforce their demands was announced by Hal Banks, Director, in a telegram to the Canadian Department of Labor, which stated: "We regret that we are compelled to inform you that the SIU has . . . unanimously rejected the conciliation board award . . . voted authority to their elected negotiating committee to conduct a strike vote and set a strike deadline in conformity with the Labor Relations Act."

Leading the union's negotiations is a rank and file committee, headed by Ernie Hughes. Hughes has asked all Canadian District members to standby for the Monday deadline and to do everything possible to support the strike. Other unions have indicated their cooperation, in the event that the Canadian seamen are forced to go out.

SIU Crew Helps GIs Get Chapel

Playing the Good Samaritan once more as they have so often in the past, members of the SIU crew of the Western Trader (Western Nav.) opened their pocketbooks and their hearts to the boys in the Armed Forces. All together they raised \$200 for the soldiers in Ulsan, Korea, toward the building of a chapel for the men in that area.

Word of the crew's action came to the Union through the office of the soldiers' chaplain, Rev. K. McNally, who wrote a letter to Paul Hall, secretary-treasurer of the SIU, informing him of the good work. It said, in part:

Little Surprise

"I suppose you will be a little surprised in receiving a letter from an Army chaplain, but it is a letter of thanks and appreciation.

"Our outfit is stationed in Ulsan, Korea, and at present is unloading coal from ships. One of the ships, the Western Trader, is in the harbor and we are in the process of unloading it. I have visited the ship a few times and yesterday they invited me out for lunch. To my great surprise the men on board the ship presented me with an envelope containing \$200. They said it was a gift toward the building of the chapel and for the soldiers.

"I might add that the relationship between our men and the men of the Western Trader has been very wonderful and we will be sorry to see them leave this port.

John K. McNally,
Catholic Chaplain"

SUP Wins \$100-Month Pension Plan

The Sailors Union of the Pacific has won a new pension and disability plan which will pay retired Sailors up to \$100 per month, as a result of its recent contract negotiations with the Pacific Maritime Association, the association of West Coast shipowners.

Under the terms of the new pension plan, Sailors will be able to retire and collect pensions at any time after reaching the age of 60. However, the SUP stressed that retirement will be voluntary, and no man can be required to retire until he wants to.

Those men retiring on or after this coming October 1, providing they otherwise qualify, will begin receiving their pension payments January 1, 1954. A retroactive part of the plan provides that all men who retired between Jan. 1, 1950 and Oct. 1, 1953, and who otherwise qualify, will receive a pension making up the difference between their Social Security payments and \$100 per month. In most cases, said the SUP, this will be about \$30 or \$40 per month. In cases where men are already receiving payments under the SUP

welfare plan, the same arrangement will continue and they will not come under this retroactive part of the new plan.

Sliding Scale

Those Sailors retiring under the new plan at 60 will get \$65 per month; at 61, \$70; at 62, \$75; at 63, \$80; at 64, \$90, and at 65, \$100 per month. The SUP points out that a man retiring at 65, in addition to his \$100 per month pension, will also be collecting Social Security payments of about \$85 per month if he is single, and about \$147.50 per month if he is married. This means that a married man retiring at 65 would have a total income of about \$247.50 per month with pension and Social Security payments combined.

Under the terms of the new pension plan, Sailors must have 20

years in the industry within a span of 25 years in order to qualify for a pension. In order to have a year count, a man must have worked at least 200 days within that year.

The new plan also contains a disability provision, with no age requirements. Under this new provision, a man who is disabled and no longer able to work may qualify for a disability pension of \$50 per month for life. If the disabled man is married, he could get an extra \$10 per month for each child.

In order to qualify for the disability pension, the man must have 15 years in the industry within a span of 20 years.

It was estimated by the committee that about 200 Sailors will be able to qualify for the new pensions on January 1.

SIU Disability \$ 'Wonderful'

NEW ORLEANS—Al Sylvera has become the 22nd man on the list of those presently receiving the SIU's \$108 per month disability benefit, with the receipt of his first check last week at his home here.

The 52-year-old Seafarer, who has been sailing on SIU ships since 1941, says that, "this check will sure help out right now. Something like this is great when you're not able to work, and it's wonderful that seamen can count on getting this sort of income to help out if something happens to them."

Right now, Al is staying at home with his wife, Bea, and just taking it easy. He hasn't made any plans about the future just yet.

Al joins the following Seafarers, who are all collecting the \$25 per week disability benefit: James Carroll, Joseph Germano, William Girardeau, William Gray, John Hopkins, George Jackson, William Kimmerer, William Lake, Peter Ley, Eugene Milanese, William Price, Bernard Roll, George Thurmer, P. Henderson, Jose Garcia Rivera, Edward Hansen, Earl Spear, George Steinberg, Joseph Pilutis, Alexander Dudde and J. A. Scara.

Al, who has sailed most of the time as chief cook, says that he figures he might pass some of the time by whipping up something in the kitchen at home, but that, mostly, he just plans to rest.

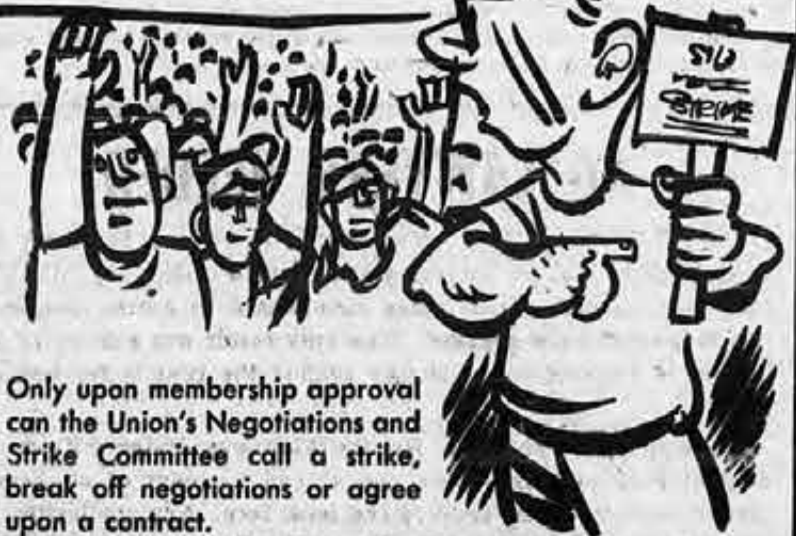


Welfare representative W. J. Frederick (left) gives Al Sylvera his first \$25 disability payment in Sylvera's New Orleans home. "It's wonderful," said the disabled Seafarer.

YOU and the SIU CONSTITUTION

YOUR RIGHTS AND PRIVILEGES AS SIU MEN ARE GUARANTEED BY YOUR CONSTITUTION. THIS FEATURE IS DESIGNED TO ACCQUANT YOU WITH THESE RIGHTS AND PRIVILEGES.

From Article X, Section 7
"In no event shall the Negotiations and Strike Committee obligate this Union or any Port thereof, in any manner, without the approval of the membership of the Union."



Only upon membership approval can the Union's Negotiations and Strike Committee call a strike, break off negotiations or agree upon a contract.

First Sea Chest Libraries In Gulf



The New Orleans hall, above, gets the first load of SIU libraries designated for the Gulf area as the books await delivery to SIU-contracted ships. It doesn't take too long before they reach the men and are put to good use by Seafarers aboard the ships as shown, left, on the Del Campo, one of many ships to receive the Sea Chest libraries. Carl Pedersen, left, ship's delegate, and Walter W. Christian, steward, pose happily with the first consignment to a ship in the Gulf area.



SIU COMMITTEES

AT WORK

It isn't often that the SIU finds it necessary to expel a member for a serious offense. Since the new SIU Constitution was adopted only three such expulsions have taken place. However, all offenses do not call for the serious penalty of expulsion, but in all cases when charges have been preferred, a rank-and-file committee, elected by the membership at a regular



Robinson

Union meeting, sees to it that the trial is handled in fairness to all concerned. A trial committee, backbone of SIU justice, draws its lifeblood from the ranks of the Seafarers themselves. Its entire reason for existence is to protect the Seafarer and give him every privilege guaranteed him under the Constitution. It has no axe to grind, but is elected by the membership in order to stand as a fair and impartial judge in the case at hand.

Such was the case recently when charges were preferred against a Seafarer aboard ship. The membership-elected trial committee was composed of W. J. Reidy, C. P. Benway, Edward Robinson and C. Palmer. The Seafarer was accused of: 1.) misconduct aboard ship detrimental to the welfare of the Union, drunkenness and failure

to report to cook supper until 4:30 PM of the day of departure; 2.) bringing the Union into disrepute by being drunk and swearing at shipmates as well as causing hard feelings among the crew; 3.) refusal to cooperate with the Union representative in discharging official Union business, and disrupting affairs in general.

The trial brought out the fact that the accused was repeatedly asked to stop using vile language, but refused. Also, that he would not allow a beef to be aired aboard the ship concerning himself, and was in such an intoxicated state as to be unable to answer for himself at the time of the offense. In addition, he insulted several crewmembers and threatened to "fix" them at some later date.

The trial committee, whose findings were concurred in by the membership, recommended that the accused be expelled on the first count, suspended for six months on the second, and fined \$50 for the third. If the Seafarer chooses to file an appeal, which right is guaranteed him by the SIU Constitution, an appeals committee will be elected by the membership to rehear the case for final dispensation.



Benway

Furuseth Is Honored By Coronet Mag

Andy Furuseth, founder of the Sailors Union of the Pacific and often referred to as the "Abraham Lincoln of the Sea," is honored in the September issue of Coronet. The honor to Furuseth comes at the same time that the Reader's Digest pays tribute to the SIU, A&G District. Furuseth is compared to Lincoln because of his thirty-two year fight to deliver American seamen from the virtual slavery that was their lot under brutal and outmoded maritime laws.

Born in Norway of a poor family in 1854, Andrew Furuseth was apprenticed to a farmer who treated him cruelly. To escape this treatment he ran away to sea at nineteen, only to encounter more brutality than he had ever dreamed existed. Unpleasant experiences caused him to wonder why seafarers did not band together to protect themselves from the treatment that was a sailor's lot.

Lifelong Battle

When he came to the United States he embarked upon a program to unionize the maritime industry in Tacoma, Washington. Impressed by the language of the Declaration of Independence and the Constitution, he thought this country the most promising ground to promote human dignity. The odds against the prison-like conditions existing aboard ship were tremendous. He was a foreigner, he was poor and he had no education.

In March of 1885, together with a small band of courageous men, he formed the Sailor's Union of the Pacific. Like Lincoln, he had to teach himself language and history. He soon acquired a mastery over the English language and American history and maritime law. He was called "the most learned legal layman in the United States."

Titanic Disaster Helped

Furuseth's first victories were the passage of the Maguire Act and the White Act, but it required one of the greatest naval disasters in the world's history, the sinking of the Titanic, to rally public opinion to his cause. Furuseth's proudest day was when he stood with President Woodrow Wilson in 1915 as the latter signed the LaFollette Seamen's Act, the Bill of Rights for seagoing men.

Andrew Furuseth died in 1938. For the first time in American history a labor leader lay in state in the rotunda of the Department of Labor building in Washington.

Ex-Atlantic Men Aboard SIU Ships

All money paid by you to SIU representatives is applied against your SIU initiation fee and dues. If you have not received your book already, drop in at the nearest SIU hall and apply for your membership book in the SIU.

It is also suggested that while there you fill out a beneficiary card for the SIU Welfare Plan.

At the same time you can cooperate with the SIU in the making of any affidavits you may wish to draw up in connection with the campaign in Atlantic. Your cooperation will help greatly in bringing nearer full SIU victory in the Atlantic Refining Company.

SIU NEWSLETTER from WASHINGTON

All indications point to the probability that there will be no more shipbuilding by the Government, on its own account, for some time—no more Mariners or any other type ship—unless built by the industry itself. Of course, war or near war conditions would change this.

The former Democratic administration sponsored the Mariner shipbuilding venture, but Under-Secretary of Commerce for Transportation Robert Murray, has misgivings about the commercial value of the Mariner and wants no more of them.

The Mariner type ship still remains the big question mark—everyone agrees that it is a superb vessel, particularly for military purposes. However, at the moment, there are only prospects that some of the larger American steamship lines will purchase any of the vessels.

Under existing law, American subsidized lines are not supposed to have any connection with foreign shipping companies or in any way act as agent for foreign-flag competitors. However, for a number of years the American Export Lines, Inc., a subsidized carrier, has acted as agent for the passenger ship operations of the Italian Line. The US State Department has backed this agency arrangement.

The matter soon will receive publicity when the US Maritime Administration holds a public hearing as to whether the agency arrangement should be continued. It will be a battle as some American lines are against the Export-Italian Line agreement, particularly Isbrandtsen Co., Inc.

One of the biggest reorganizations in years is in prospect in connection with maritime employers. For many years, the employers, in the main, have been represented in this city through the National Federation of American Shipping. This organization is about to be dissolved.

The implications still are not too clear although many believe that the Federation made too many on-the-spot decisions without consulting the Board of Directors in New York. The American Merchant Marine Institute, a subsidized group, wants to take over the Washington staff of the National Federation of American Shipping but, at the moment, is running into a bit of opposition within the ranks.

All in all, it's proving to be one of those behind-the-scenes hot issues as to just who will represent the shipowners in the Capitol.

Prior to the adjournment of the 1st Session of the 83rd Congress, \$200,000,000 was appropriated as an emergency fund for the relief of Korea. However, the Foreign Economic Administration (formerly ECA) still does not know how the shipping problem is to be handled, namely, to what extent FEA will direct the shipments, or whether the Military Sea Transportation Service or the US Army will move some of their own stock from Japan over to Korea. They are waiting for a policy decision from the White House.

In any event, the 50-50 shipping provision in the aid statute is not involved in view of the prior attitude of Congress. The big question is just who will do the procurement of the Korean relief material, and where will this material be shipped from.

The Government of Mexico is taking steps to construct a merchant marine. It is expected that a company will be formed, backed by the Mexican Government, with the latter owning 51 percent of the stock and 49 percent offered to the general public.

The National Labor Relations Board has issued several important decisions. One of them is that an employer violated the collective bargaining requirements of the Labor-Management Relations Act by failing to inform a union representing employees of a closed-down plant that the plant would be reopened in another city. The Board held that the employer's failure to advise the union of the move deprived it of the opportunity to bargain about the possible transfer of employees from the old plant to the new one.

Another ruling by NLRB was that cards signed by employees authorizing a union to represent them established the union's majority even though the union later lost a Board election as a result of the employer's unfair labor practices.

Still another holding of NLRB was that an employer and a union violated the Act by withholding vacation pay of employees to compel them to join the union under a lawful union-shop contract which made the employees subject to discharge for failure to join.

The US Government, during the Korean campaign, has had to use foreign-flag heavy-lift ships, for the movement of railway rolling stock (locomotive, cars, etc.) because there were simply none in the US merchant fleet. As a result, the Military Sea Transportation Service has decided to convert two C-4's into heavy-lift ships, and the conversion work already has been contracted to the Bethlehem Steel Corporation, Shipbuilding Division, with the work to be done by their Brooklyn and Hoboken shipyards starting later this year.

It is likely that once again, come next year, an attack will be made on the 50-50 shipping provision in the various relief laws. Last month, President Eisenhower appointed six members to the Commission on Foreign Economic Policy, thus completing the membership of this 17-man Commission authorized by the Congress. Clarence B. Randall, Chairman of the Board of the Inland Steel Corporation, Chicago, Ill., is chairman of the group.

The Act of Congress authorized the Commission "to examine, study, and report on the subjects of international trade and its enlargement consistent with a sound domestic economy, our foreign economic policy, and the trade aspects of our national security and total foreign policy; and to recommend appropriate policies, measures and practices."

This group will study all existing legislation and the regulations and procedures stemming from it which bear directly on our foreign economic relations. Chances are that the Presidential Commission will recommend the elimination of the 50-50 shipping provisos in the US relief statutes.

Your SIU Washington Reporter

Top of the News

CHIEF JUSTICE VINSON DIES—On Tuesday, September 8, death came to Fred M. Vinson, Chief Justice of the United States. His death was sudden and unexpected, the result of a heart attack. Mr. Vinson, 63, had served as Chief Justice since 1946, when he was appointed by former President Truman. He was high in councils of the Democratic Party, and often served as party peacemaker. He was frequently mentioned as a possible Democratic candidate for the presidency. Speculation upon his successor quickly centered around California Governor Earl Warren, who has indicated he will not be a candidate for reelection to that post. Chief Justice Vinson's successor will be President Eisenhower's first Supreme Court appointee.

ADENAUER WINS IN GERMANY—Chancellor Konrad Adenauer won a smashing victory in last week's German elections. His Christian Democratic party won a clear majority of parliamentary seats and will be able to govern without the assistance of the minor party members of his last coalition. The election was a setback for the Social Democratic party, which had made a serious bid for leadership under Eric Ollenhauer. The general German resentment against Secretary of State Dulles' alleged interference, due to his endorsement of Adenauer, apparently was not directed against the Chancellor or his party. German unions, which mainly supported the Social Democrats, suffered defeats in many previously "safe" districts. Neither the Communists nor the Neo-Fascists won a single seat.

UNITED NATIONS SPLIT ON KOREA—While the uneasy truce prevails in Korea, there are serious differences of opinion between the United States and its allies in the United Nations on the coming peace conference. United States Delegate Lodge's fight to keep India out of the conference displeased Britain and France and seriously alienated the Asian-African bloc. The closeness of the vote and the fact that the Latin American members were almost the only other members voting with the United States are viewed in many quarters as the most serious setback yet suffered by the United States in the UN. Many delegates feel that with this sort of beginning, the conference is doomed to failure.

DULLES ANNOUNCES NEW FAR EAST POLICY—In his recent American Legion speech, Secretary of State Dulles outlined what he called a "new, dynamic" approach to the Far Eastern problem. He warned China against further encroachments in Asia and indicated that if the war in Korea were reopened or if the war in Indo-China were accelerated, the United States would bomb Chinese sources of supply, a position taken at first by General MacArthur. Such threats seemed ill-timed to a group of Legionnaires, who presented a resolution condemning the recent five billion dollar cut in the Air Force budget.

DEMOCRATS MEET IN CHICAGO—The Democratic Party held its first big meeting since last November's defeat in Chicago on September 15. Planned as a Welcome Home celebration for Adlai Stevenson, the meeting provided the opening shot for next year's Congressional election and was a move to heal all splits in the party. Former Governor Stevenson and former President Truman both addressed the meeting and had their licks against the Eisenhower Administration.

UN WOOS RED US PRISONERS—The UN command in Korea has pledged that any American prisoners who refused to return to the Allied side may be sure of getting all the rights and protection guaranteed by US law if they should decide to change their minds at a later date. This announcement was seen as laying the approach that will be made by Allied "explainers" who will have a chance to talk to all prisoners who refused to return, under the terms of the truce, in an effort to get them to change their minds. The UN command has already expressed sympathy for those who preferred to stay in Red hands, assuring them "our understanding of the pressures to which they have been subjected."

Army Inflicts 'Combat Zone' Rule On Seamen In Korea Despite Truce

Despite the fact that the fighting has stopped in Korea, and there is now a truce, the US Army is still following its "iron fist" policy toward merchant seamen in Korea ports, with voluminous "directives, instructions and restrictions."

Many observers have seen this as an attempt by the Army to retain the powers it took for itself over merchant seamen and other civilian personnel while the fighting was being waged. The SIU, meanwhile, has launched an investigation in Washington to determine whether the Army—or the Navy—has the right to restrict and order merchant seamen in any foreign port, and by what right the Army is exercising this power in Korea.

Originally, the Army used the fighting there as an excuse to inflict its "combat zone" restrictions on merchant seamen. It claimed that this was necessary for security and safety and for carrying on the war. However, now the fighting is over and this excuse no longer exists. But even during the fighting, the Army's policy was never clear—even to the Army itself. In some cases, crews of vessels actually in the combat zone were allowed shore leave and considerable freedom of movement, while crews of ships hundreds of miles from any fighting were restricted to their ships.

Directives Vary

The list of directives, instructions and restrictions, varies from port to port in Korea. Now, with the fighting over, the Army no longer offers any excuses for its "combat zone" restrictions, and jealously guards its newly-found powers over civilians.

The latest report of the Korean

situation came from the Bucyrus Victory (Waterman). When the ship arrived in Inchon, a list of 22 "instructions and restrictions" were posted aboard the vessel by the "Headquarters, 21st transportation medium port" over the signature of Wm. W. Lockwood, an officer in the Army's adjutant general's corps, the Army's corps of lawyers.

Although the directive said that merchant seamen were "allowed" ashore between 8 AM and 5 PM, the Bucyrus Victory had trouble even getting men requiring medical attention ashore. A launch for the men requiring medical attention was promised by the Army for 8 AM, but never arrived at the ship. "We flashed messages back and forth all day," reports Charles Burns, "but the launch didn't come."

'But Don't Touch Shore'

Finally, the ship asked the Army if it could use one of its own lifeboats to get men ashore for medical attention. The Army's intelligent reply was to give permission for the crew to use a lifeboat for "a joy-ride around the harbor," but said the boat would not be allowed to touch shore at all.

In the mimeographed directive, the Army told the merchant seamen where they were "allowed" to go, and where they were not permitted. They were told what gates they must use to get on or off the pier, told they would have to sign in and out at the gates, and be searched by the Army guards. They were told that they would be subject to "military policemen, shore patrols, Korean policemen, CID agents, etc." and that "breaking restrictions will subject the offender to arrest."

The restrictions included telling the merchant seamen how many cigarettes or how many cigars they were allowed to carry, and included a long list of places "off limits" to American merchant seamen. The seamen were prohibited from carrying "any coin or currency except Korean hwan . . ."

On this last point, Burns com-

ments, "It seems to us that somebody here must make quite a bit of profit on us . . ." Burns explains that seamen are given hwan at the "legal" exchange rate of 180 hwan to a dollar, but that the exchange rate ashore is about 300 hwan to a dollar, and prices are set accordingly, even in the Seamen's Club. "So we lose money in the exchange," says Burns, "and pay just about double for everything."

Ex-Seafarer Loses Leg, Not Spirit

Laurence E. "Blackie" Trent, a former Seafarer of nearly ten years' standing, knows what it means to fight for your life. Right now he is recuperating from an amputated leg in St. Joseph's Hospital in Houston, Texas. He's lying on his back, at ease, and it's one of the few times in his life that he's been able to take things easy.

Trent, who left the SIU when he got his deck license, last worked as first mate aboard the tug Margaret Root. He's not taking life lying down, though. He's got ten mouths to feed, eight of which belong to his growing brood, and he's determined to see that his offspring are fed in the manner to which they are accustomed.

Tough Job Ahead

"I've got a tough job ahead," the seaman said, looking ahead to the time when he will be discharged from the hospital, raring to get his hands around the neck of the troublesome world once again. "But I've had it tough all my life. My kids aren't hungry now, and they're not going to be—ever. I want all my friends in the SIU to know that old Blackie will be back in circulation soon."

'Miracle' Cure Only An Aspirin

NEVADA CITY, CAL.—The Reliance Pharmaceutical Company of this city needed an aspirin after being socked with a Federal Trade Commission order to stop advertising an arthritis cure.

The Commission ordered the company to stop claiming that "Artext" is a reliable treatment for neuritis, sciatica, bursitis, gout, lumbago, arthritis and rheumatism. "Artext," the Commission said, is mostly plain and simple aspirin.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Buying Clothing

After you've bought a new dress shirt, do you find it still fits after the first trip to the laundry? Do you know what kind of socks you can count on for longest wear? Or how to buy undershirts that won't shrink in length while they stretch in width?

It's not only that a man wants to buy his needs at reasonable prices. He also wants to get decent service and satisfaction. Very often he doesn't, because a lot of stuff on the market isn't made right and won't give good service. Undoubtedly you've had experience yourself with shirts that faded, and socks that developed holes in only one or two wearings. To help Seafarers avoid shoddy goods in whatever port they shop in, here's the lowdown on how to pick good quality and get value for your money in the haberdashery items we all have to buy frequently.

Dress Shirts: It's easy enough to make sure a shirt won't shrink. Simply avoid buying any that isn't labeled "pre-shrunk." That allows up to 2 percent additional shrinkage. But you're even safer if the label guarantees there will be no more than 1 percent additional shrinkage.

But besides the shrinkage, a shirt should be cut full. Maybe you never realized it, but shirts of the same marked size made by different manufacturers may vary noticeably. Some manufacturers may try to skimp on material. One way you can tell is to hold different shirts against each other. But also look for little tucks at the back yoke

and cuffs which indicate the shirt has been cut full. (Tucks at each shoulder blade are preferable to tucks at the center of the back yoke.)

Generally you get more for your money in solid-color shirts than striped or patterned ones. The really good patterned shirts are "yarn-dyed," that is, woven of dyed yarns. But these are expensive. The lesser-quality ones have the color merely printed on the fabric rather than woven into it, and these are more subject to fading. If you do buy a printed shirt because it's reasonably priced and otherwise looks okay, look at the reverse side of the material to see if the pattern shows through clearly, indicating a better-quality dyeing and printing job.

One of the best clues to quality in a shirt is the smoothness of the fabric, with no fuzziness, indicating combed cotton yarns have been used. Look for a tag saying the shirt has been made of cotton yarns. You'll find it will wear longer, and won't get dirty as quickly.

For a Seafarer who may have to do his own ironing, dress-shirts with fused collars are a great help because the collars are stiff and stay fresher-looking longer without starch, and are easier to iron.

Undershirts: That same tip about combed cotton yarns applies to undershirts and T-shirts. It doesn't pay to buy them if they aren't tagged "combed cotton," both for the sake of staying clean longer and for greater durability.

Ribbed-knit undershirts and shirts hold their shape better. Especially avoid buying basket-weave T-shirts

which tend to shrink in length while becoming baggy in width.

In "winter underwear," wool and cotton provides a freer passage of body heat, and thus is more comfortable, than all wool.

Socks: Cotton is generally more durable for socks than rayon, and cotton lisle makes the longest-wearing cotton socks. Lisle socks are smoother than ordinary cotton. Pick those with ribbed tops which hold their shape better.

If you're out to buy warm socks, you might consider those made of dynel. They'll wear at least as well as high-quality woolen socks, and have a great advantage for a man away from home of being easily washable without shrinking, and of drying quickly. You can even throw them into the washing machine aboard ship (experimenting first to make sure the dye won't run), which you can't generally do with wool socks unless they have been treated to be shrink-resistant like the Army socks. But dynel socks have one disadvantage in common with nylon socks; they don't absorb perspiration readily and some men find them uncomfortable.

Why do socks often wear out so quickly—sometimes after just a couple of wearings? One frequent reason is that many men buy socks a little too short. Another is that socks need to be washed soon after wearing, because perspiration and dirt weaken the fibre if they lie around unwashed. Tip: rub a little paraffin on the toes and backs of the heels of your socks to help resist wear; the paraffin will last through several washings.



Seafarer Gilbert Piersall, shown above, not only comes back to "Big" Mamou, La., but he comes back often. Catapulted into the national spotlight via a big song hit, the town of Mamou is a center of activity for SIU shrimpers and tankermen and is growing more popular daily.

'Big Mamou' Home For Jack And SIU

For the past few months, it was hardly possible to pass a radio or juke box without hearing a plaintive lament wherein a brassy-throated female is begging someone named "Jack" to "please come back and make me happy and live with me in Big Mamou." Well, the secret is out in the open and we have Seafarer Gilbert Piersall to thank for this inside information. The "Jack" of the song is an SIU man and the singer could be his sweetheart in their hometown of "Big" Mamou, Louisiana.

Brother Piersall, with the aid of unofficial town historian R. J. Reed, sent along to the LOG a good deal of information about the little town of Mamou, Louisiana, suddenly thrown into the national spotlight as a result of the phenomenal success of the song hit, Big Mamou. The SIU, it appears, is well-represented in Mamou, Louisiana. According to Piersall, the little town (800 until it suddenly tripled in size) has more SIU members than any town its size in the country. Most of the Seafarers are tankermen and shrimpers who make their homes in the little Cajun village when not plying the network of waters which is South Louisiana.

SIU And Fait Dodo

Mamou has come upon prosperous times in the last few years (even before the song made it a national byword) and this is due in no small degree to the Union and the tremendous gains it has made for its members. Mamou is proud of these boys, prays for their

Keep Draft Board Posted

SIU Headquarters urges all draft eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships.

Failure to keep your draft board informed of your whereabouts can cause you to be listed as a delinquent and be drafted into the services without a hearing. The Union in such cases can do nothing to aid Seafarers who fail to comply.

safety when they are away and welcomes them home with open arms and Fait Dodos when they return.

Seafaring is an old tradition in Mamou, dating back to the old French shrimp fleets. The region claims to supply more seagoing and Navy men than any part of Louisiana or Texas. Historians attribute the nautical nature of these people to the Bretons, French fishermen, who originally settled in the area. More plausible, perhaps, is the proximity to the Gulf ports and the busy waterways of South Louisiana.

Situated in Louisiana's Cajun country, the town and surrounding area have customs and traditions unique and charming. The people are amiable and easy going and the enjoyment of life is, with them, a serious business.

The Saturday night Fait Dodo is the social event of the week. In Cajun parlance it means "make sleep." It is not unusual to see four generations of a family in attendance at one of these soirees. The children fall asleep long before the evening is done and some authorities establish the name with this fact.

Gambling And Tobacco

Seafarer Piersall was the owner of the City Cocktail Parlor, site of many a Fait Dodo and apparently more. When the new state administration cracked down on gambling in the parishes, owner Piersall sadly decided to sell his dance hall and return to the sea. Whenever he is on the beach in New Orleans, Lake Charles, Orange or Houston, however, he quickly makes tracks for Grand Mamou.

This is the area of Cajun cooking, which some gourmets consider the world's best. Here families eat red beans and rice, tabasco sauce, gumbo file, okra gumbo, shrimp creole, jambalaya, turtle soup, oyster pie, crayfish bisque and boiled shrimp and crayfish. With these superb dishes go a sort of Louisiana vin ordinaire, cheap white and red wines, and coffee and chickory. Only in a song would anyone have trouble getting Jack to come back to Big Mamou.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS REPORT ON BENEFITS PAID From 8-31-53 To 9-11-53

No. Seafarers Receiving Benefits this Period	1109		
Average Benefits Paid Each Seafarer	5625		
Total Benefits Paid this Period		62,375	80

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	7,290	00	
Death Benefits	12,947	86	
Disability Benefits	1,050	00	
Maternity Benefits	2,600	00	
Vacation Benefits	38,487	94	
Total			62,375 80

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	368,865	00	
Death Benefits Paid Since July 1, 1950*	669,265	47	
Disability Benefits Paid Since May 1, 1952*	190,400	00	
Maternity Benefits Paid Since April 1, 1952*	157,200	00	
Vacation Benefits Paid Since Feb. 11, 1952*	2,511,365	56	
Total			3,725,736 03
* Date Benefits Began			

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	541,215	24	
	Welfare	392,400	67	
Estimated Accounts Receivable	Vacation	264,584	00	
	Welfare	237,596	00	
US Government Bonds (Welfare)		197,904	38	
Real Estate (Welfare)		390,667	80	
Other Assets - Training Ship (Welfare)		100,639	95	
TOTAL ASSETS				3,906,170 04

COMMENTS:

There is a growing tendency on the part of beneficiaries under the Seafarers Welfare Plan to engage legal counsel or other outside assistance in connection with death benefit claims.

Persons covered by the Plan are urged to tell their beneficiaries that in the event of their death, that they need only to notify the Welfare Office or the nearest SIU union hall. Prompt attention is given to all claims and the services of a third party are not necessary or required. A brief letter with the death certificate is sufficient for the payment of death benefits.

Submitted 9/11/53

Al Kerr, Assistant Administrator

...and, remember this...

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

UNION TALK



By KEITH TERPE

Your organizers have spent a lot of time and energy explaining the meaning of security to Atlantic tankermen, because that, certainly, is the one all-embracing term in which you can wrap up everything the SIU stands for. The non-Union seaman knows security only as something the company promises but never puts down in writing; his counterpart, as a member of a bona fide maritime trade union like the SIU, knows it as something very real, however. He comes and goes as he pleases, ships when and where he wants, and kowtows to no one in order to earn his livelihood.

The union seaman, the Seafarer, knows that if he does his job in a proper fashion and according to contract, his Union will stand behind him all the way in any legitimate beef with the shipowner. He can count on that protection, along with his own ability on the job, to keep him working as long as he wants. For its part, the Union, through its extensive representation apparatus, is always on the spot when the Seafarer needs assistance and, most important, comes through with help at the right time. That is a measure of the security enjoyed by SIU members, and a cornerstone of the protective formula we are now offering to Atlantic seamen.

Threats Of Economic Disaster

There is a very thinly-disguised threat of economic disaster evident all around you, however, when you work for the Atlantic Refining Company. In this respect, the independent tanker company set-ups are very much like all the totalitarian governments that have come and gone with their philosophy that you must conform or get out. In the case of these countries, the so-called "non-conformist," the little guy who chooses not to believe in everything he is told, who sees around him that many things are black even when he is told that black is really white, can only get out horizontally. His troubles are over, and everything is really black for him from then on.

But the seaman in most of these outfits like Atlantic isn't as bad off, of course; at least it doesn't seem so unless you're in that position. The sailor who refuses to accept the company line about how well he's being treated, how safe his job is and how if he toes the mark they'll give him a slice of the moon, usually winds up on the beach, out of a job, with no livelihood and no prospects.

He learns you can't talk "union" in an outfit like that and still stay on the job, and that if he wants to hold on to his bread and butter, he's got to swallow his independence and self-respect first. That's the plight of the unorganized worker in any industry today.

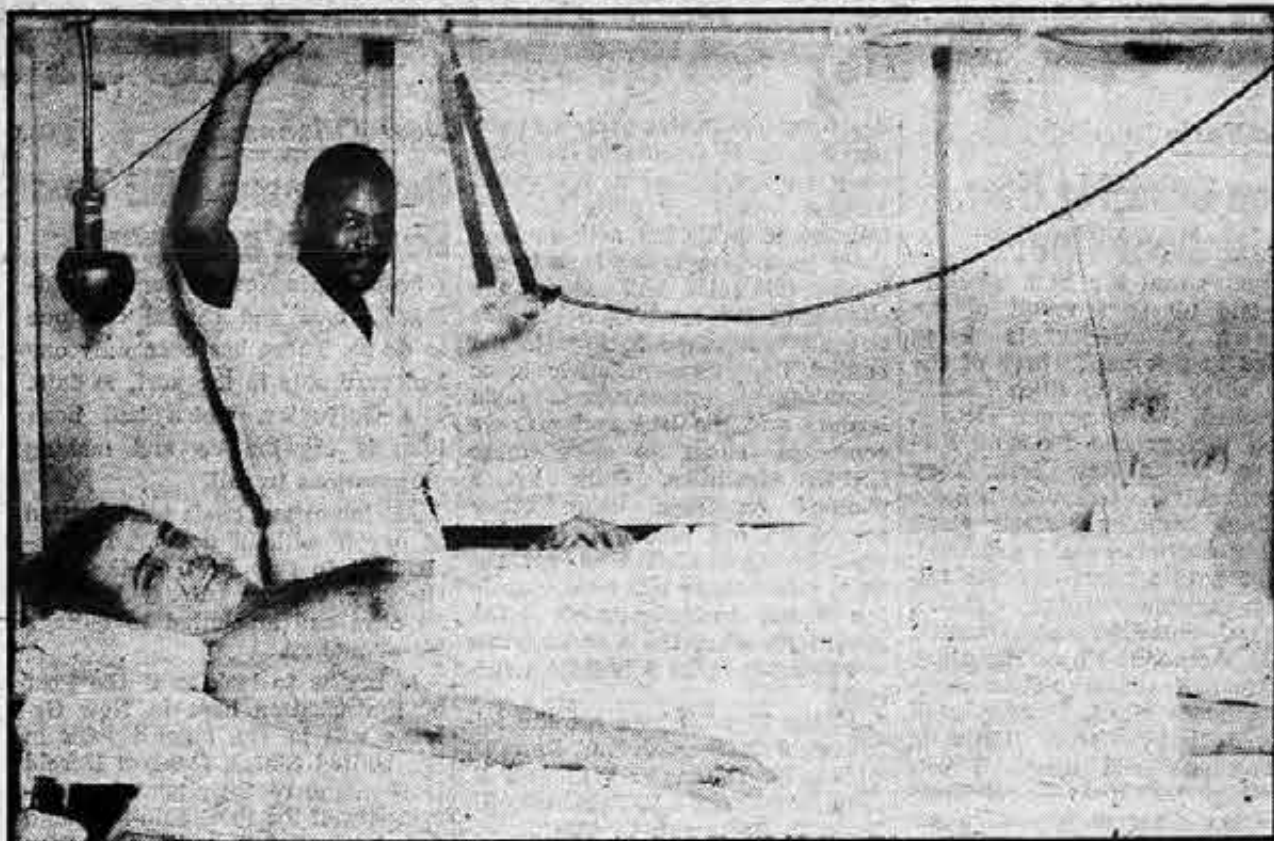
More Than 100 Men Forced Out

This lesson has been brought home very concretely to Atlantic men in the past year. They've seen better than a hundred of their number forced out of the fleet by the company's anti-union policy, since September, 1952. This figure is real and real people are involved, working seamen who were fired or intimidated to the point where they had to get out. This is the tanker company application of the doctrine of "conform or get out."

For the seaman in Atlantic today, it means that if the present labor set-up in Atlantic is continued, one out of every eight men in the fleet—four men on every ship—won't be on the Atlantic payroll by this time in 1954. This is a certainty because of the company's calculated policy of keeping a large turnover in employees, in order to keep the number of men getting seniority bonuses at a minimum. This much-publicized "percentage pay," whereby men with longterm service receive a percentage of their base pay scaled according to their length of service with the company, is something the short-timers receive to keep them with the company, but there are few oldtimers around anymore who draw this gratuity.

The men in the fleet are waking up to the fact that although "percentage pay," an old company union gimmick to keep employees from seeking bona fide unionism, is a big propaganda point raised by the company, very few people enjoy it. There's little security in that when you sail with a one-company set-up.

Seafarer Runs Aground In Baltimore Hospital



Seafarer Jeff Davis won't be boiling around engine departments for quite a while, as he is shown in Baltimore hospital bed with cast on his left leg and hip. Hospital attendant and pulley will be doing all the work as he just relaxes and takes it easy for a while.

Shipmates Of 30 Yrs Ago Meet

Over the years a seaman is shipmates with thousands of different men, but when Seafarer Charles Kellogg cocked his weather eye at the figure making his way aboard his ship recently the memory of a trip thirty years earlier stirred in his mind.

"I was QM on the Santore coming through the Panama Canal," Kellogg wrote the LOG, "When the pilot came aboard. He was sort of old and gray and a little bald and wore dark sun glasses. There seemed to be something familiar about him. When he started giving me orders, his voice, too, seemed familiar."

After three hours of conversation as the ship pursued its halting way through the Canal, Kellogg came up with the solution to the problem he had been toying with since the pilot first came aboard. Determining that the pilot was a native Californian, Kellogg whooped with the glee of reminiscence as he revealed to the wondering pilot that they had been shipmates 31 years earlier on the Joseph Dollar, a four-masted bark.

Trade Stories

No time was lost between the two in trading reminiscences of a voyage which lasted six months and took them from San Francisco to Kobe, Japan, and back to Astoria, Oregon. Old shipmates as

well as older ships and storms at sea were dredged up from the dusty barrel of memories as the Santore made its way between the oceans. Kellogg, it seems, lost track of C. Bayerstock, the pilot, some time after that and it was only recently he discovered that his old friend and shipmate had been a pilot on the Canal for 20 years.

The two seafaring men joined forces aboard the Joseph Dollar less than a year after the 1921

strike on the West Coast. Kellogg remembers that he signed on as an AB for \$45 a month at the end of the strike in April, 1922. Prior to the ill-fated strike, he had been making \$72 per month.

The trip across, Kellogg recalled, was uneventful, the bark making it to Kobe in 65 days after a stop at Grays Harbor. When he reached Japan, the first person he met was another old pal, Duke Dushane, who was on the beach at the time. Dushane liked the port so much that he couldn't be enticed from it and onto the ship for the return run after some men signed off.

The bark made it back to Astoria in 31 days, for a trip of six months and a payoff of less than \$100 for Kellogg by the time of the final reckoning. Reminiscence is all right, thought Kellogg as he looked over a picture taken aboard the ship back in those post-World War I days, but he'd rather have those modern SIU payoffs to go along with his day dreams of yesterday.



Cartoon History Of The SIU

The State Of The Union

No. 16



Reports at the 1948 SIU Agents Conference showed that the Union was in excellent shape. Increases in the General Fund, and the Strike Fund amounted to 25 percent in past two years. Meanwhile, the Union had increased its real estate holdings through purchase of building for a new hall in the port of New Orleans.



Although the Union had successfully come through the 1946 General Strike, the Isthmian organizing campaign and other important beefs, the forward progress had not stopped. The agents agreed to tighten the Union's strike apparatus for possible emergencies and to undertake a "help other unions" program.



The program arrived at by the agents received the wholehearted endorsement of the membership. In secret referendum the members voted 10-1 to adopt the program. The vote was a ringing assertion of union strength and a warning to shipowners and enemies of the Union that the organization was fully united.

PORT REPORTS

New York:

Union Squaring New Restrictions Beef

It seems that the bulk of shipping laid up as a result of the Korean Cease-Fire is being handled in this port. Three of the seven ships laid up since hostilities ceased, the Bessemer Victory, Carroll Victory and Burbank Victory are all in New York. They will probably go to southern ports for final berthing. Black Gang shipping continues to be excellent.

Ships paid off included the following: Bessemer Victory (Alcoa); Kathryn, Rosario and Suzanne (Bull); Archer's Hope, Cantigny and Council Grove (Cities Service); Captain N. B. Palmer (Dolphin); Burbank Victory (Eastern); Steel Flyer and Steel Maker (Isthmian); Bull Run (Petrol Tankers); Sea Garden (Penin. Nav.); Seatrains New Jersey and New York (Seatrains), and Carroll Victory (South Atlantic).

Three of the ships signing on were: Binghamton Victory (Bull); Robin Kirk (Robin), and Mobilian (Waterman).

In transit are Alcoa Pioneer, Alcoa Planter (Alcoa); Beatrice (Bull); Alamar (Calmar); Logan's Fort (Cities Service); Steel Director and Steel Fabricator (Isthmian); Robin Hood (Robin); Seatrains Georgia and Savannah (Seatrains); and Chickasaw and DeSoto (Waterman).

Restriction Beefs

Several ships came in for payoff recently with restrictions beefs. In straightening out these complaints we have told all companies involved that they are liable for overtime pay for keeping men aboard ship without having government restriction orders for countries where restrictions occurred. These orders, in some cases, could come from military authorities in occupied countries. We advise ship's delegates, in the future to secure copies of restriction orders from ship captains immediately and send it to us along with all relevant facts. This will enable us to have all such cases ironed out before ships come in for payoff and save time and trouble for the patrolmen.

Claude Simmons
Asst. Sec.-Treas.



Baltimore:

Atlantic SIU Men Receive Benefits

Shipping continues fair in this port and there are always jobs on the Ore ships making the South American run.

Earl Shepard, Baltimore Port Agent, has been down in Newport News this week helping out in the Atlantic Tanker drive. Two of the Atlantic men, Jack Snyder and Buckshot Alverson, are in the USPHS hospital here receiving their weekly welfare benefits. Buckshot had some photos taken and these have been submitted to the LOG. These brothers received full SIU benefits, while in the hospital, and were told to contact the nearest hall for any further assistance they may need.

Everyone here is concerned over the closing of the USPHS hospitals. It is gratifying to us to note the amount of interest shown by ordinary citizens in this proposed "economy" move. The Baltimore Federation of Labor and Congressmen Garmatz, Fallon and Friedel have all given us their support in this fight. We hope other branches are working on this thing and obtaining similar support.

In view of the interest in these

developments in this port, we were particularly interested in the LOG story on developments. We would suggest that other ports take an interest in initiating action along these lines. Now is the time to get behind this thing and prevent the closing of the establishments. We suggest that other SIU ports get behind Congressmen, other labor organizations, newspapers, civic leaders and the like and make a concerted effort to save these USPHS facilities. Only by a planned campaign using every source at our disposal can our fight be successful. Why not use these columns, or other columns in the LOG, to keep each other posted on what the various ports are doing to make this fight a success?

In the hospital here are the following: J. R. Snyder, I. H. Rose, D. Sykes, N. Tober, V. Williams, R. Shields, D. Rivers, S. Tate, A. DeFillippe, J. Davis and C. Clark.

Ships paid off include: Portmar (Calmar); Oremar, Marore, Baltore, Bethore, and Santore (Ore); Robin Goodfellow (Seas); Edith, Inez, Mae and Evelyn (Bull); Val-Chem (Valentine); Mobilian and J. B. Waterman (Waterman); Steel Director (Isthmian); and Government Camp (Cities Service).

Old Salt

Signed on were: Oremar, Marore, Bethore and Santore (Ore); Portmar (Calmar); Edith, Mae, Inez and Evelyn (Bull); Val-Chem (Valentine); Government Camp (Cities Service); Mobilian and J. B. Waterman (Waterman); and Steel Flyer (Isthmian).

In transit were: Robin Kirk (Robin); Robin Goodfellow (Seas); Chiwawa (Cities Service); Antinous, Afoundria, Chickasaw and Azalea City (Waterman); Steel Maker (Isthmian); Alcoa Pointer and Alcoa Roamer (Alcoa); and Yorkmar (Calmar).

One of the oldtimers who just breezed into the hall was our old friend Kornelius Korneliusen. Kornelius was a sight for sore eyes. He'd been on the Fort Bridger for eleven months and is now looking forward to a little Stateside rest. He is one of our militant engineer-room men. A book member since 1941, he has always done a bang-up job. He rates the SIU the best labor organization in the world and is always one of the first to talk Union to new men. It's good to have him about again.

Earl Sheppard
Baltimore Port Agent



Korneliusen

New Orleans:

New Orleans POE To Be Nation's Largest

Shipping in New Orleans is holding its own and should continue to do so. There has been only one boneyard ship in the port, to date. The Gulfwater, which had been idle, is crewing up and making preparations to sail.

All important beefs were settled at payoff without delay. The restriction to ship beef on the Hattiesburg Victory (Alcoa) involved 24 days and amounted to quite a bit of money.

It begins to look as if the Port of Embarkation here in New Orleans will be the biggest POE in the United States. General Harold Duffie, who recently became Commandant of the POE, said he would not be satisfied until the POE doubled the cargo from the port. As quite a number of SIU companies carry Army cargo, this expected increase should be a great boon to shipping in this port.

New Wharfage

The new \$2,500,000 wharf at Thalia Street will close the last remaining gap on the East Bank of the Mississippi River between the Industrial Canal and the Public Grain Elevator. This will give New Orleans a continuous wharf of about six miles.

New Orleans is now celebrating the Sesquicentennial Anniversary of the Louisiana purchase. Participating in this event are International House, the International Trade Mart, the Dock Board and all shipping interests. Particular stress will be laid upon the role of the port of New Orleans and the tremendous volume of Latin American trade. Efforts will be made during this event, to increase trade with that area.

Ships paid off were: Hattiesburg Victory (Alcoa); Del Rio, Del Sud and Del Valle (Mississippi); Antinous (Waterman); Catahoula (National Navigation); and Gulfwater (Metro).

Sign-ons were Del Campo, Del Sud and Del Viento (Mississippi); and Anne Butler (Bloomfield).

In transits were: the Clipper, Pioneer, Pennant, Corsair and Pilgrim (Alcoa); Steel Scientist and Steel Director (Isthmian); Del Campo and Del Viento (Mississippi); Seatrains Savannah and New York (Seatrains); Citrus Packer, Claiborne, Maiden Creek, Andrew Jackson and Monarch of the Seas (Waterman); Southern States and Southern Cities (Southern); Evelyn (Bull); Southport (South Atlantic).

The fifty book assortment made available through the LOG Fund was distributed this week to the USPHS hospital here. Reaction to this latest SIU service was immediate and enthusiastic. We are trying to get a blood bank started at the hospital in the name of the SIU. In the hospital are Jack Bates, Joe Colls, John Murry, Ted Terrington and Bob Adams. Congratulations to Butch Wright, Delmar Kelly and Bill Olds, who are the latest to apply for maternity benefits.

Lindsey J. Williams
New Orleans Port Agent



Savannah:

Four Crewmen Injured When Stage Collapses

Shipping in this South Atlantic port continues to be fair and no let up is in sight. All major beefs were settled quickly by the Union.

The Southwind (South Atlantic) came into port, paid off and signed on again.

Included in transit were: Seatrains Savannah, New York and Louisiana (Seatrains); Wacosta, Yaka and Azalea City (Waterman); Bradford Island (Cities Service); Southstar (South Atlantic); Robin Tuxford (Seas Shipping); and Southern District (Southern Shipping).



Sellars

Four crewmen of the Seatrain New York were injured when a stage they were working on collapsed. Those involved were J. B. Sellars, Edward Duffy, Arthur Comstock and Walter Hantusch.

The injuries were all minor and all are on the mend, we are happy to report.

Good Fishing

The weather has improved considerably and it now rains only every third day. Fishing has been good and the speckled trout are biting, although no catfish have turned up yet.

On the beach here are J. B. Sellars, who is recuperating from the accident referred to; W. R. Brightwell, J. Nelson, A. D. Smith, W. J. Wolf, G. W. Burke and E. Sims.

In the USPHS hospital here are J. A. Call, W. E. Hantusch, A. C. Comstock, M. J. Lohr, F. W. Grant, J. Littleton, K. C. Bumgarner, W. E. Freymouth, L. T. McGowan and J. E. Duffy.

Jeff Morrison
Savannah Port Agent

Wilmington:

Wilmington Due Kudos For Weather, Shipping

Shipping continues fine in this Southern California port, with no rain or hot or cold nights. Come and get it! This rosy situation will continue. We received many men from other ports and all who wanted to ship are now out on the sea.

Seawind (Seatraders) paid off here and signed on again, Compass (Compass) also signed on at Wilmington.

In transit were: Lafayette, Raphael Semmes, Bienville, Fairport and City of Alma (Waterman); Amerocean (Blackchester); Transatlantic (Pacific Waterways); Mary Adams (Bloomfield); The Cabins (Cabins); Seavictor (Bournemouth); Republic (Trafalgar); Seamar and Marymar (Calmar); Magnolia Mariner (Mississippi); and Michael (Carras).

Union Hits Delays

All beefs were settled to the satisfaction of the SIU men involved. These were principally overtime matters on the Seawind (much of this for supervising foreign labor) and the Raphael Semmes. In some cases where the companies had been slow in paying off men for hospitalization, the Union demanded and received repatriation payments of eight dollars per day until arrangements are made to pay. This, we feel, will nip this delaying business.

Again, where beefs of this kind come up, it would help us in settling them to the satisfaction of members if SIU men will inform us immediately, through ship's delegates, of the complaint, together with all information. This should be particularly emphasized when cases of restrictions come up. Companies are held liable in all cases where government restriction orders have not been issued by the military authorities or other authorized government agencies.

If this information is in hand, the SIU patrolmen can investigate and arrange for settling of these beefs before payoff. This will eliminate needless delay at payoff time and save time and trouble for the Seafarers and the patrolmen.

The companies here know we mean business and will tolerate no monkey business on beefs concerning restrictions, hospitalization or any other matters where Union men have legitimate complaints. Our quick action on these hospitalization beefs should prove our position to the shipowners.

Men Missing Ships

This is a busy port for ships in transit, most of which are in for bunkers. They hoist anchor and usually depart within twelve hours of arrival. Since some men have been hoping something would happen to delay sailing and missing the ships, the membership is cracking down and has cut the number down considerably.

Oldtimers on the beach here are Charlie Neumier, Viggo Sorrensen and Paul Brady. Among the younger set are Alex Stankiewicz, Charles Prevatt and Joe "Baltimore" Carroll.

Arthur Lindsey and Joe Pereira are in the USPHS hospital. Both are reported doing well and should be out in the near future. Some of the boys recuperating have been making their old rounds in San Pedro and Los Angeles. The weather here is really up to California Chamber of Commerce specifications. We would like to compare notes with our Florida brothers on climate and citrus fruits.

John Arabasz
Wilmington Port Agent

SIU HALL DIRECTORY

SIU, A&G District		Jeff Gillette, Agent	Elliott 4334	FORT WILLIAM	118 1/2 Syndicate Ave.
BALTIMORE	14 North Gay St.	Ray White, Agent	Phone 2-1323	Ontario	Phone: 3-3221
Earl Sheppard, Agent	Mulberry 4540	WILMINGTON, Calif.	503 Marine Ave.	PORT COLBORNE	103 Durham St.
BOSTON	278 State St.	John Arabasz, Agent	Terminal 4-2874	Ontario	Phone: 5691
James Sheehan, Agent	Richmond 2-0140	HEADQUARTERS	675 4th Ave., Bklyn.	TORONTO, Ontario	272 King St. E.
GALVESTON	308 1/2 23rd St.	SECRETARY-TREASURER	Paul Hall	EMPIRE 4-3718	
Keith Alsop, Agent	Phone 2-8448	ASST. SECRETARY-TREASURERS	Robert Matthews	VICTORIA, BC	617 1/2 Cormorant St.
LAKE CHARLES, La.	1419 Ryan St.	Joe Algina	Claude Simmons	Empire 4531	
Leroy Clarke, Agent	Phone 6-5744	William Hall		VANCOUVER, BC	565 Hamilton St.
MIAMI	Dolphin Hotel			Pacific 7824	
Eddie Farr, Agent	Miami 9-4791			SYDNEY, NS	304 Charlotte St.
MOBILE	1 South Lawrence St.			Phone 6346	
Cal Tanner, Agent	Phone 2-1754			BAGOTVILLE, Quebec	20 Elgin St.
NEW ORLEANS	523 Bienville St.			Phone: 545	
Lindsey Williams, Agent	Magnolia 6112-6113			THOROLD, Ontario	52 St. Davids St.
NEW YORK	675 4th Ave., Brooklyn			Phone: 545	
NORFOLK	127-129 Bank St.			QUESEC	113 Cote De La Montague
Ben Rees, Agent	Phone 4-1083			Quebec	Phone: 2-7078
PHILADELPHIA	337 Market St.			SAINT JOHN	177 Prince William St.
T. Banning, Agent	Phone 2-5995			NB	Phone: 2-5232
S. Cardullo, Agent	Market 7-1635			Great Lakes District	
PORT ARTHUR	411 Austin St.			ALPENA	133 W. Fletcher
Don Hilton, Rep.	Phone 4-2341			Phone: 1238W	
SAN FRANCISCO	450 Harrison St.			BUFFALO, NY	180 Main St.
T. Banning, Agent	Phone 2-3475			Phone: Cleveland 7391	
Marty Brethoff, West Coast Representative	Phone 51-12			CLEVELAND	734 Lakeside Ave., NE
PUERTA DE TIERRA, PR	Pelajo 51-12			Phone: Main 1-0147	
Sal Colls, Agent	Phone 2-5995			DETROIT	1038 3rd St.
PUERTA LA CRUZ	Calle Bolivar 25			Headquarters Phone: Woodward 1-6857	
Bill Oppenhorst, Rep.	Phone pending			DULUTH	531 W. Michigan St.
SAVANNAH	2 Abercorn St.			Phone: Melrose 2-4110	
Jeff Morrison, Agent	Phone 3-1728			SOUTH CHICAGO	3261 E. 92nd St.
SEATTLE	2700 1st Ave.			Phone: Essex 6-3410	

PORT REPORTS

Seattle:

Seattle Shipping Totals Increasing

Shipping in Seattle continues to be good and there is no indication of any letup. The dispatcher in this port has been kept busy.

Among ships in transit in this port are the Massmar (Calmar); Blenville and Keystone Mariner (Waterman); and The Cabins (Cabins).



Sullins

Fred Sullins was in recently. He is a steward and started shipping in 1943, when his first ship was SIU. He got his book early in 1944 and has seen, first-hand, the progress made by the

Union during his membership. Fred is thoroughly sold on the SIU and is one of the Union's best press agents. Most of his sailing has been out of Mobile and New York, but he has been on the West Coast since 1950. It looks like he will be permanently among us, as he recently bought property here in Seattle. He says he prefers the Far East runs from West Coast ports. Fred was very active in the Isthmian beef and stood picket duty in New York. We are happy to have Fred out here for good.

Oldtimers on the beach here are F. R. England and W. W. Wells. Men in the USPHS hospital include A. Compau, E. Edinger and M. Newman.

The American Newspaper Guild here is still striking the Seattle Times and the paper has not appeared in over two months. Management has steadfastly refused to meet union demand and all attempts at settlement have proved fruitless.

Jeff Gillette
Seattle Port Agent



Mobile:

Mobile Chosen First Maritime Lay-Up Port

Shipping has been very good in Mobile for the past two weeks. We shipped 24 men to regular jobs and over 200 men to various relief jobs in the harbor. We paid off the Steel Scientist here last week and hope that the Isthmian C-3s, which are scheduled to begin operating from Gulf ports, will be signing on and paying off in this port more frequently.

Ships in transit here were in surprisingly good shape, with few beefs to report and most of these minor ones. These were quickly settled to the satisfaction of crews concerned.

The port of Mobile has been selected by the Maritime Administration to use as a lay-up port for the first fourteen Victories going back to the reserve fleet, after having been on the Korean run. These ships are serviced to such an extent that they can be put back into service on twenty-four hours' notice. The first three have already gone into the reserve but thus far there have been no SIU Victories sent up.

Our only hospital case is Charles (Buster) Wells, who is recovering from a leg operation. A few oldtimers on the beach here are Willie Reynolds, Charlie Spencer, Lotus Stone, Jimmie Finnel, Harold Long, Fred Havard, Fritz Weidgreen, Joe Crawford, Fred DeLoach, Wilson Demouy, J. Foster, Herb Bliss, Roy Fritchett, Tate Hall, Frank Palmer and John George.

Since we showed the motion picture "The Seafarers," at our local membership meeting we have had several requests to show the picture to our allied locals. As soon as we can make the necessary arrangements, we plan to show it to all Marine Allied Workers Divisions and the Fisherman, Harbor Pilots and other interested groups.

Cal Tanner
Mobile Port Agent



Galveston:

Seafarers Assisting Construction Trades

Shipping continues fair in this Texas port and indications are that it is expected to pick up.

The Anne Butler (Bloomfield) paid off here recently. In transit were the Citrus Packer, Wacosta and Andrew Jackson (Waterman); Edith (Bull); Margaret Brown (Bloomfield); Sweetwater (Metro); Southport (South Atlantic); Seatrains Louisiana, Texas and New Jersey (Seatrains); Southern States (Southern Trading); and Archers Hope (Cities Service).

Events have been going along on an even keel in Galveston. There were no beefs reported for any of the ships touching port here.

Construction Trades Out

On the beach here are the following: C. Roberts, J. Lippincott, J. Oliver, A. Rahn, A. Manuel, R. Matthews and W. Hoy.

At the marine hospital are J. Von Holden, C. Barboza, H. Liles, H. Forbes and J. Markopolo.

On the local labor front the construction strike continues, with the Construction Workers, Operating Engineers and Laborers still out.

Tourist traffic to Galveston has been heavy through the summer. Most visitors have been Houstonians, but there has been a substantial number of tourists on the beach in this old port. Fishing boats have been going out almost daily, most of these on charter. The lack of gambling activity, compared to the lush old days, has put visitors to their own devices more than ever.

Jean Lafitte

There has been a revival of interest in the old Galveston and New Orleans privateer and, according to many, pirate. Two new books on the life of Lafitte have appeared recently and several parties of tourists have come to Galveston and inquired about his local haunts. They had come from New Orleans, Barataria Bay and Grand Terre (across from Grand Isle) in Louisiana.

Keith Alsop
Galveston Port Agent

Lake Charles:

Lake Charles Union Salute Papermakers

Shipping in Lake Charles continues good after last week's spurt. There are no indications of any slack.

The Christos M (Marine) paid off here after a run of five and a half months. There was a beef here in regard to restriction to ship. The Union went to work on this immediately. There were no other complaints for the period.

In transit were the Chiwawa, Cantigny, Government Camp, French Creek, Royal Oak, Logans Fort, Bents Fort and Winter Hill (Cities Service); Bull Run (Petrol Tankers); and Andrew Jackson (Waterman).

The Christos M signed on immediately and almost cleaned us out of personnel, particularly rated men.

Our nomination for Seafarer of the Week is T. A. Scanlon, who sails in the engine department in all ratings. He feels that SIU is tops and never fails to point this out to new men. He is one of the Union's most effective boosters in this area.

On the beach here are R. M. Thompson, our old standby, J. Creshire, S. Poole, W. J. Vincent, L. Fuseller and a few others.

Support Paperworkers

On the labor front here all is quiet and everyone seems happy, with the noteworthy exception of the paperworkers over in Elizabeth. This has been one of the longest and most violent postwar strikes. They have been out well over a year and are determined to stay out until their demands are met. The company seems to show no interest in the union's position and is still making sporadic efforts to break the strike, with scant success. Hats off to the paperworkers.

Leroy Clark
Lake Charles Port Agent



Boston:

Grant Union Demands On Overtime Dispute

Shipping in this port is picking up considerably and indications are that it will remain good.

The three major beefs were all settled promptly and satisfactorily. On the Alexandra we collected over 200 hours of disputed overtime. We also had some logs, considered unjust, dropped. Delayed sailing was paid to all eligible men on the Royal Oak and men who missed ship were paid trans-

portation plus meals and wages for rejoining their ship. Pumpmen were paid overtime for working on bilges in pumprooms.

Paying off were the Queenston Heights (Seatrade); and Ben's Fort, Alexandra, (Carras); French Creek and Royal Oak (Cities Service). These same vessels all signed on.

In transit were: Steel Maker and Anniston City (Isthmian); DeSoto (Waterman); and Robin Doncaster (Seas).

Model Builder

John Scully, our well-known model ship builder, was in recently with a report that he is working on another model of his last ship, the Ann Marie. His last model came to grief in an ill-fated porthole launching. Free from the distractions of shipboard living, he thinks he will be able to complete this model with a minimum of interruption.

Several Seafarers here have hobbies of this sort and we feel sure that brothers in other ports have similar interests. Perhaps these columns of the LOG, or another part of the paper could be used to exchange information on hobbies and related activities. It might be possible to eventually carry a hobby column or a hobby page. We believe that encouragement of these interchanges of information would make the LOG an even more interesting paper.

The Yarmouth has about wound up her season's cruising and is preparing to leave. We can honestly say we will miss the old ship in these waters. The delegates on this ship have done a bang up job and have kept their ship a credit to the SIU.

The recent Reader's Digest article about the Union caused a good deal of favorable comment in this port. The LOG articles on the situation in regard to the USPHS hospitals were read avidly by men in the marine hospitals here, as well as the doctors and the staff, who see the need for quick action to save these institutions.

Opposition to plans to close down these necessary facilities is growing by leaps and bounds. We are pleased to note the action being taken by our Baltimore brothers and hope that something similar can be accomplished up here in New England. Now is the time to save the hospitals.

On the beach here are Jack Higgins, A. J. Melanson, E. Parker, J. Marques, J. Anderson, B. Gooden, F. Norcutt, H. Olson, E. Haskins, J. McPhee, A. Bonti, L. Larkin and J. Burrows.

James Sheehan
Boston Port Agent

San Francisco:

Union Tutor To Unruly Skipper

Shipping in this West Coast port continues excellent and prospects are bright for the future. The next two-week period is expected to be even better than the first part of the month. West Coast shipping seems to be uniformly good.

Payoffs included the following: Eugenie (Oro); Brightstar (Traders); Ocean Lotte (Ocean Trans.); and Topa Topa (Waterman).

Three of these signed on again. They were the Eugenie (Oro); Brightstar (Traders); and Ocean Lotte (Ocean Trans.).

In transit here in San Francisco were: Fairisle, Blenville and Keystone Mariner (Waterman); Massmar (Calmar); and Steel Admiral (Isthmian).

Captain Bligh

The Eugenie arrived with a skipper of the old school. This Captain Bligh type chiseled all the money possible and disputed overtime wherever he could. In checking the slopchest we found that the buckaroo had overcharged the men on every item. The Union forced him to refund a flat ten percent on all slopchest bills. We were forced to give this character a good deal of schooling on the conduct of an SIU ship.

Although this type of tyrant and chiseler has almost disappeared from the seas, due to the efforts of the Union, an occasional survival turns up. Members are urged to report any suspicions of chiseling of this type on the part of the skipper or the company to their ship's delegate, who, in turn, should communicate with the Union immediately. If there are other cases, we can take action as we did in this case, getting, in this instance, the ten percent refund on slopchest bills.

The old school types will have to learn the hard way that SIU members cannot be treated as seamen were in the "good old days." Some of these have taken the turn of events pretty hard, but all are learning their lessons. Some, such as this captain, are just a little slower than their classmates and have to be kept in after school.

The Key System is still on strike here in the Bay area. We have done what we could to assist.

Earl Wandrel is in the marine hospital here. Earl joined in, 1942 and has since sailed in all ratings in the black gang. His first ship, the Daniel Hawthorne, was torpedoed on a run to India. His last ship was the Massillon Victory, where he was an electrician.

Others in hospital here are: Ho Tse Kong, W. Timmerman, David Sorrenson, Peter Smith, J. Corsa, Thomas Conway, J. R. Wing, Simon Bunda, H. L. Cox, E. Plahn, H. J. Lee, B. E. Jackline and R. M. Green.

We have been enjoying our usual wonderful cool August weather in the bay area. On the labor front here, there is the usual maneuvering on the part of Harry Bridges. Presently, he is in the process of a merger of the ILWU and the Marine Cooks and Stewards, since Hugh Bryson is under indictment for perjury. There have been rumors here of a group of Bridges' lieutenants snooping around the New York waterfront.

Tom Banning
San Francisco Port Agent

A & G SHIPPING RECORD

Shipping Figures August 26 to September 8

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	19	11	9	39	18	16	19	53
New York	171	129	104	404	81	113	116	310
Philadelphia	60	37	34	131	51	50	37	138
Baltimore	131	124	74	329	93	92	52	237
Norfolk	21	13	12	46	3	4	1	8
Savannah	23	20	12	55	18	11	15	48
Tampa	18	17	23	58	7	9	5	21
Mobile	59	55	51	165	39	50	35	124
New Orleans	72	73	75	220	88	72	89	249
Galveston	32	39	30	101	53	46	29	128
Seattle	8	20	13	41	3	5	6	14
San Francisco	38	25	30	94	47	35	36	118
Wilmington	27	27	27	81	23	12	20	55
Totals	680	590	494	1,764	524	515	460	1,503

IN THE WAKE

Lord De la Warre, governor of Virginia, probably never in his life saw the river named after him—the Delaware. Actually, the East's principal industrial river was discovered by Henry Hudson in the summer of 1609. During a trip for the Virginia governor in 1610, Captain Samuel Argall sailed his ship for a little unauthorized exploring into the territory of New England, returning with a load of fish from Cape Cod. Possibly to placate the angry governor, Captain Argall told him he had named a cape after him. Later on, the name was transferred to the river, as well as to the Indian tribe living in the region, by the English settlers who inhabited this region. Among the red men, the Delaware was originally called Makiriskitton.

Among the stranger denizens of the deep are the amabas scandens, or crawling fish, which can travel overland for as far as a mile... The trunk fish, another odd specimen, is equipped with a pair of horns, has three sides and no scales, while the fish that live in the Mammoth Cave, in Kentucky, are all perfectly white and blind... The shark, the only fish that can blink its eyes, lays the largest eggs of any fish—they often measure six by nine feet... although it is a salt water fish, the salmon is caught in fresh water.

The tattered sails of an ancient ship, filled with wind even in dead calm seas, have been sighted by coastal dwellers in the state of Maine, especially in Cundy Harbor, near Harpswell. The ship is deserted, flies no flag and bears no name. She sails straight for shore and then, without turning, drifts back again to the sea and disappears. Although no major disaster has been known to follow the appearance of this New England ghost ship, time and time again burial boats, crossing Sundry Harbor soon after, have been forced, due to current or winds, to follow exactly the course of the phantom ship.

The "Jonah," or ill-omen aboard ship, took many forms, animal or

human, according to seafaring men of an earlier day. Many of them believed a Jonah to be a man who boarded ship carrying a black valise, and would not ship with him. A hawk, owl or crow which alighted in the rigging was taken for a bad sign, but a bee or a small bird was considered good luck, and nailing a horseshoe to the mast protected the men, so they believed, against the evil influences of witches. On a fishing trip, anyone accidentally dropping a cake of ice overboard during preparations on sailing day, insured a favorable trip with a good catch, but if the hatch fell into the hold, there was trouble ahead.

Discovering sunken treasure is a daydream indulged in by almost as many people as would like to find the buried loot of some notorious pirate. Right in the Great Lakes, actually, lies a submerged fortune, in gold, silver and even whisky. Below the waters of Lake Erie lies the SS City of Detroit, with \$200,000 in gold and copper, and not far away is another submerged ship, the Dean Richmond, with \$141,000 worth of gold.

Sea battles have been won in many strange ways, and one of the strangest was the victorious encounter of the US brig Independence, in 1840. Carrying a cargo of fireworks, the Independence left China for San Francisco; because of the inflammatory cargo, all firearms and ammunition had been stored in the holds, leaving the ship in a particularly vulnerable position, in case of any sort of trouble. Outside Sumatra in a dead sea, the becalmed ship seemed a particularly tempting target to the hordes of Malayan pirates. They immediately set out for the ship in a fleet of canoes. With no time to break out the ammunition, the captain grabbed a handful of rockets, rushed to the deck, and started hurling the lit rockets at the approaching canoes. As the hissing, flaring rockets whizzed past them the terrified pirates fled in terror from the attack of this "magic weapon" and headed back to shore.

THE INQUIRING SEAFARER

Question: Did "Father Neptune" put you through an initiation the first time you crossed the equator?

A. Gilliland, dk. maint.: Sure did. When I was on the DeSoto in 1945. They woke us up by dumping ice water on us, and put us through the business all day. I had to do everything from sitting on raw eggs and getting slapped around with a dead fish to getting all painted up.

Clarence Collins, ch. stwd.: No, I've been lucky that way, I guess. I've crossed the equator about a dozen times, but never had to go through an initiation. I crossed on the West Neris and the City of St. Louis, but we had no passengers and were too busy to hold any regular ceremonies.

Abe Rapaport, ch. elect.: The first time I crossed was back in 1935 on the Challenger, and we didn't have any ceremonies that time. I've crossed several times since then, but it was always on freighters without passengers, so we didn't have any tough initiations like some of the ships.

Larry O'Connell, AB: The first time I crossed was on the LST 378 when I was in the Navy, and they sure put us through the paces on that ship. The initiation lasted all day. There was about 30 of us being initiated, and we had our heads shaved, got "baptized" and had a real rough time.

Daniel M. Alvino, AB: I crossed four times without anything happening. Then in 1945, I crossed again, and didn't have my papers with me, so the guys on the ship really gave me the works. It was on the Sea Dolphin. It was a lot of fun and laughs, but those guys sure thought up some great tricks.

William Vaughan, FWT: I was lucky. I crossed the first time in 1937 and we didn't have any sort of ceremonies. Then I was on the Brazil when we crossed again, and they had a big initiation, but I had my papers from the first time, so I didn't have to go through any of the stuff.

MEET THE SEAFARER



THOMAS CONNELL, bosun

Thomas "Big Tom" Connell, bosun, is one Seafarer who gradually worked his way into sailing deep-sea vessels when he started his sailing career.

Tom says that he was always hanging around the Perth Amboy waterfront when he was a kid, just watching the ships coming and going and dreaming about the day when he would be a seaman, too. "The sight of the ships moving in and out of the harbor always fascinated me," he says.

So, when Tom was about 16, he got his first job on the water. He couldn't get a berth on an ocean-going ship at the time, so he grabbed a vacant job on a tug in Perth Amboy, and made regular runs between Port Reading, NJ, and New York.

Deep Sea Tugs

He stayed on the tugs for a number of years, and then switched over to deep-sea tugs in 1935, and started making trips along the coast and out to sea on salvage jobs. "Things were still tough in those days," he says, "and there were plenty of seamen on the beach. At that time, I was making just about \$45 a month on the ocean-going tugs, and that was considered real big money with conditions the way they were then aboard all the ships."

But it wasn't long after switching to the ocean-going tugs that Tom made the second switch and got on an offshore freighter. "That first trip decided me," he says, "that I was through with tugs, and was going to stick to the big ships for the rest of my sailing days."

Sailing all during the war, Tom says he was one of the lucky ones, and was never torpedoed. However, he sailed through all the war zones, came close a few times," he says, "but we were lucky."

Fire on Tanker

One of the closest calls he had was while aboard a tanker in Taranto, Italy. There was an oil spill unloading her cargo, and the vessel caught on fire. The blaze

started to spread over the ship while the crewmembers tried to fight it. "It was a tough moment for all of us," he said, "but we were lucky again, and we all came out of it alright."

The next time that Tom was almost unlucky came while he was aboard the Seatrain Texas (Seatrain) in 1949. The ship was just outside of New York, and it was shortly before Christmas. While off the mouth of the harbor, the ship was in a collision with a freighter, and got banged up pretty badly.

"We limped into New York," says Tom, "and made it to the dock, but we sure were shaken up about the thing. Actually, it wasn't such a bad deal at all, because we had to stay in port for a while for repairs, and the whole crew got a nice vacation right over the Christmas and New Year's holidays, so it worked out pretty well."

Freighter Man

Tom says that he sailed tankers a lot before and during the war, but that since then he's been pretty much of a freighter sailor, and right now he likes those "romance runs" to the Far East. "I'm a single man anyway," he says, "so I like the idea of getting around the world, and enjoying myself in these different countries. With SIU conditions, we make enough money and have terrific conditions on the ships, so the whole thing is great. When I think back about conditions when I started sailing, I'm always happy that I joined the SIU back in 1947. That's one move that I've never been sorry about."

According to Tom, he's all for this business of traveling around the world and enjoying the top conditions and payoffs in the industry. "It's sure a lot different," says he, "from the time when I was sailing those tugs and we never got out of the harbor at all. I guess that sort of thing is okay for some guys, but you might just as well work ashore as have a job like that. You always go to the same places, and never get any sort of variety in life. Me, I like deep-sea sailing."

The Seafarers Puzzle

ACROSS	DOWN	38. Put in warehouse
1. Kind of fish	1. Talk	41. Sultan's playground
4. Face: Slang	2. Rainbow	43. He rate a. 41 Down
7. What a ship carries	3. Cheer	44. Church court
12. Sea between Australia and Neth. Indies	4. Kind of fish	45. Light breezes
14. Capital of Guam	5. Biblical land in Euphrates Valley	46. Two — two is four
15. He's on a SIU grant	6. About 72 in golf	48. Mr. Jones
16. Cossack	7. What West-rum does	50. Foreign relief group
17. City on the Danube	8. The — Khan	51. Crew member
18. Ocean: Abbr.	9. Price	52. Pester
19. Hesitant expressions	10. Snarl	53. Self
20. Fin to hold oar	11. They pull a boat	54. Molotov
23. Pacific Island	13. At times, a strike	(Puzzle Answer on Page 25)
25. Hearing organ		
26. Weights		
28. Set in prepared place, as oars		
22. Old card game		
34. Moor		
35. Where Cobb is		
36. Ship		
37. Pitch		
39. Move with oars		
40. Chinese God		
42. High school years		
44. Prison term		
47. Arrive: Abbr.		
48. A DiMaggio		
49. One of the crew		
51. SIU member		
55. Armistice		
56. About in the middle		
57. Province in India		
58. Man's nickname		
59. Dolly		

TEN YEARS AGO

Kharkov, the third largest city in Russia, was captured by the Russians, the fourth time it has changed hands in the war... The Anglo-American War Conference in Quebec closed... A separate Allied Southeast Asia Command and the appointment of Lord Louis Mountbatten, an acting vice-admiral and second cousin of King George, as its commander were announced from the Citadel in Quebec... Philip McQuade, AB, collected almost \$600 in overtime pay from the Schoharie when the SIU collected more than \$7,000 for Seafarers in the beef... India's highest court upheld the right of the British Viceroy to keep Mohandas K. Gandhi and other political prisoners in jail without trial, but condemned the way the detention law had been applied in Bengal, India's biggest province.

In Bulgaria, the sudden death of King Boris "after a brief but grave illness" was broadcast in Sofia by Premier Bogdan Philoff, with the further announcement that the successor to the throne was Crown Prince Simeon of Tirnovo, six, under the name of Simeon II... The Government turned back to private owners 369 more of the soft coal mines seized several months ago

during a series of strikes in the coal fields, bringing to 549 the number returned to private operation, Secretary Ickes said... The SIU fought successfully to gain all bargaining rights for licensed and unlicensed personnel, boat operators, deck hands and other ratings in the Higgins Shipyards, New Orleans, winning after a year's battle.

American parachute troops dropped behind the Japanese lines in New Guinea and seized western approaches along the Markham Valley, closing the ring on 20,000 Japanese at Lae and Salamaua... The Allies announced the Strait of Messina was open to navigation... The Red Army recaptured 300 villages, with Moscow reporting gains on all fronts and announcing German losses from July 5 to September 6 as 1.5 million including 420,000 killed and 38,600 prisoners... The SIU opened a separate and complete central registering and dispatching office in SUP headquarters at San Francisco for Seafarers on tankers and freighters... In Moscow the new Patriarch of all Russia, Metropolitan Sergius, was officially installed in the office that, except for a brief period after 1917, had been unoccupied since the death of Patriarch Adrian 250 years ago.

SEAFARERS LOG

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Welcome Aboard

As reported in this issue, the Marine Firemen, Oilers and Watertenders Union has voted 2 to 1 in favor of affiliation with the SIU, and observers have called this the most significant development in maritime labor in many years.

We agree. We feel it is indeed significant that the MFOW—a strong, stable union in its own right—felt it was necessary to gain the added strength, security and support by affiliation, and after discussing affiliation with CIO and other labor organizations, decided that the SIU offered the most advantages to its membership.

While the MFOW gains strength, security, prestige, support and other advantages, the SIU, on the other hand, also gains by the addition of the strong MFOW as the 45th autonomous affiliate. We are glad to say "welcome aboard."

'Eternal Vigilance ...'

Recent events in Washington have proved that seamen cannot take for granted even such basic things as the free medical treatment of USPHS hospitals which has been a fundamental part of the American Merchant Marine for the past 155 years.

Every maritime nation in the world provides medical care for its merchant seamen, and the US has provided this program almost since our nation was founded. While a cut-back trend has been established during the past two years, with the closing of 10 USPHS hospitals, the recent proposal by the Budget Bureau to halt the entire program came as a jolt.

The SIU has already launched an all-out fight to preserve the program, and other labor organizations and interested groups are joining in the fight. SIU crews and Seafarers everywhere have been asked to write their Congressmen and have their families and friends write. Once again, we're in a fight to preserve a basic and fundamental benefit.

And Another Attack

And, another report by the LOG'S Washington correspondent in this issue reveals a looming attack on another Government policy which has become one of the fundamentals of the American merchant marine, the 50-50 provisions in the nation's foreign aid programs.

The 50-50 provision has been included in foreign aid programs so regularly that the last Congress said it didn't bother to write it into the latest aid bill because it regarded 50-50 as a precedent and as basic policy. Yet, it appears that another attack is being launched against 50-50.

A commission has been named to "investigate" the 50-50 policy, and it is expected that, just as the Bell Commission of a year ago, this new commission will condemn the policy in support of the State Department, which has never viewed 50-50 with friendly eyes.

The SIU was in the forefront of the fight to gain 50-50 originally, and will continue to fight to preserve this policy, which has proved a shot in the arm to the entire American merchant fleet. The attack on 50-50, as well as the attack on USPHS, simply proves that American seamen can never rest easy and take for granted the things which they have won.

'Where There's Life ...'

As far as Eastern Steamship Company is concerned, we're happy to note that there's life in the old bird yet. The latest is a report that Eastern is now eyeing the ore and tanker fields, saying that a recent survey proved that these two fields are the most profitable in maritime, and is talking about building a new, high-speed super tanker.

An oldtime passenger operator, whose Arcadia was sunk during the war, Eastern was seen as "dead" and "going out of business" by many maritime observers. We're happy to see that the old gal still has the spunk and courage to go out and try to conquer new fields.

LETTER of the WEEK

SIU Ship's Home To GI In Korea

To the Editor:

I am writing this from Korea, where I saw quite a few SIU ships. The brothers have been very good to me and to the other ex-SIU men over here. I've never enjoyed being with a bunch of guys so far away from home more than with the SIU men in this port. It's just like going home to go aboard any SIU ship and see my old shipmates. Even if there's no one aboard that I know I'm always treated like a long-lost brother. It really makes a fellow feel good to be able to meet a bunch of guys for chow aboard ship, talk over Union affairs and then go down for a few beers.

Met Many Shipmates

I was lucky enough to get some of the brothers of the Hurricane, including Joe Sweeney, Boots, the bosun and several others, for a party with some of the sergeants in my outfit. During the past few weeks I've also seen Charlie Goodwin and Jim Ramsey, Heywood Brown; Red Kirk, Frank McCallaw, Blackie St. Cyre, New Rochelle Victory; Cecil C. Gates, Kyska; Casey Jones, Frank Cullison, Jack Stile, Seacliff; Tony Martinez, Young America; Duke and the bosun of the Green Star and Pat Fox, Irene Star.

The Sea Monitor is in outpost, and I'm hoping she comes in so that I can see Frenchy Michelet. I missed Frenchy the last time he was here and hope I'll not miss him again.

Will Mail Letters

Any time I'm on a ship and anyone has a letter to mail to headquarters, I'll be more than glad to send it on its way.

There was quite a shindig when the New Rochelle Victory came in to Korea, and the pictures we took turned out very good. The pictures will be sent to the LOG.

Takes Pictures

We've got plenty of time off around here in this man's Army. One of my favorite pastimes is taking pictures, but I haven't had much luck lately with my face and the countryside marring the view. I'd rather talk about the boys I meet over here. It does a little something to you inside when you meet part of the old gang 10,000 miles from home on the other side of this topsy-turvy world.

It doesn't matter where you go on this globe if you're an SIU man. You can find a Seafarer in almost any port in the world and be glad of it. They're the most hospitable people in the world and every day is Christmas with these boys. I wouldn't trade a minute of knowing any one of them for a year of many another man. It just warms your heart all over to know that you're accepted in their midst no matter who you are. That's real democracy. When it comes to that, no one knows better than the men of the SIU.

Until the next time, I'll be looking for the guys in the Silver Doll Bar.

Jimmie James

'Another Hand At The Wheel!'



LABOR ROUND-UP

A four-day strike by 25,000 members of the CIO United Rubber Workers against the Firestone Tire and Rubber Co. won a wage boost of 5 cents an hour, a \$25 increase in minimum pension payments, and comprehensive hospitalization and surgical insurance coverage for employees and their dependents. It was estimated that the package is a gain of about 12 cents an hour. Workers in eight cities struck, and it is believed that the gains won by this strike will set the pattern for the union's 200,000 members employed by companies throughout the US and Canada.

The 1,700 production and maintenance employees of the Jeffrey Manufacturing Co. in Columbus, Ohio, are preparing to present the company with the first set of union demands it has had to face in its 76-year existence. The workers voted in favor of the International Association of Machinists, AFL, last week, despite efforts by the company to defeat the union. The IAM recalled that it was unsuccessful in organizing the company the last time it tried—in 1900—because the National Guard broke their strike for recognition.

Faced with the threat of a nation-wide strike, and one-day work stoppages in several cities, the American Telephone and Telegraph Co. reached a contract agreement with the CIO Communications Workers providing pay increase and improved fringe benefits for 22,000 long distance operators. The CWA said that it "gained substantially the \$2 to \$3 pattern established in 24 other settlements in the Bell System bargaining since mid-April" and covering some 257,000 workers.

The CIO United Rubber Workers has won hospitalization benefits for its retired members in an agreement recently signed with the B. F. Goodrich Co. The new agreement also contained a 12-cent wage and insurance package for workers. Retiring Goodrich employees, and those who retired since April, 1950, will receive company-aid hospitalization benefits up to \$310 per year under the new agreement. The pension plan went into effect in April, 1950.

The Brotherhood of Locomotive Firemen and Enginemen has an-

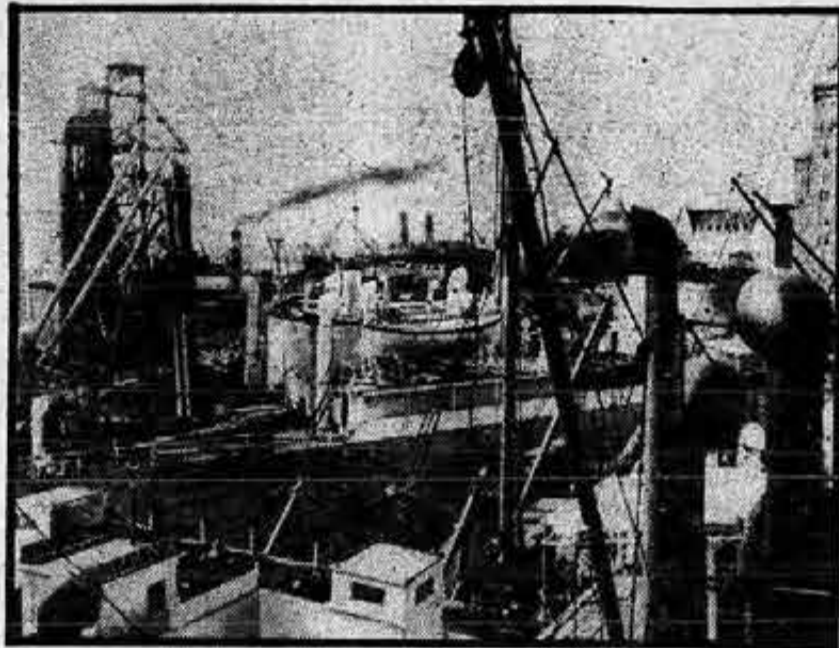
nounced that it is starting a drive for an increase in basic wages of 37½ cents an hour. It also says that it will drive for a guaranteed minimum wage for men in all classes of road service instead of just those in passenger service, a proportionate increase of all special allowances and differentials, improved vacations, and wage adjustments to correct inequities that developed under the 40-hour work week agreement, which it says does not provide full pay for conversion from the longer work week.

With the joint effort of AFL and CIO unions in the area, "Operation Tornado" constructed 193 new homes in two days near Flint, Mich. The area, which had been destroyed by a tornado, was rebuilt by volunteer AFL and CIO workers over the weekend. The residents, whose homes had been destroyed, supplied the materials and the unions supplied the skilled volunteers. It was estimated that the 5,500 union volunteers gave 80,000 man-hours of free labor, valued at a minimum of \$160,000, to the project.

With 18 out of 21 points in dispute settled in favor of the union, 2,200 members of the CIO Electrical Workers ended a 9-week strike that the Wurlitzer plant in North Tonawanda, NY, by ratifying a "Memorandum of Understanding." New grievance procedures were won, along with back pay for 72 workers laid off out of line with their seniority, as well as meetings to adjust escalator provisions in the contract, and also to adjust piece rates on "short-run" jobs.

The highest pay scale in the industry is claimed by 18,000 pulp and papermill workers as the result of a new contract. The members of the AFL Papermakers and Pulp Workers, and the AFL Sulphite and Papermill Workers Unions got the contract through joint negotiations. It raises the average pay scale in the West Coast pulp and papermill industry to about \$2.19 per hour, gaining pay increases averaging between 3½ and 8½ cents an hour, in addition to improved working conditions.

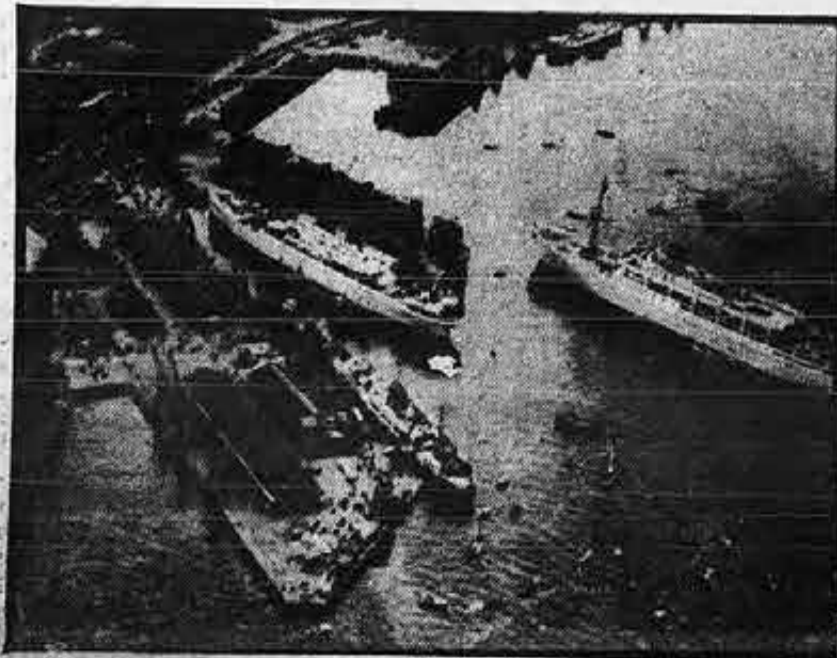
SIU Ports of the World



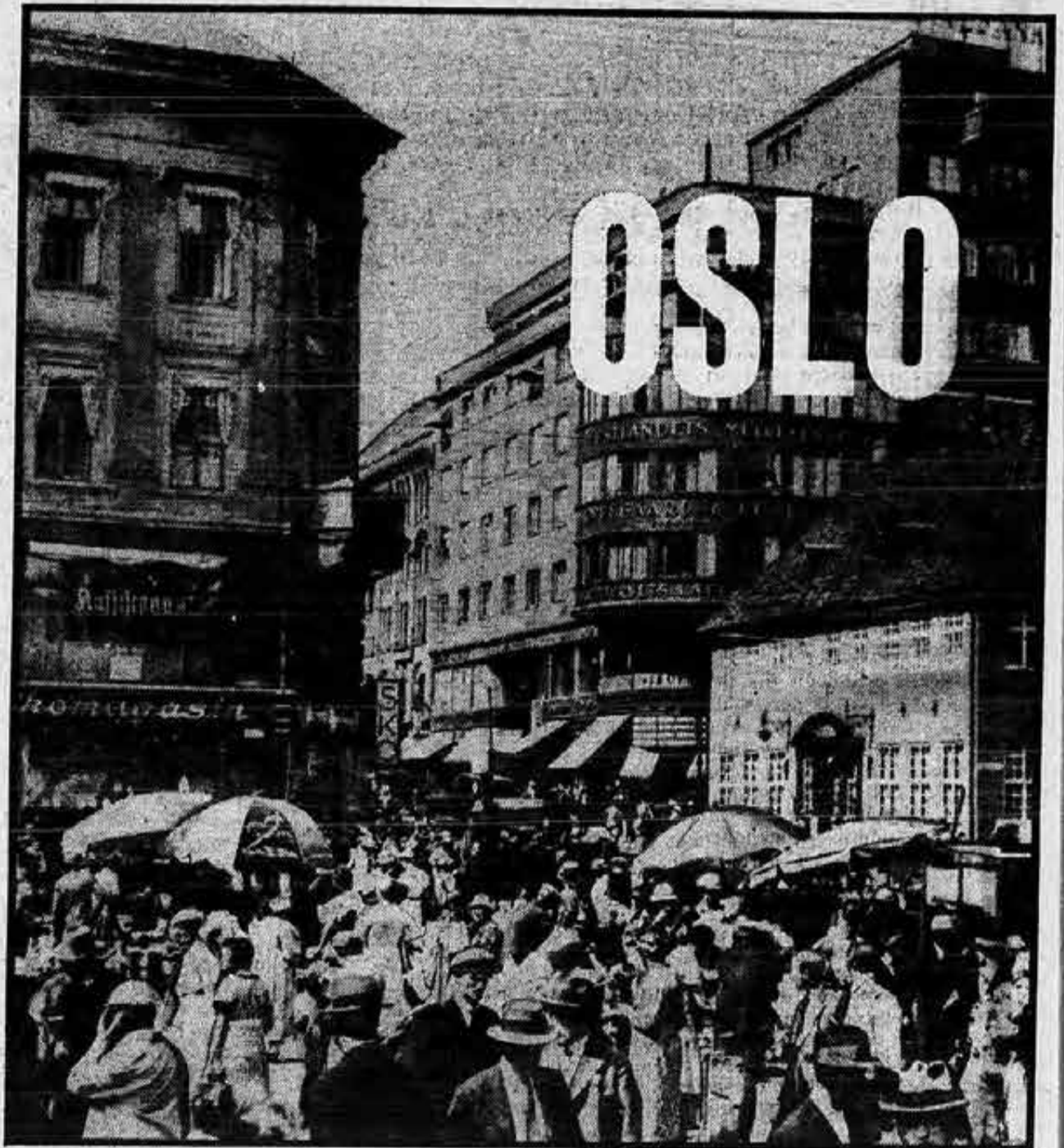
The heavy tempo of shipping in Oslo finds ships of all nations jamming the port's berthing facilities.



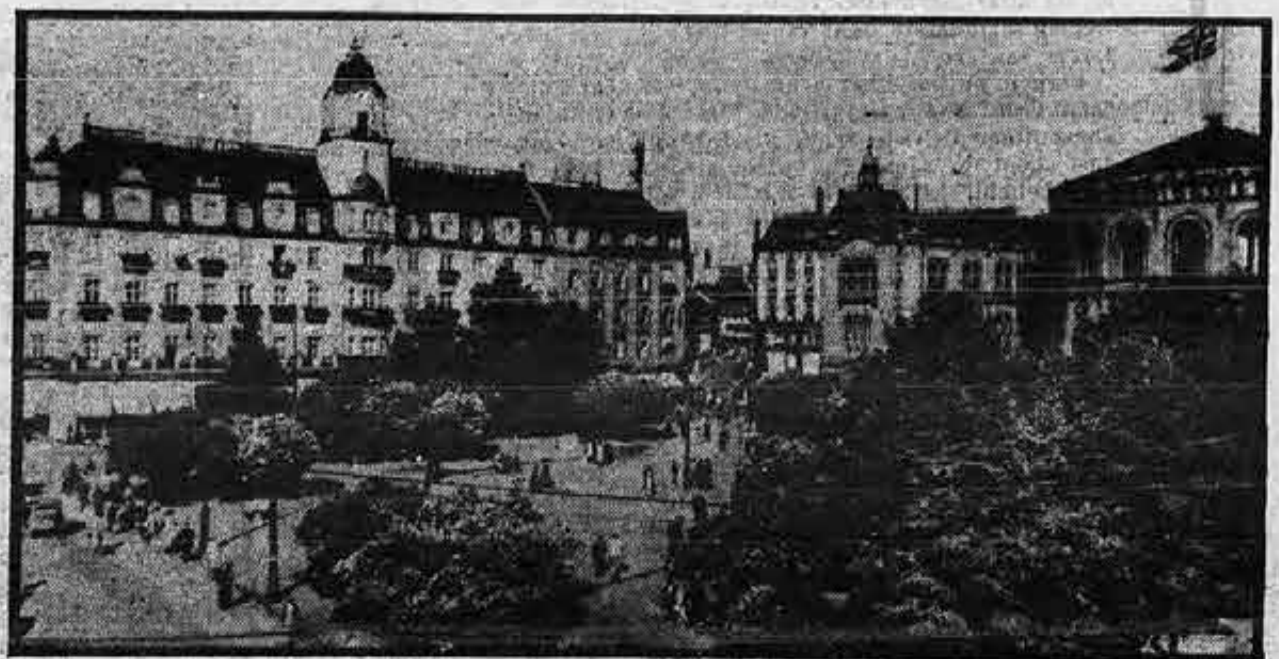
The business center of Oslo features low, neat buildings sloping uphill gradually away from the port.



Drawing its share of the passenger and tourist trade the city welcomes an incoming passenger ship.



The Stortorget (market place) in Oslo draws bargain-hunting customers and visiting Seafarers. In the background is the Akers Savings Bank.



The popular Eidsvoll Square. At left is the Grand Hotel and at the right is the seat of Norwegian government, the Storting.

SIU ships hit every major port in the world. Cities like Yokohama, Alexandria and Hamburg are as familiar to Seafarers as Main Street back home.

This article on Oslo and Bergen, Norway, is one of a series which deals with different ports throughout the world.

Rather than a tourist view, the stories try to show the ports as Seafarers see them. Undoubtedly, they will bring back memories to many Seafarers of past visits and pleasant hours ashore.

Oslo, the capital of Norway and its major seaport, and Bergen, the second-ranking seaport of the nation, are ranked high by Seafarers for "visitability."

Although trade with Norway and that part of the world has dropped off somewhat, SIU-manned vessels still make up a portion of the vessels in foreign trade which carry cargoes to and from the two ports.

Oslo, of course, is the largest of the two ports, and the one most visited by Seafarers. The city is situated in a sort of semi-circle around the head of Oslofjord, through which shipping enters the fairly large harbor.

The Norwegians have always been seafaring folk, and so the visiting seaman can usually count on getting a warm welcome, with the people friendly and willing to help whenever possible.

Although it is a fairly large city, with a population of some 500,000, it is noted for its cleanliness and calm. There is little of the usual bustle and hurry that is found in most cities, and most Seafarers say that they like that particular part of the visit.

Although the prices are not extremely low, the Seafarers note that their dollars can go quite a long way, and they report that they get a good return for the money they spend.

There is no favorite spot for Seafarers in Oslo, but popular is the Viking Hotel, in the upper price range, or the Theaterkafeen on Stortingsgaten, and Blom's off Karl Johans Gate in the medium price range. All of these have good food, music and dancing.

As far as sightseeing or taking pictures is concerned, there are plenty of fine opportunities. Oslo contains many viking and maritime museums, and is completely surrounded by rolling hills, high mountains, and the high sided fjord. Winter sports are, of course, one of the main attractions in the area.

Theaters and movies are top-notch, and there are plenty of them scattered throughout the city. Transportation is good, although Seafarers say that the taxi rates are rather high, at times.

'Main Street' Popular

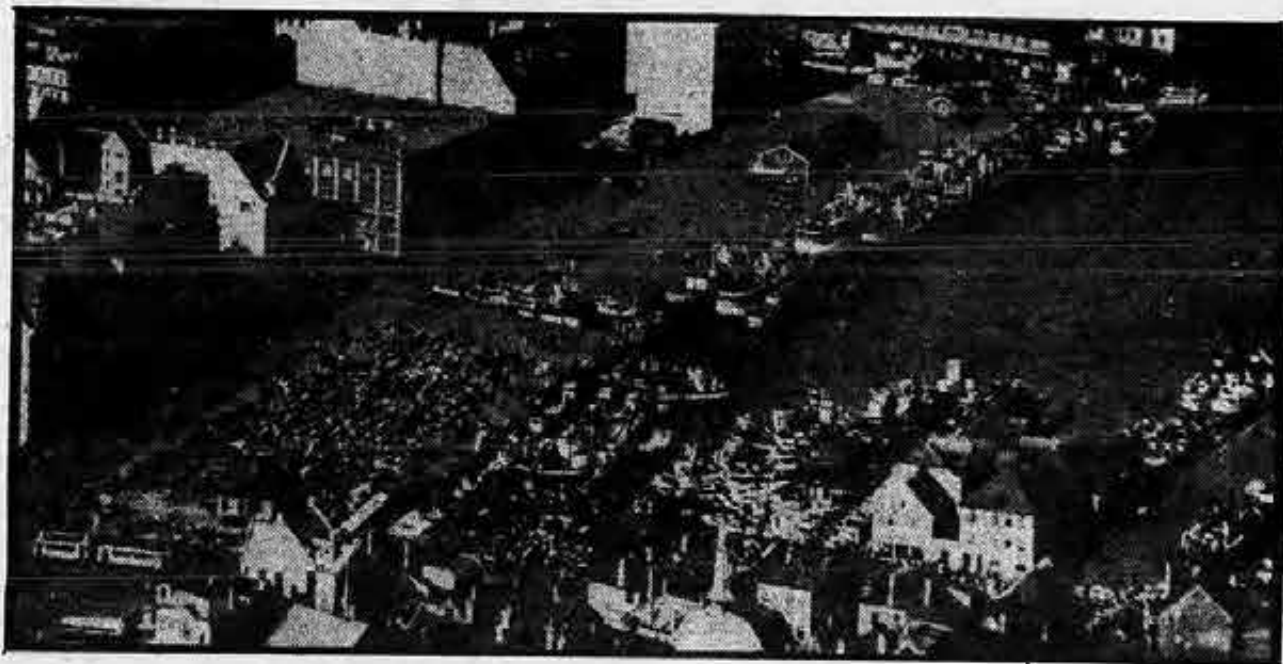
Almost all Seafarers who visit Oslo, eventually wind up on Lower Karl Johan Gate, the "Main Street" of Oslo. All types of shops line both sides of the street, and offer all types of souvenirs, Norwegian handicraft, and other items at what Seafarers say are "fair" prices.

Bergen, on the other hand, is a good deal smaller than Oslo. The pace in this city is even a little slower than in Oslo, while everything else remains just about the same. The prices are "fair," the food is excellent, particularly the smorbrod, or snitter, and the people very friendly.

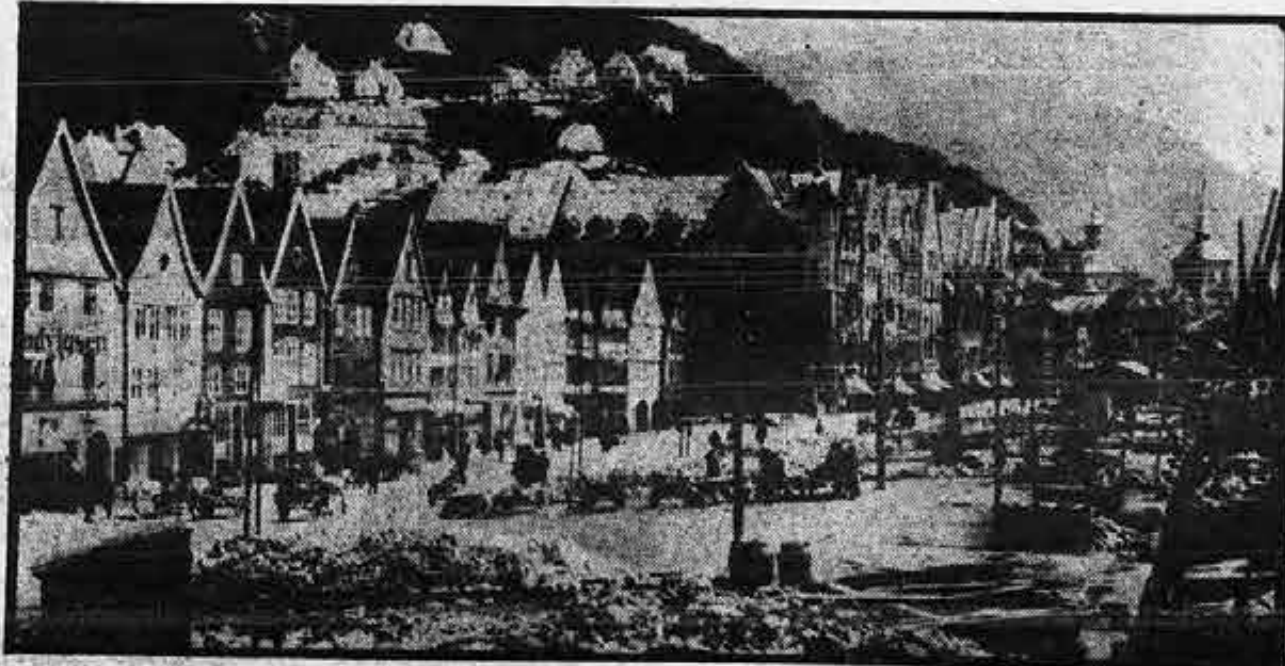
One of the big attractions in Bergen for sightseeing Seafarers is the Floyen Funicular, a sort of cable-car that scoots up to the top of a nearby mountain, some 1,050 feet above sea level. From the top, where there is a good restaurant, there is an excellent view of the entire city, the harbor, the fjord and the surrounding countryside. The trip, from the center of Bergen to the top of the mountain, takes only about 10 minutes. Every day except Sunday, a sightseeing bus leaves Torvalmenning at 11 AM for a trip around the city, hitting all the places of interest, and includes a trip on the Funicular. The entire tour costs about \$2.00.



In Bergen the marketplace is out of the "high rent district" and down among the fishing vessels and small trading ships.



The wharves of Bergen are a colorful panorama of passenger, excursion and fishing boats all drawn up to dock. In winter it's a bit different.



Bergen's Hanseatic quay is the German settlement of town. Sharp pitch of roofs throughout city supposedly comes from influence of these Germans.

MARITIME

India's remarkable strides in technology within the last four years is more apparent than ever with the plan to build its largest oil refinery. The Shell Oil Company and the Burmah Oil Company have combined to form a new organization, Burmah-Shell Refineries, to carry out this project at an estimated cost of 20,000,000 pounds (over fifty million dollars). The new refinery, now under construction on Trombay Island, near Bombay, will be completed early in 1955 and will have a capacity of two million tons a year. The oil to be processed will come from Iran, Arabia and other parts of the Middle East.

Traffic through the Chesapeake and Delaware canal is at an all time high for volume, according to the mid-year survey taken by the New York Times. Canal traffic from January to July of this year totalled 2,265 ships as against 1,361 vessels for the same period last year. July traffic to and from Baltimore set an all-time monthly high with 401 ships compared with last May's previous record of 373.

Commissioner Edward F. Cavanaugh, Jr., reports that the Department of Marine and Aviation spent an average of \$800,000 a month during the past fiscal year for improvements for the Port of New York. Commissioner Cavanaugh stated that New York was again first among American ports and made the greatest contribution to world trade in 1952.

The USNS LST 287 was responsible for saving over two million dollars worth of cryolite recently. The LST crew boarded the burning and abandoned Danish ship Else Basse in Northern Atlantic waters, after sighting the flaming vessel. Cryolite is a highly strategic ore used in hardening aluminum and making fluorescent lighting gear.

The Import and Export Bureau of the Baltimore Chamber of Commerce has compiled and is distributing a directory of all maritime interests in the Baltimore area. A copy of the book, called the Port of Baltimore Directory, can be obtained by writing the Chamber of Commerce.

The SIU-contracted Alcoa Steamship Company has indicated that the capacity winter cruise trend is expected to continue. The company has scheduled seventeen Caribbean winter cruises for the three ships operating out of New Orleans. The Cavalier and Corsair will each make six cruises, while the Clipper will make five . . . New York Customs collections for August are up 20 percent over the July figures. There was a substantial net gain in ship tonnage handled over August of 1952. There was a gain of seven ships in arrivals and seven ships in departures.

The Isbrandtsen Company, general agents for the Venezuela Line, announced that the line would expand operations to the United States and Canada. Six ships have been taken over by the line, increasing the number of vessels to sixteen. There will now be two sailings a week from New York, one a week from New Orleans and weekly sailings from New Orleans and Houston. The St. Lawrence River ports will have sailings every other week.

The Esso Standard Refinery Societe Anonyme has opened, in Antwerp, Belgium, what it calls the "most efficient refinery in the world." The construction was financed partly by a loan approved by the Belgian government and partly by Standard Oil of New Jersey. The refinery has facilities for treating 25,000 barrels a day and has already made plans for extensions . . . The Maritime Administration of the Department of Commerce has issued a new publication on foreign trade. Called Review of Essential Foreign Trade, the booklet contains tables of foreign trade for three years, with comparative data.

Three contracts for ship repairs totaling \$78,798 were awarded by the Military Sea Transport Service in the New York area to various shipyards for repair work on MSTV vessels operating in the Atlantic area. Most of the cost will go for repairs to the transports Pvt. Francis X. McGraw, Gen. Alexander Patch, and the Gen. LeRoy Eltinge . . . A three-man Senate sub-committee has left for a tour of Europe to study the problems of the American shipping and shipbuilding industry as far as competition with foreign interests is concerned. The Senators said they would study foreign methods and costs as part of their study into American subsidies for the US shipping and shipbuilding industry . . . The US Navy has announced a new \$569,636,538 building program for the coming year. The program calls for the construction of an attack aircraft carrier, three destroyers, an attack submarine and 162 smaller vessels. The program also includes the Navy's third super aircraft carrier. All but two of the vessels, says the Navy, will be built in private shipyards.

SEAFARERS in ACTION

When it comes to making a good ship and a happy crew, good chow is half the battle. Men will take a lot of gaff and difficulties if they are well fed, but just let the cooks and bakers mess up the food—then the beefs really start pouring in. Things that men would solve peacefully otherwise become major problems.

One way of getting the best cooking, as the crew of the Liberty Flag (Dover SS) found, is to elect the chief cook ship's delegate. Maybe the crew figured that chief cook Gus Skendelas would go all out to keep the men happy. Or perhaps he would have given them good chow anyway, delegate or not. Whatever the reason, the ship's minutes gushed with compliments "dished out by all departments to the steward department for being tops."

Skendelas is a native of Maryland and has been sailing with the SIU for a little over two years, beginning in Baltimore in July, 1951.

Chief steward Rudolph Kienast of the Dorothy (Bull Line) found another way to keep the crew happy besides feeding them well. Kienast had a motion picture projector aboard and in his spare time would show his shipmates movies. The crew praised the steward for his services along those lines, and also, for setting a fine table for them.



Kienast

Kienast was born in Switzerland in July, 1893, which makes him just 60 years old. He joined the SIU in Philadelphia on December 16, 1938.

Flood victims in Japan have veteran Seafarer Durward D. Story to thank for some of the relief parcels they've received. At a shipboard meeting on the Barbara Fritchie (Liberty Nav.), Story proposed that the crew hold a tarpaulin muster for money and clothes for the stricken Japanese cities. Steps were taken to that end accordingly.

Story, who is a deckhand, was born in Georgia just one day after New Year, 1910. He's been with the SIU since December 28, 1938, when he joined up in the port of Baltimore.



Story

On the Job

Acids, Caustics and Solvents

A variety of caustic substances, acids and other potentially-damaging materials are used aboard ship for cleaning purposes, dissolving greases and oils, and mixing paints. Almost all of them are dangerous to humans to some degree and require a little precaution in handling. And to add to this difficulty, chemical firms are constantly turning out new commercial compounds which are effective for specialized purposes but add new hazards not encountered on the ship before.

Possibly the most dangerous of such substances is carbon tetrachloride, principally because its vapors are extremely damaging to life when in concentration. And possibly the worst danger is the different levels of susceptibility for different people. What might not bother one person might cause another to become seriously ill or even lose life. As a result the Union has written a clause into its contracts discouraging the use of carbon tet by requiring overtime payments whenever any crewmember has to clean with it.

Boiler Compounds

There are other hazardous substances that require precaution. Many boiler compounds contain concentrated solutions of hydrochloric acid. Fortunately, this acid immediately produces irritating side effects on eyes, nose and throat which serve as a warning to get the men clear of fumes before serious injury can result. The same is true of sulphuric acid. Nitric acid, on the other hand, can produce fumes while in contact with some metals, and the fumes will cause little discomfort and give no warning of the serious internal damage being done to the body. When temperatures are high, the acid fumes increase proportionately. Where it's necessary for men to work in a high concentration of such fumes, such as in cleaning up a spill, a gas mask or oxygen breathing apparatus should be used.

Wear Protective Goggles

Skin contact with such acids can also be damaging, with the eyes particularly vulnerable. That means it's best to wear tight goggles when acid is handled. Clothes will give little protection against burns elsewhere in the body. Large amounts of water should be used whenever such skin contact with acid takes place.

Cresol, or cresylic acid has a somewhat less painful immediate action on the skin, but is equally as dangerous. It too, should be flushed off the skin with water, followed by a thorough sponging in alcohol. Carbolic acid, like cresylic acid, can be absorbed through the skin and is internally poisonous. Both acids can produce dizziness and weakness. Soapy water, alcohol and glycerin should be used to wash it off.

The caustics, like the acids, can cause severe skin burns, but the difference is that caustics may do a great deal of damage before the man feels the burn. The most common caustic used aboard ship is lye, which is valuable for destroying bacteria and cleaning out clogged drains. At the same time it attacks with equal vigor clothing, leather and skin. It is dangerous in solid form because it can absorb moisture from the air, and when added to water, generates a great deal of heat in dissolving. That's why the lye should be added slowly to cold water. The other way around will cause the acid to spatter on anyone standing by.

Spout Out Again

Sometimes when lye is poured down a clogged drain, it may squirt back out again because of the generation of heat in the drain. It's advisable to wear rubber gloves and a face shield, or at least goggles when using lye for any purpose. Like the acids, lye should be washed off the body with large quantities of water.

The solvents will not cause too much damage to the skin, and that can be prevented by rubbing cold cream or lanolin on the skin after each use. Their danger lies in the vapors. Good ventilation is important in their use, and where concentrations are high, gas masks, oxygen breathing apparatus or fresh air masks should be used. Solvents are used on board ship to remove grease and oil and to thin paint.

Don't Clean With Gasoline

Under no circumstances should gasoline be used as a cleaning solvent. It is too easily ignited, and even a static spark will set it off. Gasoline vapors have a very low flash point and can be ignited even in the coldest temperatures.

Other solvents, the so-called "safety" solvents, have much higher flash points, but can be ignited very easily if spilled over hot metal. When the temperature gets up to around 450 degrees Fahrenheit, they can ignite without a flame being present.

Paint thinners behave much like other solvents in that they are dangerous to breath in high concentrations. Thinners in quick-drying paints will evaporate very rapidly and produce a higher concentration of vapors. Reasonable temperatures and adequate ventilation are the answer to the problem.

Burly

Nutsy Fixes Everything . . . For Good!

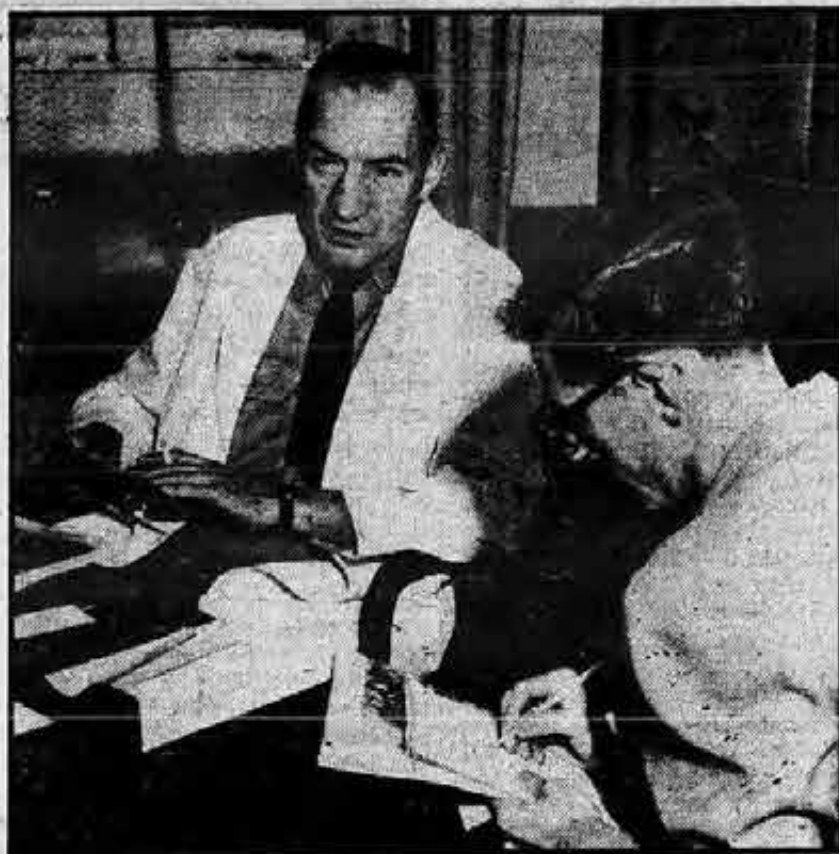
By Bernard Seaman



10G Wages To Crews Of Ocean Tow

(Continued from page 3)

Joseph Batansa	13.43
Wm. J. Benish	109.32
David Blumes	27.14
Paul Brady	54.59
Wang Hon Chin	12.58
Marshall Cooper	166.54
Wm. J. Clegg	283.10
Nee C. Dao	10.88
Wm. Dauphney	57.64
John J. Davis	9.18
Roland Dean	531.06
Henry DeFlo	247.47
Douglas Degell	22.44
Anders Ellingsen	93.16
Wm. T. Elwood	1.12
Louis Feldman	2.04
Charles Foster	783.87
Howard E. Fowler	71.96
Graciano Fraustio	159.33
James Gard	35.94
Kohi. S. Gifford	10.68
Eugene Goodwin	45.28
Jose R. Gonzales	159.16
John R. Hallman	3.25
Geo. L. Hayes	281.65
A. B. Hedges	27.15
George Heldrith	142.80
Wm. T. Hedges	3.10
Charles Hill	.78
Stanley A. Holden	27.54
Oscar L. Hurst	27.60
Marcel Jette	119.23
R. C. Jones	14.28
John Karpinski	18.70
Francis W. Kelley	8.04
Zee Ah King	6.06
Hobart E. Kirkwood	63.27
Clarence Lindin	264.03
Ricardo Lourenco	17.16
Arnold E. Lucas	32.47
Robert McCulloch	38.85
David McDuffie	24.08
Russell E. McLeod	91.68
Richard McMann	1.30
Gerald Maher	57.90
Emmet Mercereau	354.56
Edward Mikkelsen	115.69
James C. Mitchell	150.37
George W. Murphy, Jr.	74.49
Richard Nancarrow	167.69
Harold H. Neill	365.74
John A. Nelson	142.64
Mamaal Noble	38.17
D. D. O'Donnell	38.05
Roland E. Parody	250.27
John W. Pearson	27.68
G. L. Peck	78.05
Wm. Pennington	7.94
Wm. S. Porter	.78
James W. Powers	209.24
Alfred Rammler	202.11
John Risbeck	1,113.66
Russell Roberts	95.19
Wm. Roche	40.65
Fred L. Rechon	45.68
Henry Roskamp	30.40
Phillip St. Marie	109.48
Louis Somio	9.52
Raymond Saserville	125.09
Alvin See	138.11
Albert Serlanni	6.30
Guilford D. Sims	144.04
Hans Skaalegard	52.91
Bryon C. Slaid	212.61
Charles Snodgrass	18.02
J. L. Somyak	52.60
Francis L. Strawn	3.74
Paul Titso	1.80
Boyd Thomas	.78
Carl Von Herrmann	74.67
John R. Waterbury	23.80
James W. Weddle	28.93
Elms E. Wasden	79.96
Vernon O. West	20.77
Kenneth Winters	5.74
Kenneth Woodward	5.40
Chih Yu Wu	133.02
Robert L. Young	12.92
Mitchell Zelack	37.69
Rien Zetterman	169.24
Steven Zubovich	56.41



Dr. John L. Wilson, Medical Director of the Manhattan Beach hospital, tells LOG reporter that American seaman do not have much to look forward to if the Government closes the USPHS hospitals.

Close-Up Order 'A Kick In Face'

(Continued from page 2)

cerned with the possibility of closing. Doctor John L. Wilson, medical officer in charge, however, could venture little as to the hospital's future. "I haven't heard anything from my superiors on the subject," he stated. "Until such time as I do hear we shall continue to do business in the same way." Business apparently is brisk at the Manhattan Beach hospital, for as Dr. Wilson stated "most TB hospitals have a waiting list and we have seven waiting admissions now with the number mounting all the time."

Thus the questions we had prepared to ask Dr. Wilson had no answer. Apparently there is no place for these men to go. It is evident that the local hospitals will be unable to absorb these men who need continuing medical care should the hospitals close.

We thanked Dr. Wilson for his time and walked back through the corridors. We were stopped by a well-known Seafarer, Vic Milizzo,

who hailed us from his bed. "I've been here a long time," he said, "but there are plenty of guys here a lot worse off than I am. If these hospitals are closed it would be sheer murder for these fellows. They're in no condition to go out into the world to make a living. They would never make it!"

It was nearing the hour for the regular afternoon rest period at Manhattan Beach but the group of seamen who had gathered around Brother Milizzo's bed were in no mood to rest.

Union, Co's Huddle On Pact Issues

(Continued from page 3)

industry and need little rewriting. The present committee representing the freight operators was elected by representatives of the various outfits and will report any agreement it makes with the Union back to the operators as a whole, much as the SIU committee must present its agreement to the membership.

Following agreement with the freight operators the Union will then schedule talks with the tanker and special rig operators. Whatever agreement is reached with the freight operators will probably form the basis for settlement with these owners.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: September 23, October 7, October 21.

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

Battle Shapes Up On USPHS Order

(Continued from page 2)

and as long as statutory authority exists, it is clear that merchant seamen and other beneficiaries will continue to receive that care." However, Mrs. Hobby also stated that she is "proceeding with a review," and will "make our recommendations to the Bureau of the Budget."

In any event, even though the law does provide for this medical care, Mrs. Hobby's statement is viewed as almost meaningless by most observers, since it would be possible to have the law repealed, or, in any event, it would be impossible to provide the care if the money was not appropriated.

Be A Blow

In any event, stopping this medical attention for seamen would be a blow to the welfare of every American seaman. The shipowners' Journal of Commerce states that, "The basis of the Government's providing free medical care was incorporated into legislation shortly after the founding of the country. It is based on the nature of their work and the fact

that ordinary physicians in private practice find it difficult to take care of seamen."

Government officials have been whittling away at the USPHS program for some time now, and it was considered a matter of time before the battle lines would be drawn in an attempt to eliminate the hospitals entirely. For this reason, Dodge's announcement, although shocking, was not very much of a surprise. Originally, there were 26 hospitals in the program. Now, 10 of these have already been closed, and most of these closings have been within the last two years.

Atom Co's Labor Policies Rapped

J. A. Brownlow, head of the AFL Metal Trades Department, hit the attitudes of companies operating atomic energy plants at the 44th annual convention of the department, which opened in St. Louis on September 14. Brownlow charged that due to the nature of their operations, these companies have come to think of themselves as "indispensable and subject to no law but their own," and called them a "menace to the government."

Roughshod On Labor

Brownlow complained that the companies engage in monopolistic practices which enable them to conduct their relations with their employees and the Government as they see fit. He warned union members who work in atomic installations against the possibility of "compulsory labor," through constant issuance of injunctions.

Praising the efforts of the old Atomic Energy Labor Relations Panel, the union president put before the convention recommendations to be submitted to the new panel, to be headed by Cyrus Ching, former Federal Mediator. He also reported that of almost 60,000 atomic energy workers, more than 35,000 were AFL members.

LOG Writer's Book Will Save You \$

Sidney Margolius, whose column "Your Dollar's Worth" appears exclusively in the SEAFARERS LOG, has written a new revised and expanded edition of his "How to Buy More for Your Money." The new book, titled "The Consumer's Guide to Better Buying," is published by Signet Books. The price is 35 cents and the book will be on the news-stands on September 30.

Margolius, one of the country's best-known popular economists, discusses money saving principles in buying homes, cars, insurance, television sets, groceries, home freezing and clothing. He explains discount buying, brand comparison, budgeting and best times for buying. This is an outstanding book to help the Seafarer save money.



John Driscoll, Seafarers hospital delegate at Manhattan Beach Hospital, reads with interest the last issue of the SEAFARERS LOG and its article on the future of USPHS hospitals.

Port O'Call

NEW LOW PRICES

AT SIU HEADQUARTERS
4th Ave. & 20th St. - Brooklyn

Swap yarns or watch the fights on television with your old shipmates at the Port O' Call—YOUR union-owned and union-operated bar. Bring your friends — where you're always welcome. And the tab won't fracture that payoff.

OWNED AND OPERATED by the SEAFARERS INTERNATIONAL UNION ATLANTIC AND GULF DISTRICT A.F.I.

Trading Players For Foul Balls Irks World-Traveler Campbell

"Red" Campbell, the original Waterman "publicity agent" recently decided to see what the rest of the world is like, and took, of all things, an Isthmian ship. Then, to spread himself even thinner, he caught a Bull Lines tub. However, with all this wandering on his part, we're "relieved" to find that

he's still plugging his ever-lovin' Pittsburgh Pirates (a so-called baseball team). Here are some of Red's latest observations on life, Isthmian and the Pirates:

When Horace Greeley said, "Go West, young man"; he had probably just come from the Far East. Ever since mid-spring I was stuck out among the "sweltering palms." Isthmian can sure put you through some nerve-racking runs. I was biting my nails so much, at every port my stomach needed a manicure. It's pretty bad when you can't sleep nights; but I couldn't sleep when it was time to get up.

One guy really must have went off his rocker. He had the whole overhead in his focus covered with Marilyn Monroe calendars. There's nothing wrong in that, but this guy sleeps on his stomach. About the foc'sles, everyone on the Steel King is much too small. You may not consider this of much importance at the sign-on; but suppose later you decide to raise a beard. I would have made another

trip but I heard the cry for help from Forbes Field.

Now get this, I've been a Pirate fan all my life, but after that last 16 game home stay—just call me, "Tex." Recently in a nationally known magazine Groucho Marx told Leo Durocher what was wrong with the Giants. Well now, I don't have a TV show or a '53 Dodge; as a matter of fact I don't have a moustache. But at this time I would like to present Mr. Rickey with a brief personal analysis of today's Pirates.

First of all when are you going to pull a deal where we come out on top? You brought us a .350 switch-hitter. He's terrific! He's batting .125 from each side of the plate. Then there was that great base-stealer from the West Coast. He

stole five bases one night. The trouble was the game was played in the afternoon. And how about the stupendous speed-ball artist from the Three-Eye League. He showed up in Pittsburgh with only two.



Campbell

It's a Monopoly

You know, Branch, it's a wonder you aren't charged with breaking the Anti-Trust Law—you've got a monopoly on nit-wits. If anyone else brought so much dope into the city they'd have the narcotics squad on their necks. All I can say is, the grass in Forbes Field isn't the only thing that's green. Do you know that one day I returned a foul-ball and the manager offered me two players. Things are so bad some days the fans are rooting for the umpires. This team shouldn't be supported—it should be deported.

I'll tell you one thing though, our team is 100 percent honest. If any other team lost as many games as we do, there'd be an investigation. Instead of you and Branch Jr. hogging up all the club funds, how about shelling out for some talent? Your idea of a bonus is if the runner reaches third he'll find a silver dollar under the bag. So now—go ahead and sue me. Last year I made more than your whole outfield.

Did You Know . . .

That the odds are over a million to one that you haven't worked out a consistent winning system for any gambling game in the world? If you gamble in a gambling casino the probability is only 7 to 1 that the game is straight and 70 to 1 that you will leave poorer than when you came in. And if you are as good a bowler as the Lord created, the chances are still over 15,000 to one that you will never bowl a 300 game, in or out of league competition.

That there is only a remote chance that any book published in the world will be a best seller? Only ten of the more than 7,000 books published each year reach the important class: the odds, therefore, are 700 to 1 against any one book making the grade. Titles also have much to do with the sale of a book. Research has proved that the three most saleable words in the title of a book are "Lincoln," "Doctor" and "Dog." A book entitled "Lincoln's Doctor's Dog," however, did not sell.

That in an average lifetime of 70 years you spend 24 years sleeping, 14 years working, eight years amusing yourself, six years eating, five years riding some means of transportation, four years in conversation, and three years each in education, reading and miscellaneous items?

That if you shipped on every SIU ship to every SIU port in the world that it would take more than several lifetimes to complete the job? With the more than 80 com-

panies contracted to the SIU and several hundred ships, not to mention the numerous ports, it would take several generations of Seafarers to complete the task. All this without taking into account the companies, ships and jobs added during all those trips around the world.

That birds' body temperatures range higher than man's? Where man has a normal body temperature of 98.6 Fahrenheit, a gull has 100 degrees, a swallow 112 and the rest of the bird world falls somewhere in between. Also, birds have an extraordinary heartbeat. A bird's pulse is about 120 a minute when at rest, compared to an average of 72 for man, and rises to an incalculable figure after flight.

That chess players can boast their game has the most possible moves of any game in the world? You could fill 45 libraries with 330,000 books of 200 pages each, just containing the zeroes after the one for the number of moves possible in the game.

That the SIU's standard contract provides that negotiations may be opened at any time concerning added bonuses, remuneration and, or insurance in case the vessels of any SIU company travels waters adjacent or near a declared or undeclared war? This clause is designed to protect Seafarers, and enable contract to keep up to date with any changing international conditions any place in the world.

LOG-A-RHYTHM:

The Great Ship

By M. Dwyer

Now many folks think that when they die,
That they'll go to a palace in the sky,
Where angels walk on streets of gold,
That's not for seamen, so I've been told.

They say that when a seaman dies,
That the Great Ship comes for him
from out the skies,
And no matter what be his nationality,
He can get a berth through eternity.

She's manned by ghosts who do the work,
And all you do is sit and lurk
On the sun-baked deck as you roam the sea,
But she's only for dead seamen, not for
you and me.

If you were eligible, my lad, to board her
tonight,
You'd meet her crew in the pale moonlight,
And greet every seaman whoever died,
For she's mighty big and she's mighty wide,
Her sails are the white clouds blowing
bright,
Some claim that the moon is her masthead
light,
And the dip of her bow in the seven seas
Makes the tides and the waves roar as
they please.

Now I've heard her Skipper, once headed
for Dover,
(This tale's been told the wide world over)
How the English Channel was not so wide,
But she squeezed through, scraping the
paint port side.
The white chalk marks can be seen today,
So I've been told, or so they say,
Now don't ask me if this story's true,
Is it bilgewater you think I am handing
you?

The time will pass, with the friends you
will make,
Imagine playing cards with Columbus, Jones
or Drake,
You can joke a bit, and drink some rum,
And never be bored till kingdom come.

So when the Great Ship comes, lad, be
ready to sail,
Don't gnash your teeth and moan and
wail,
For your passage is booked through the
mist and fog,
When the Great Skipper calls your name
from His Log.

Adventure And Fun Rolled In One As Tainaron Cruises Sea Lanes



On a cruise around a good portion of the world, "Slim" Foy took a few shots in Rijeka, Yugoslavia. In picture at left he is seen at right with Bill Mc Auley and a friend, Maria. At right, Ed Nooney, foreground, and Frank Buhle relax with some girls in club where Ed sang impromptu songs.



According to Seafarer H. J. "Slim" Foy, ship's delegate aboard the Tainaron (Actium), the recent voyage may not have been all swashbuckling, hell-for-leather adventure, but tempered with a few oddities, it made for an intriguing voyage.

Heading out from Baltimore in mid-June, the Tainaron set sail for Rijeka, Yugoslavia, via Ceuta, Spanish Morocco. "Slim," who was made more so and a little sadder before the trip ended, reported that the outward trip was uneventful except for some rough weather and high seas. The rest of the run was not, and even "Slim's" wallet became leaner before very much of the trip had gone by.

Off in Ceuta about 15 days later, the crew made the town declare a dividend with the money they spent there in one night. One of the wipers, whose intent was to impress the local lassies with a spic-and-span shoe shine, lost control of himself when the time came

for the payoff. He dug down into his jeans and came up with the equivalent of three dollars for the "spit-and-polish" job. The shoe shine artist nearly needed the services of a doctor to revive him, but he finally managed to survive the experience.

Ghost Ships
It was much the same when the vessel reached Rijeka, with the ship tying up in that port at 6:30 PM one day to set off 11 days of fireworks. The boys were all showered, dressed and ready for the draw in jig-time that first night, and for the succeeding 11 days the Tainaron looked like a ghost ship at night. The men found the town pleasant but the police watchful.

It was in Rijeka that Ed Nooney, the bosun, thought he was Merton Downey and Bing Crosby rolled into one as he offered his renditions of all the Irish songs he knew. After he completed his Gaelic repertoire he rippled a few cadenzas with some American songs. He had the people standing in the aisles applauding, but "Slim" wasn't sure that they knew what it was all about.

Boys Get Sick
There also were some medical casualties on the trip, too. In Rijeka, Ralph Knowles, third cook, broke out with a case of the boils and one of the wipers had an attack of asthma. They took it easy in a hotel for the remainder of the stay in the town.

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

One of the not-so-well-known, yet highly respected 35mm cameras on the market today is the Alpa. From all reports it seems that here's a camera for which there are more customers than cameras. In today's highly competitive photo equipment market this is quite a paradox.

The Alpa, particularly model 7, is not just another 35mm camera. It's a precision instrument of scientific stature, designed for shooting almost all subjects, from copy work to photo-micrography, plus the range of ordinary subjects. The Alpa is a well-made camera, manufactured by a Swiss firm that has built its reputation on precision watch movements.

As 35mm cameras go, the Alpa could be considered a bit bulky, but every square inch of bulk is crammed with a mechanism essential to its operation. It has features not found on other cameras and this accounts for its size. The camera is a single lens reflex. Yet it also has a rangefinder. Off hand this seems strange. However, with single lens reflex cameras one finds that, as the smaller apertures are used, it is somewhat difficult to focus the image on the ground glass. So a rangefinder then becomes most useful—especially in dim light.

Gotta Get Used To Rangefinder

The prismfinder of the Alpa is unusual in that the operator's eyepiece is on a 45 degree slant. Some original difficulty of aiming the camera is experienced with this slanting eyepiece, but once you use the camera for a few shots it becomes quite natural and easy.

The image on the ground glass is brilliant and upright, as well as correct from left to right. Being a through-the-lens focusing affair, there is no problem of parallax or of composition when using any of the nine interchangeable lenses. The rangefinder-viewfinder incorporates a "multi-focal" device for the 50, 90 and 135mm lenses to give the field of view for the three lenses according to their degrees of magnification, as against simple masks which reduce the viewing area. To satisfy the user's choice, there is a wide range of lenses for the Alpa. Starting with a 38mm f-3.5 wide angle; three 50mm standard lenses of 2.8, 1.9 and 1.8, the complement includes a 75mm f-3.5; 90mm f-3.5; 135mm f-3.2; 180mm f-4.5; and a 300mm f-5.6. All lenses have bayonet mounts and are interchanged with extreme ease at the press of a button and a slight twist. All are of light weight but sturdy construction, and the entire series matches in appearance.

Easy To Load And Unload

The camera itself has a good solid feel to it, is easy to load and unload. The neoprene focal plane shutter works on Swiss precision clockwork and is claimed to withstand any tropic heat, arctic cold and extreme humidity. It is smooth in operation. Speeds are set by a knurled ring and scale on top of the film advance knob. Its range speeds are from one second to 1/100 without any intermediate position being possible. A self-timer is built into the camera giving delays up to 15 seconds. The shutter is fully synched for photoflash and speed-light shooting. Two different flash contact sockets are provided, one for regular flash, the second for electronic flash. Use of the two sockets prevents wrong hook-ups.

About the only point of complaint is the shutter release mechanism. With the Alpa, as you press the release button the mirror is swung up manually until it clears the film area. Then additional travel of the button trips the shutter. Until you get used to this manual arrangement, you find yourself staring into a blank void waiting for the shutter to trip. After a bit you find that a continuous quick press clears the mirror and trips the shutter rapidly. The mirror drops back into viewing position as soon as the shutter button is released.

If you've been considering a single lens reflex camera in the 35mm size (there are about six very fine ones on the market), examine the Alpa before making up your mind.

Passengers, Crew Turn To As Shipmate Crossed Bar

In 1776, at the birth of a nation, Tom Paine wrote, "These are the times that try men's souls," in seeking to rally around a young cause some added strength. One hundred seventy-seven years later, aboard a ship at sea, the souls of Seafarers and others were tried and found not wanting in time of need.

Trying indeed was the situation aboard the Azalea City (Waterman) on August 22 when Seafarer Harold J. Tilden, AB, suffered a heart attack on the after deck. Like a well-oiled team, crewmembers aboard the ship sprang into action.

Seafarer John Carroll, AB, wrote of the succeeding events, "Members of the crew in his vicinity came at once to his assistance. Bedding was procured and artificial respiration commenced at once. The chief mate was notified and immediately contacted the Coast Guard and medical authorities and the patient received medication in accordance with their instructions."

RN On Board

"We were fortunate in having on board as a passenger Mrs. Leatha

Galvin Durnin, a Registered Nurse, who also came to our assistance and whose presence contributed materially to the efforts and determination of the crew to do all in its power for its stricken shipmate. We of the Azalea City have expressed to Mrs. Durnin our very deep gratitude in the form of a motion passed at our regular meeting and conveyed to her by letter."

Efforts Vain

In battling in vain for Tilden's life, all hands pitched in. The master of the vessel, Captain Borden, reversed course and headed for Galveston, Texas, making all available speed. A six-man team applied artificial respiration in an effort to save Tilden's life. Included among them were Carroll, Seafarers George Venable, Bobbie Drake and Louis Gardier, along with P. K. Murdock, second mate, and Paul Simpson, junior third mate. Oxygen inhalators were brought into play by the second assistant engineer, again to no avail, as Til-

Annual Migration To Great Lakes Meant Rough Sailing For Seamen



Two views of Great Lakes activity above show, left, a passenger ship on the Lake Erie to Lake Superior run waiting to load up with some voyagers. Right: Mrs. and Mr. Jack Sante, stewards aboard the J. F. Schoellkopf, Jr., in 1931, who fed the migrant seamen during their run on the Lakes.

Sailing with the SIU as a Seafarer is a pleasure for Paul T. Cassidy, who has been with the Union for more than four years, but he remembers when the life of a seaman was the toughest job in the world, especially on the Great Lakes.

Back in the 1920's and 1930's, before SIU payoffs filled a man's stomach to satisfaction, Cassidy and thousands of deep sea sailors like him used to make the annual "migration" to the Great Lakes in search of work. Times were tough then and a job was "a little bit o' gold," with no sailor turning down anything in the way of a job, whether it be deck or black gang. Sailors of every nationality flocked to the Lakes, with the vanguard of the exodus beginning once the "ice report" came in.

'Ice Report'

The "ice report," precluding all scientific data which are employed today, was merely word-of-mouth news passed on by some seaman who had been that far west or east in order to see the thickness of the river ice and how far it extended into the lake harbors. Word passed quickly, Cassidy said, just by walking along South Street in New York or on the Battery, with the men timing their arrival at the Lakes just in time, they hoped, to land a job. Buffalo, the focal point of the migrant seaman, was the big port of the movement to the Lakes. Many a man made the trek up the Hudson in order to pick up the \$20-\$35 extra which could be earned on the Lakes in the summer season. The pay differential, Cassidy said, made the migration worthwhile.

At the time sink halls and board-

den crossed the bar on his last voyage.

Writes Crew

The passengers, especially Mrs. Durnin, were deeply affected by Tilden's demise. She was glad to be of service in time of need.

"Asking and accepting me into your midst," she wrote "when you were trying so hard to keep the dying man alive, and doing all this so graciously, made me feel your grief and anxiety such as I have never before experienced. "I saw a picture of life's other side. More anxiety or tenderness or sincere loyalty could not have been shown by the deceased's closest loved ones."

That, indeed, was a time for trying men's souls as well as their compassion. All hands, from top-side down, did what they could, but Tilden was beyond help. Carroll wrote the final word on his shipmate: "Upon arrival at Galveston 0300 23 August, the Public Health physician pronounced Tilden dead of cardiac trouble. His body was transferred to a Coast Guard boat and removed ashore to the Malloy Funeral Home."

ing houses held a powerful hand in the region, with many a week or two of board money changing hands before a berth was secured by the itinerant sailor. Job security was no more than a dream, with the SIU still a gleam in the hopeful eyes of far-sighted planners.

Shipping Was Tight

It was six hours on and six hours off for the coal passers, water-tenders, firemen and others in the black gang. It was no better off on deck and far worse in the steward department. Shipping was so tight the men didn't dare pile off for fear of not getting a job for the rest of the season. Sometimes, though, they had no choice of

leaving because of the hardships.

Discharge Beef

One of the biggest beefs the men had in those days was the type of discharge handed them on leaving a berth. The discharge had places for "character" and "ability" ratings, which militant unions fought to remove from salt and lake discharges. They were successful in this move to remove the stigma from the seaman and weaken one of the employers' weapons of discriminatory hiring procedures. A good man could be put on the black list with an "NG" where his only fault was talking union. Personalities too often entered the picture where only ability mattered.

STANDARD SHIPPING COMPANY		CERTIFICATE OF DISCHARGE	
SHIP'S NAME AND OFFICIAL NUMBER SS Beacon 221092	SEAMAN'S NAME Paul T. Cassidy	SEAMAN'S SIGNATURE	
PORT OF DEPARTURE Wilmington, Del. - 7886	I HEREBY CERTIFY THAT THE PARTICULARS STATED IN THIS DISCHARGE ARE CORRECT.		
DESCRIPTION OF VESSEL Coastwise	SEAMAN'S AGE 1-4-08	PLACE OF BIRTH Pa.	DATED AT New York
CHARACTER VG	QUALITY V3	THIS 6th DAY OF February 1934	
CAPACITY O.S.	DATE OF ENTRY 1-18-34	DATE OF DISCHARGE 2-6-34	Master <i>John J. [Signature]</i>
YEAR OF DISCHARGE	N.Y.		

Cassidy's deep sea discharge, which was similar to a Lakes discharge, is shown above. Militant unions, such as the SIU, fought to remove "character" and "ability" rating shown on card, which often was detrimental to seamen.

Quiz Corner

- (1) Many Seafarers use a camera to snap pictures, but from what does the word itself come?
- (2) The Green Mountains of Vermont belong to what range: (a) Adirondack, (b) Appalachian, (c) Catskill?
- (3) Randy Turpin is a famous English boxing champion. Who was Dick Turpin?
- (4) What detective inaugurated the Federal Secret Service: (a) Allan Pinkerton, (b) J. Edgar Hoover, (c) Johnny Broderick?
- (5) If the square root of 4 is 2, what is the square root of .04: (a) .2, (b) .02, (c) .002?
- (6) How is the male side of a family designated if the female side is known as the "distaff" side?
- (7) Who was lost with his entire staff when the British cruiser Hampshire left for Russia and was never heard from again: (a) Lord Nelson, (b) Marlborough, (c) Lord Kitchener?
- (8) What do the following things have in common cue, queue, Q?
- (9) How many one's, written or numerical, other than those in the serial number, appear on a US one dollar bill: (a) 25, (b) 24, (c) 21?
- (10) If John had twice as much money as Jack, less four dollars, and together their money totalled \$350, how much money did each have?

(Quiz Answers On Page 25.)

Seafarer Rags—Don Juan Was Never Like This

By E. Reyes



The SPORTS LINE

By Spike Marlin

By the time this gets through the mails both the New York Yankees and the Brooklyn Dodgers should have their respective pennants well sewed up. For New York it means a real "first" in baseball history, five pennants in a row. That's something that wasn't accomplished by far better Yankee clubs of the late 20's and by the championship aggregation of 1936 through 1939.

For Brooklyn, the newest pennant victory is significant too. It's the first time they have ever been able to make it two years' running. But more important than that, they will come up to this year's world series with their best chance ever of winning the championship. In their last three series, 1941, 1947 and 1952, the Dodgers had the misfortune to come a cropper against the Yankees. There's nothing the whole club would like better than to turn the tables.

Stronger Than Ever

The current Brooklyn club appears stronger than ever before, while the New Yorkers have wilted somewhat in the pitching department. But the one thing that in-

dicates a Dodger victory in the fall classic is their success with the National League's first division clubs.

In previous years, win or lose, the Dodgers feasted on the second division ball clubs but didn't do so well against stronger competition.

The main reason for the success of the club has been the switch of Robinson to left field. In previous years, that particular outfield spot had plagued the club, and a long succession of men had failed to fill the post. When Gilliam came up from the minors to take over second base, Dressen started the season with Robinson on third. It was a ridiculous move principally because it benched Billy Cox, one of the finest infielders in baseball. But with Robinson in left and Cox on third, the outfield hole has been plugged and the infield is as sound as ever.

Brooklyn then, has its best chance ever of winning the crown. If they can't make it now they'll have to sit back and bide their time until the amazing Mr. Rizzuto and the other Yankee veterans run out of gas.

Happy Shipmates Aboard Albion



Seafarers Bencic (left) and Reasko (right) take time out to have their picture snapped in the sunlight up on deck of the Albion. The two shipmates had the spare time while the ship was on the return voyage from a trip to Yugoslavia.

Gossips Warned: There Are No Beefs Aboard The Heads-Up Ship Purplestar

Some SIU crews can get pretty proud of the ship that they're sailing, and when the crews of some other vessels start circulating rumors about the ship, well, they decide that it's time for drastic action. And that's just the situation that faced the crew of the Purplestar (Traders).

It seems that somebody had been spreading rumors around on the other ships about all the beefs that existed on the Purplestar. The first answer to this sort of a whispering campaign, of course, was to call a ship's meeting on the subject, and call a meeting they did.

The problem was discussed at some length. At first, it was decided to "stop talking about beefs ashore, and settle them at the regular ship's meeting." This sounded like a good idea, but after further discussion, it was decided that it wasn't the crewmembers who had started these rumors. In-

stead, the crew decided, the Seafarers LOG was the real culprit.

It seems that, some months ago, the LOG ran a story about the hard time the Purplestar crew was having on their trip, basing the story on reports from the crewmembers. The crews on the other ships, proud of their own stable set-ups, picked up the story and began expanding it, each time they retold the tale.

The trouble was that the trip mentioned in the LOG was ended some time ago. The beefs were straightened out, and the crew paid off. Then the Purplestar, with a different crew and a good bunch of officers, sailed again. The beefs on the Purplestar were no longer there—but the rumors still kept circulating on the other ships.

In an attempt to stop these rumors, N. A. Huff, one of the Purplestar's crew, wrote a letter to the LOG, and it was published in the July 10, 1953, issue. This letter told that, although there might have been trouble on the previous trip, everything was just fine on this one. It told about the good crew and the good officers—but the gossips on the other ships still kept talking.

The ship's meeting held on September 3, 1953, in Pusan, was the last straw. The rumors were still going around. John Ward, the chairman, and George Foley, the secretary, led the discussion on the subject. It was decided to give the gossips another chance. The crew of the Purplestar would wait just a little longer, and see if those rumors about their fair ship stopped.

However, now the crews of all SIU vessels are on notice. The Purplestar is a happy ship, a clean ship and a gossipless ship.

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here is second cook Nick Gaylord's recipe for "Yuvarelaka" and "Agam Pilaf," two Turkish dishes.

Nick Gaylord, who has been sailing for the past 20 years and who joined the SIU back in 1951, says that he finds every crew enjoys a "different" dish to spice up the menu.

And so, harking back in his memories, Nick suggests two Turkish dishes, which he says are usually reserved for holidays or the higher class restaurants.

For Yuvarelaka, you will need about 21 eggs, eight pounds of chopped meat, about six handfuls of parsley, about six cups of rice, juice of two lemons and a small head of cabbage.

Boil the rice, until just about done, and then drain. Mix finely chopped parsley in with the rice, add salt and pepper to taste, then add the chopped meat, and then add 16 eggs. Mix well.

Meanwhile, boil the cabbage and strip off the leaves. Take about an ice cream scoop of the rice-meat mixture, and fashion it into an oblong roll. Then, roll it up in a cabbage leaf, using toothpicks to keep it from unwrapping. Line the rolls up on the bottom of a pan, and add enough water to just cover

them. Then place a regular dinner plate on top of them, to keep them from unwrapping while cooking. Boil over a slow flame until the meat is done.

Meanwhile, take the remaining five eggs and beat them slowly. Add the lemon juice, and then add two ladles of the juice from the pan where the meat is cooking. Beat until fluffy.

Then remove the pan with the meat from the flame and spoon out most of the juice in it. Then, while shaking the pan slowly in a sideway motion, add the eggs that have been beaten. Then serve.

For Agam Pilaf, to feed an average crew, you need two packages of rice, butter, seven to eight pounds of beef or lamb cut into small cubes, one large can of tomatoes, salt and pepper.

Fry the rice lightly in butter just to brown it, and then put in pan and boil over slow flame. Keep adding enough water to just keep the rice covered until it's fluffy and done. Then put it in a warm oven, with some butter on top, and bake until dry.

Take the diced meat, and add the can of tomatoes and two cups of water, salt and pepper to taste, and then cook over slow flame until the meat is done.

The rice is served covered with the meat-tomato sauce, usually with french fried potatoes.



Gaylord

Seafarer Sam Says



- THE LAW REQUIRES THAT IN REPLACING CREWMEN ABROAD, THE ORDER OF HIRING IS:
1. SEAMEN WITH U.S. VALIDATED PAPERS.
 2. U.S. CITIZENS WITHOUT VALIDATED PAPERS (MUST BE CLEARED)
 3. ALIEN SEAMEN (MUST BE CLEARED), TOTAL ALIENS MAY NUMBER ONLY 10% OF CREW.

Gulf Water Has Topside Trouble

To the Editor:

This letter has been a long time in coming and I am sorry that these words aren't the kindest. The "Saga of the Grope Water," better known as the Gulf Water (Metro) got under way in May of this year and is about to wind up in New Orleans about Labor Day.

I call this the "Grove Water" as this is the first vessel outside of a ghost ship where a flash light is necessary to get around. It's darker than a lawyer's scowl around here most of the time and places. Our passageways are forever in darkness as the chief engineer is on a bulb-saving kick. One of the brothers is now in the hospital as the result of a fall down a dark ladder in an even darker passageway. As I write this there are only bulbs working in the entire main deck passage way. When we signed on in Philadelphia we were warned about topside characters but we took it with a grain of salt. How wrong we were!



Whitmer

Food Beef

Food is our big beef, with the crew getting fourth grade meats while the captain is having steak fries topside. The steward and the captain are inseparable. The captain delights in doing work that belongs to the crew, and when overtime is turned in for it, it "disappears." When it is turned in again it is too late. We'll have to straighten him out, and we'll do it soon. The payoff will be a rough day for this guy when the patrolman comes aboard.

He's not so easy with the men and their time off, either. When a wiper wanted to take time off in Japan on a Sunday, the captain threatened to toss him in the brig. The poor kid was so scared he came back to the ship. In Korea, he sunk to new depths when he failed to give a draw while we were in port for a week. However, he did not fall in taking in the shoreside delights for himself. The chief mate, on his own admission, has been driven out of his mind by the master and has little hope of regaining it while aboard this scow.

It isn't all bad aboard here though, with the first and second engineers and the second and third mates top joes and real square guys to ship with. We are tearing through the ocean in an attempt to get to New Orleans before the holidays. Here's hoping we see each other soon.

Al Whitmer

LOG Is Cleaner Than NY Tabloid

To the Editor:

I was sitting in the Union hall in New York one day last week, reading a local tabloid. When I had finished it my fingers were black with printer's ink and it took quite a bit of scrubbing to get them clean. A short time later, the new issue of the LOG was placed on the counter and I immediately grabbed one, thinking, here's another washing job coming up. To my surprise, this wasn't necessary; the ink stayed put.

This fact led me to comparing our paper with the tabloid from other angles. I noticed that the LOG's type, spacing and inking were uniform, easy to read and free of errors. This could not be said of the daily. Test it yourself and see.

As we all know, a newspaper's main source of income is derived from selling advertising space. The rate for this space is con-

trolled more or less by the paper's circulation. The larger the circulation, the higher the rates. A secondary source is, of course, the sale of the paper itself, with one price within the city limits, another, a little higher, in the suburbs and a still higher price if the newspaper is mailed to you. It's a big business and a very profitable one. The subscribers and merchants pay the freight all the way.

Now stop and consider the SEAFARERS LOG, a paper that has won many awards and is considered one of the best newspapers in its field. It's a very superior product and it does not enjoy an income from advertising and paid circulation. It also has the added burden of an enormous mailing list to all parts of the world. It is free to you, your friends and is mailed to your favorite clubs, bars or hotels.

We members know that our paper is supported by donations, which is fluctuating income. We can all be better Union men if, instead of throwing a ten dollar bill on the bar and saying, "Buy the house a drink," we throw it down and say, "Buy the LOG some ink."

A. T. Arnold

Soon Will Read LOG At Home

To the Editor:

I would like you to stop sending the LOG to me, because I can get it at the United Seamen's Club, which is the only place in Okinawa to spend time off. Besides, I only have three months to go in Uncle Sugar's Army. Thank you very much for sending the LOG to me, so that I could keep up on all the improvements that our Union has made during the last two years.

I hope Atlantic will be sailing under the SIU flag very soon.

PFC Olin O'Leary

(Ed note: We have cancelled your LOG subscription, as you requested.)

Gave Blood For Ex-SIU Employee

To the Editor:

I wish to take this opportunity to extend my thanks, through the LOG, to the members of the SIU in Galveston (where I was employed as a secretary) who so generously donated blood during my recent illness.

It was gratifying to know these men were so willing and eager to be of aid in a time of need.

Thank you again.

Mrs. R. V. Allison

Fishing For Fun In South Africa



Doc Watson, left, electrician aboard the Robin Locksley in Port Elizabeth, SA, enjoys some leisure time fishing with the head of the long-shoremen as the vessel lay at anchor. They're stringing up plenty of fine eating.

LETTERS

Thanks SIU For Family Reunion

To the Editor:

I wish to express my sincere thanks and gratitude to the SIU crewmembers of the Longview Victory for the hearty welcome and consideration they gave my son, Pfc Billy E. Vayles, on their recent trip to Japan. I wish I



Family reunion took place aboard Longview Victory in Japan when Seafarer John Bilinski met Pfc Billy E. Vayles.

could thank each one of them personally for cooperating with my husband, John Bilinski, making it possible for them to have a happy reunion.

My son was stationed in Korea for eight months near the front line, but was recently transferred to Japan. This visit made him very happy indeed.

Thank you for sending me the LOG. I enjoy it very much.

Mrs. John Bilinski

Bosun Operates Ship's Wireless

To the Editor:

Since leaving New York on April 9, the Stony Point (US Petroleum) has been on the Persian Gulf-Japan run. Of course we had ample time to get to know each other pretty well. To our sorrow, our radio operator, Mr. Joseph Kelly, who we all knew as a good shipmate, was found dead in his quarters by the captain during our last trip, a couple of days out of Bahrain.

Luckily our acting bosun, Curt Fried (Swede) knew how to operate the radio; he was asked by the old man to get a message under way. After Swede sent the message, the captain asked him to take the job of radio operator until we could get a replacement, either in Colombo or Singapore.

Swede proved himself quite

capable of handling the radio shack, and instructions were received to proceed directly to Japan.

While securing for sea in Sasebo on August 12th, the captain of the McKettrick Hills visited aboard and at the gangway leaving he complimented the Swede for a job well done in those three weeks when he was radio operator.

I think we all feel proud that one of our Union brothers, in good SIU style, was able to do the job satisfactorily, saving the company the great expense of having to call at port for a replacement.

Everything seems to be running smoothly in the deck department, and there are no major beefs. I hope we are making good progress in Atlantic Refining, as we all are very anxious to hear news from there.

J. Fensler

Deplores Govt. USPHS Attitude

To the Editor:

The inherent rights fostered by our forefathers are among the basic elements that hold this great country of ours together. When the very politicians who are sworn to preserve, cherish and protect them wantonly destroy them, a way of American life is lost.

When the USPHS has done much toward humanity during its existence in past emergencies, when it can do much more in the event of an enemy atomic attack, when it is the impetus for the progress of medical science, it is sadly ironic that the whims of a few people in office threaten to destroy and deprive humanity of that one great rampart which is priceless in this modern age.

The economic influences in Washington which are fostering the destruction of one of the greatest of medical systems is tantamount to forgetting the traditions on which the United States was founded. The teachings of Abraham Lincoln—among them that this is a government of the people, by the people and for the people—the watchwords of liberty and all other great American principles, might be undermined, probably because a few bureaucrats want to flex their muscles.

The power bestowed on them is not reason enough to permit them to jeopardize the health and welfare of millions of Americans. The question of economy is similarly foolhardy because the price for human salvage would become too enormous, especially in times of severe emergency.

William Calefato

LOG Will Recall His Life At Sea

To the Editor:

There comes a time in every man's life when he must take a backward glance through his own past to rediscover those colorful and exciting episodes of his youth. I, for one, miss most the many happy years I spent at sea and on the docks.

Perhaps it is my abstinence from the rigors of the sea that affects my present mood, but alas, how futile it is to scatter pepper on an old salt. The only other alternative is to go to sea again by proxy. Therefore, will you please send me the SEAFARERS LOG. Will you send it also to the friend whose name and address I have enclosed.

I anticipate even now the multitude of memories this will stir up. Thank you so much for this kindness.

William Hunter

(Ed. note: Your name, as well as your friend's, has been added to the mailing list of the SEAFARERS LOG.)

Some ABs Give Bosun Gray Hair

To the Editor:

Some time ago I read an article in the LOG, "Why Bosuns Get Gray." I can certainly understand why. Where some of the men come from, and how they get AB tickets is a mystery. When I ship bosun I sometimes seem to end up by getting a taxiab driver. However, this is rather a rare case in the SIU. Why one of these birds goes



Hall

to sea is something I can't understand. His mind is never on the job. I tell him to do something and he looks at me with that blank stare in his eyes, as though I were talking in some

foreign tongue.

While securing gear I told one of the day men to stretch the preventer wire and make it up on the cleats. He looked at me as though I was crazy and went and grabbed the guy line. Of course when this joker gets into a gin mill he is the best sailor in the world.

Brush Mix-up

I told one of the ABs to take some varnish and brushes and put the brush in some Acola. Well, this joker grabs a five-gallon can of gas, puts some in a can and sticks the brush in it. The joke is that there were letters on the can big enough for a man half blind to see.

I could go on like this for hours, but as I said before, where these rare birds get AB tickets is quite a mystery. They belong on a ship as much as I belong in a ballet. As I said before, they are the exception rather than the rule in the SIU.

The chief mate is one of the best I have had the pleasure of sailing with for some time. In fact, every officer from the skipper right on down is good. We also have a good steward department on here. I was very glad to see some of my old friends and shipmates, like Paul Drozak and Sam Cohen.

Well, if I don't get gray hair after this trip I suppose I will live to be a hundred.

Charles "Red" Hall

Gets Visited By SIU, Not Masons

To the Editor:

I have just read the article called "The Amazing Seafarers Union" in the September issue of the Reader's Digest. It is a good way of letting the world know how strong we Seafarers are, and of the good work we are doing.

Now, I happen to be a Mason, and although I've been in hospitals in Savannah, Ga., Japan and Seattle, Wash., and also reported my illnesses to this organization, I was always told that they had no visitors' committees. The good old SIU comes once a week to visit me and leaves me \$15 a week, but the Masons are too darned busy to come and visit a person unless he's a big shot.

Paid-up Mason

Now I'm all alone out here in Seattle, and just want to let you know that the SIU patrolman is the only visitor I get. He always asks me if there is anything I want and explains everything I want to know. When I joined the Masons I promised to visit the sick, and I'm paid up until December 31, 1955, so I don't owe them anything at all. I hope some Masons read our LOG and get wise to themselves and start visiting their sick and paying more attention to their work.

Please say hello to my old pal Bull Sheppard of Baltimore. I used to ship out of New Orleans when he was agent there.

M. Newman

LETTERS

Crew Burning Over Icebox Beef

To the Editor:
The chief and third assistant engineers are the most egotistical worms that were ever placed on one ship together.

The chief engineer promised that all repairs would be taken care of as soon as the Sea Cloud (Seatraders) got under way. Very little has been done about this. The steward reported to him that the reefer boxes did not keep the proper temperature, both before and after leaving Oakland. There was a lot of trouble last trip and the fish box wasn't used half the time. The first engineer is continuously working to try and keep the temperature down as much as possible all this trip. The whole darn thing is on the blink and the chief engineer doesn't give a darn about it.

Engineer's Wife Cleans Room
He and the steward had a number of arguments over this situation and the steward finally gave him a letter stating that he will not be responsible for his stores until this situation is cleared up. The chief engineer is really mad because the steward department put in for 36 meals that his wife ate aboard and the BR claimed 12 hours because this chief engineer's wife cleaned his room and office during the 12 days she was aboard. He was too darned cheap to put up at a hotel, so he'll just have to pay for being so stingy.



Meyers

The third engineer has been going around agitating and working one crewmember against another. He pulled this before and seemed to get away with it. He has made false accusations against the bosun and steward several times, but when it comes to a showdown he can't prove a thing. The crew has gotten to the point where they won't sign on again unless these jokers are taken off this vessel. Neither one has the brains of an amoeba second-class.

Captain Stalls Chandler
The captain is just as phony. In the States he said he had orders to buy anything that was needed on the other side. He was not aboard when the ship chandler came aboard in Yokohama—in fact, he was hardly aboard at all until sailing day. The steward gave the ship chandler the requisition and the stores were delivered and placed in the reefer boxes. Then the captain wouldn't pay him for the stores, and after telling the chandler to come out to the ship each day for his money, he finally told him, on sailing day, to write the New York office for the money due him.

The best part of this is that the captain told the chandler at the agent's office to pick up the requisition from the steward aboard ship, that everything was all right. The captain later told the steward he had orders from the company not to buy anything over here. He also stated that he goes by what the company tells him, and not the Union agreement.

I hope that something can and will be done to have this bunch of phonies straightened out, so that we will not have this same trouble occurring again in the future.

Louis E. Meyers

Sails Ore Ship After 26 Years

To the Editor:
After making two trips aboard the Santore, I feel it only fitting that I write this letter to the LOG as a sort of public acknowledgment that I am most assuredly enjoying my cruise aboard this

ship. This can be attributed to the fact that the officers and crewmembers are working together in close harmony with each other.

I know for a fact that from the captain, W. F. Thornton, on down through the mates and bosun, the deck department is certainly living and working together as true SIU men should. They certainly are a swell group of men and after observing the members of the two other departments, I can say the same about them.

Crew Stays On

Some of the crew have been on board for as many as 17 straight trips, but because of the wholesome atmosphere and feeling of good fellowship that prevails, this is not hard to understand.

The overtime in both the black gang and the deck department has been at a maximum and as any Seafarer knows, this does much to make any trip more pleasant.

In 1927 I sailed on the Steelore and not until my first trip on the Santore, which began July 13th of this year, have I been on any of the Ore ships. However, I must say that in the 26 years that have elapsed since that time I have noted quite a distinct and remarkable difference in the condition of these ships. The benefits that have resulted, I feel, are due wholly to the part that the SIU has played in improving living and working conditions aboard these ships.

Because of all the above-mentioned features, I anticipate a third, and maybe a fourth trip on the Santore.

Stanley Lowery

Reader's Digest Runs SIU Story

To the Editor:

I wonder how many members of the SIU read the article in the September issue of Reader's Digest magazine titled, "The Amazing Seafarers Union."

It is indeed a fine tribute, one that should make everyone's heart swell with pride, as mine did, as the wife of a seaman.

It's heartwarming to know that our labor organization is run for its members, by its members, who make it "off limits for gangsters." I got quite a chuckle from the paragraph about the Boston thug (didn't know they had thugs in Boston; I came from there) who made the mistake of barging in on the old Seafarers hall in Manhattan in 1947. With a gun only half-concealed, demanded a Union card so he could ship out immediately. He was "hot" he revealed, having just hijacked a big truckload of Boston waterfront cargo. He didn't get the Union card. Instead, he lost his gun, along with some teeth, and found himself hanging out of the window, his feet jammed tight between the sill and the window, a warning that the Seafarers International Union was "off bounds." Do you know if this is so, or is it a well-told sea story?

Mrs. Anna Torano

(Ed. Note: It's true, and the window was on the fifth floor.)

Hurts His Knee On Sweetwater

To the Editor:

When the Sweetwater (Metro Petroleum) was one day out of Port Isabel, Tex., I slipped and fell out on deck, dislocating my right knee. I am at present on the hospital cot on the Sweetwater, and expect to go to the hospital when the ship reaches New York, for X-ray and treatment. I expect to be laid up for a while. In the meantime, I'll keep happy reading the LOG.

Clyde Carlson

US Budget Cuts Out Seamen

To the Editor:

The closing of several USPHS Hospitals and clinics in the past year is a forerunner of what the US merchant seaman can expect from our grateful Government. For 155 years men of the sea were and still are wards of the Government, and as such are regulated by a Government agency, the Coast Guard.

During the war, nothing was too good for the men of the Merchant Marine. Besides Marine hospitals, the WSA also had a large staff of doctors and nurses in the various ports, only too willing to give treatment, and rest camps, in order for you to be able to ship out again and face the German U-boats. Many merchant seamen were decorated and many made the supreme sacrifice, as the honor rolls will attest.



Jellette

But now, the power grabbers are trying to make a name for themselves by indiscriminate cuts at the expense of the seaman. The budget director in Washington is recommending to Congress this fall that USPHS hospitals be denied from now on to all merchant seamen. This is an outrage, to say the least.

Still Have Votes
Our SIU officials, I know, will use all their power to keep the hospitals open. I strongly urge the membership at sea to protest the intended action of the Budget Director and Mrs. Hobby and so record it in ship meetings. I know the SIU will not be alone in this fight. This action includes all maritime workers. In this intended move, like many others, the Government is being penny-wise and pound foolish. They must remember, too, that maritime has a stake in America, and we also have a vote.

John Jellette

Seaman Retracts, Reacts On Items

To the Editor:

Referring to a story credited to me in the LOG, I did not mean to say that martial law was in effect in Pola, Yugoslavia, or in Rijeka, but to us it does look about the same thing. For all I know, that is their normal way of life. If at some time they have a martial law prevailing over that land, I do not want to be around.

As far as the \$50 draw is concerned, I do not think the captain of the ship had any limitation set

upon the men. I feel that he thought it was the best amount, proved by experience, to be drawn in those places.

I was pleased to read the "Letter of the Week" by the Lord Mayor of Hull, England. When we get mail from persons like that, you can certainly say that the LOG gets around, and in the right circles, too.

It is with great respect that I point out that in a way he is right and in a way he is not, referring to his criticism of my article. I meant to cast no aspersions on the marketability of products in England. What I meant to say, and it is still true, is that there are no unusual souvenirs in that pleasant isle. Almost everything here is duplicated there, and the little saved in the price difference is quickly dissipated when customs duty is taken into account.

Of course, if one has time to buy clothes, you can always depend on a good buy and good quality equalled nowhere else in the world. I may be back in England again this year and I'll be reporting to you on everything concerning the Seafarer's welfare ashore, as I see it.

Luis Ramirez

Good Food, Capt. Make Happy Trip

To the Editor:

If anybody wants a good feed these days, all he has to do is come aboard the John C. (Atlantic Carriers), which is the ex-Stonewall Jackson. This ship is one of the best feeders that I've ever been on.

Most of the credit for the great meals we are enjoying on this ship goes to Dave Nun, the chief steward, who hails from way down deep in Texas, and is a real heads-up steward.

He is the great kind of steward who is willing to take a little extra time to make sure that the meals served are of the best quality and best cooking, and also makes sure that we have some variety in the menu. The entire stewards department, of course, is working right along with him, and all of them are doing a great job.

In addition to being a great feeder, this ship also has a good skipper and officers, which makes it look as if we'll be enjoying a fine trip all the way. And then, the ship's delegate, A. B. Brown, is also doing a fine job for his shipmates, making the whole picture rosy and happy.

J. Fitzgerald



Fitzgerald

Seafarers Enjoy Oriental Hospitality



Seafarers, Manual Daza, olier, second from left, and, Evaristo Rosa, olier, second from right, off the Ocean Lotte on Japan-Korea shuttle, enjoy some rice Japanese style with hospitable family in Yokohama. Pic by Rosa.

Wishes SS Paoli A Good Voyage

To the Editor:

I would like to have the LOG sent to me while I am serving my allotted time in the Army, in order to be able to keep up with the activities of the SIU. I will be sailing again in a couple of years.



Garrett

I would like to wish the crew of the SS Paoli (Cities Service) a happy voyage. She left for the Far East June 17th.

Pvt. Herman D. Garrett

(Ed. note: Your name has been added to our mailing list as you requested.)

Uses Hospitals, Sees Their Need

To the Editor:

Here I am on the beach after being an outpatient for 68 days in addition to being incarcerated for another 14 in the USPHS hospital in New Orleans. I expect to check back in the near future since the pleurisy I developed on my last Far East trip aboard the Golden City (Waterman) is getting worse instead of better.

I think it is a shame that the Government is trying to do away with the USPHS hospital program. All the big shots in Washington have the idea that merchant seamen are junior-sized millionaires and want us to pay for our own treatment and medicine. Of course, taxes aren't taken into account, which just about makes everybody work for Uncle Sam.

I am sure the SIU will carry the fight all the way to Congress to try to stop the Government from closing the marine hospitals after serving merchant seamen and others for the past 155 years.

I would like to ask the following brothers, Hannon, steward; Jackson, saloon messman, and permitman Roy Bru, galleyman, all on the Golden City to please contact my attorney concerning my illness aboard the Golden City which paid off July 2, 1953, after the Far East voyage. His name and address are Jack Nelson, 709 Carondelet Building, New Orleans, La. Thanks a million.

Spider Korolla

New Army Inmate Homesick For SIU

To the Editor:

Much to my sorrow, I'm writing from Fort Dix, NJ, where I have been sentenced to a two-year stretch in the infantry. I've only been in the Army for two and a half weeks, and I'm getting more homesick for the SIU every day. I would appreciate it very much if you would send the LOG to me here.

Pvt. Robert Fink

(Ed. note: The LOG will be sent to you at Fort Dix from now on.)

Thank Mate For Sea Chest Help

To the Editor:

We of the Southland (South Atlantic) would like to give a word of thanks to the junior third mate, Mr. Henry Brazil, for the extra services he gives to the crew by operating the ship's sea chest and for the many other services and help he goes out of his way to perform for us. For instance, each man gets a copy of foreign addresses.

Again we say thank you, Mr. Brazil.

Crew of Southland

They Work—Underwater

A ship's bottom scrapes across a bar, a screw is fouled, a ship sinks or capsizes, and right away there's a job for a diver, a man who holds down one of the toughest of maritime jobs.

While divers in many ports are kept busy with underwater repairs to piers and harbor facilities, and checking the underwater damage that ships may sustain, the toughest—and most lucrative part of their job lies in the salvage jobs.

While visions of sunken treasure, galleons with chests of gold and gems aboard, rotting on the bottom of the sea immediately spring to the mind, actually the salvage jobs that the divers prefer are more prosaic, and more lucrative.

It has been estimated that over two billion dollars in sunken treasure lies at the bottom of the sea in rotting hulks, but actually, there is "treasure" worth many times that amount in the salvaging of the cargoes and the hulls of the many ships that were sunk during the war due to enemy action. Much of this great hoard of wealth lies along our coasts in water less than 300 feet deep.

LOG Welcomes Stories, Pics

With the LOG now containing 28 pages in all regular editions, there is plenty of room for stories, photos and letters sent in by the Seafarers. Several pages of each issue are devoted to the experiences of Seafarers and the ships they sail as they describe them themselves.

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

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

The divers have found that the salvaging of molybdenum, copper, zinc, tin, manganese, iron ore, oil and gasoline cargoes still held by undamaged tanks, and the scrap metal that comes from rusted cargoes of tanks, trucks, guns, and the hulls themselves, can and do yield more profit than the usually difficult search for a chest of gold coins or precious gems. In fact, it has been estimated that the chances of success in hunting and salvaging a pirate treasure are no less than 1 in 10,000,000. On the other hand, the Government and the salvage crews know where the sunken cargo vessels are, and they are not too difficult to reach.

But even the "simple" jobs can be dangerous. Take the case of the Italian salvage vessel *Artiglio* which spent a great deal of time searching for the sunken wreck of the British vessel *Egypt*, which had \$5 million aboard in silver and gold.

After years of hunting, the *Artiglio* found the wreck but needed special gear to reach her, so she put into a nearby port. While there, to get some money, the *Artiglio* accepted a "simple" job of clearing a wreck away from the mouth of the harbor. The divers went down to the small wreck, attached charges, and the wreck was blasted. It was blasted a second time, and then a third charge was set. At the third blast, a terrific explosion rocked the harbor, splintered the *Artiglio* and killed all of her crew. There had been 500 tons of dynamite in the wreck that nobody had known about.

Other Dangers

And of course, hidden dynamite is not the only thing that the divers have to worry about. About the greatest danger to a diver is the much-feared "bends," gotten by rising to the surface too fast. What happens is that bubbles of nitrogen form in the tissues and bloodstream of the body. Sometimes, if the rise is very rapid, the diver may have the bends even before reaching the surface. In other

cases, the sickness shows up some time later as an itching and burning in one area. Most frequently there is a boring, terrible pain that divers have described as the worst pain ever endured by man.

And then, there is the descent to the job. The diver can't go down any faster than 15 inches per second. Any faster descent may well result in burst eardrums from the rapidly increasing pressure, nosebleeds, and a number of other crippling results.

Bottom Hazards

Once down, the diver has to worry about all the hazards on the bottom. Anything from a seaweed covered mine that looks like a rock—but doesn't act like one—to the many monsters that inhabit the sea. Sometimes the diver will suddenly find himself as the unwilling spectator as two or more huge under-seas monsters stage a battle, and as one diver put it, "that's a lot worse than finding yourself in the middle of one of those bottle-throwing brawls down at Joe's Place on Saturday night."

Then too, any one of the dozen monsters, from "30-foot sharks with mouths like the luggage compartment of a car" to the octopus, killer whale, moray eel, the giant ray, and the schools of barracuda can either attack the diver himself or, just as bad, damage his gear.

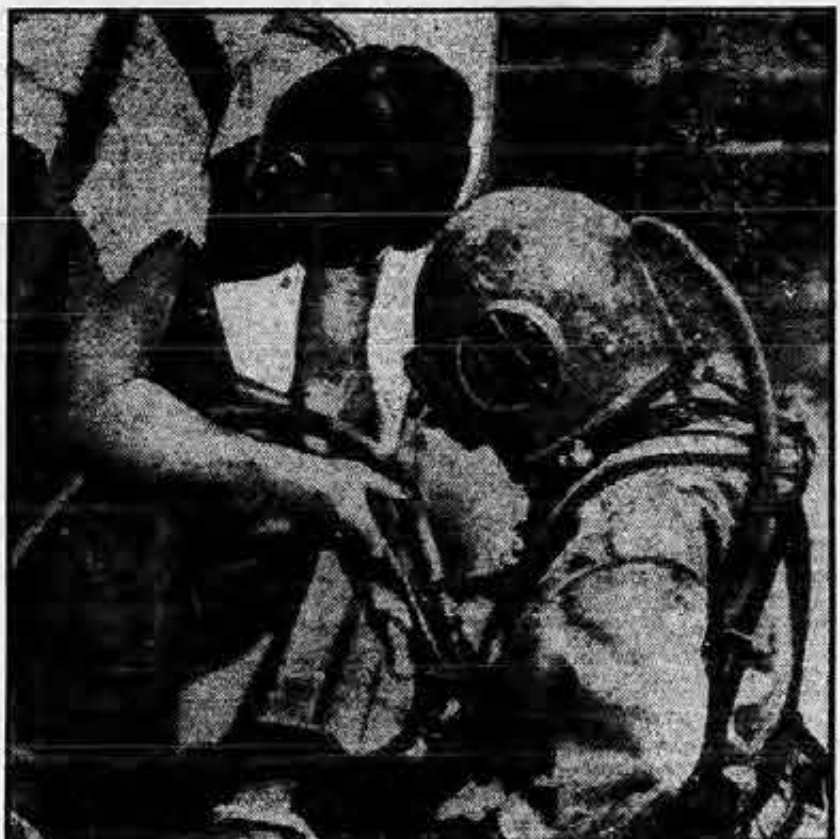
There's always the danger, as a diver goes aboard a sunken hulk, that rotted or rusted deck plates will collapse under him, snarling his gear or that the superstructure will fall in on him, crushing him.

With everything considered, it is not difficult to understand why divers are considered uninsurable by almost every insurance company.

The jobs of checking the damage to the bottom of a ship, or freeing a fouled propeller are considered soft touches by the divers. They don't pay much, but the chances are a lot better that they'll be able to take another assignment the next day.



All clamped into his cumbersome diving gear, this diver gets a friendly tap on the top of his helmet before he has the window of his helmet closed and sealed—the last step in "dressing." The next step is sliding down beneath the surface.



With his helper on the boat making sure his lifelines don't get snagged, the diver goes over the side and starts his long trip down to the bottom, where he'll start to do his job. That's when the danger really starts, with the possibility of fouled lines, bends, deep-sea monsters and accidents of all sorts.



Salvaging the cargoes and hulls of wrecks like this one, which are in shallow water, usually prove to be the easiest and most profitable job for the divers. It's when the wrecks are in deep water or fast-running currents that the job becomes more dangerous and difficult.



Alone with the sea and the sand-covered remains of a wreck, the diver carefully and slowly walks across the ocean floor to get an idea of how the wreck lies, and how to proceed.

DIGEST of SHIPS' MEETINGS

GULFWATER (Metrol), July 5—Chairman, Warren Neilson; Secretary, Honest Al Whitmer. Food bad, otherwise there are no major beefs. Screen doors were rescreened and all fo'les painted. Galley range is being checked. There was a lengthy discussion on terrible menus and quality of food. Steward was asked to stop putting out two second meats and one second and one third-grade meat. There should be more variety. Less iced coffee and more lemonade. Steward said that all meats are fourth grade. Crew was reminded to keep the laundry, messhall and recreation room clean and make less noise in the passageways. Repair list was turned in again.

August 16—Chairman, Steve Bergeria; Secretary, Honest Al Whitmer. There are a few hundred hours of disputed OT for the work done by the captain and chief mate. Patrolman will be contacted about the continual pussy-footing of the chief engineer, who has been stealing light bulbs all trip. Lack of light caused one brother to fall down a ladder and injure himself severely. Complete repair list will be typed up and prepared for the payoff port. Rooms are to be left clean and orderly, with linen put below and fo'les swept out.

MORNING LIGHT (Waterman), June 18—Chairman, J. D. Cantrell, Jr.; Secretary, Al W. Sadenwater. Captain said no dollars would be issued in foreign ports. Repairs of previous voyage were made, but the matter of new mattresses will be taken up with the patrolman. New deck lights will be installed. All engine department quarters will be painted out; toilet will be repaired in the States. After a discussion, it was decided to refer to the patrolman the matter of getting a place for the crew's library. Vents in rooms will be fixed when the ship reaches port. Shower valves will be checked.

AMERSEA (Blackhester), May 10—Chairman, Howard K. Pierce; Secretary, Adolph W. Kubacki. Edward H. Denchey was elected ship's delegate. He will try to get a library in San Pedro. Men were asked not to make so much noise in the passageways, so brothers of watch can sleep.

June 21—Chairman, Howard K. Pierce; Secretary, Adolph W. Kubacki. Letter from the man who left ship in San Pedro will be turned over to the patrolman. Shoreline personnel is to be kept out of the passageways in Korea. Discussion was held on buying whiskey there, which was nothing but poison.

July 26—Howard K. Pierce; Secretary, W. Pleszczuk. The old man is giving the crew the business on the draws and on getting shore leave. All men put in OT in Pusan and Kure. W. Pleszczuk was elected ship's delegate. If necessary, the ship's delegate will contact the SUP agent in Yokohama to see about contacting the US consul.



SWEETWATER (Metrol), July 8—Chairman, S. Hemke; Secretary, B. Fischman. Repair list will be forwarded to the new crew; some were made already. Three men missed ship in California.

BATTLE ROCK (US Petroleum), June 27—Chairman, C. Tobias; Secretary, E. J. Ordrowski. Ship's delegate will insist on investigation by US consul of missing crewmember. If captain will not ask, the crew will wire to Sasebo to ask for Coast Guard or Naval action. Cleaning of water tanks will be added to the repair list. A regular gangway should be rigged instead of a jury gangway for the crew's safety.

STRATHPORT (Strathmore), July 5—Chairman, Jerry Keary; Secretary, Michael Haukland. Mike Sikorsky was elected ship's delegate. No repairs were done and no list was turned in by the last crew. Wiper and OS should clean the laundry; steward department, the recreation room. Feet should be kept off the chairs. Delegate will see about the leaky coffee urn and the steam valve in the fo'le which is broken.

FAIRPORT (Waterman), August 4—Chairman, Joe Carroll; Secretary, W. E. Morse. Quite a few repairs should be taken care of, such as toilets, showers and electric fans. Chief engineer promised to see that these are taken care of. More chairs will be ordered for the recreation room in San Francisco. Charles T. Scott was elected ship's delegate. Men using the washing machine should turn it off after using it. Crew pantry messman should make coffee every morning.

COUNCIL GROVE (Chies Service), July 26—Chairman, John Newman; Secretary, Richard Gelling. Ship is being cleaned up. One man missed ship in Germany; his gear was packed and turned over to the captain. Scuppers in the messroom and galley are being repaired. Washing machine should be replaced. Tile in the deck department head should be repaired. The baker got a vote of thanks for the fine work that he has done during the trip.

GOLDEN CITY (Waterman), July 19—Chairman, F. N. Vincent; Secretary, J. E. Hannon. F. Braun was elected ship's delegate by acclamation. Washing machine should be cleaned after use. Sink in 43 deck department fo'le needs repairing. Recreation room should be fixed.

DEL ORO (Mississippi), July 25—Chairman, E. J. Gaylor; Secretary, R. A. Deville. Disputed overtime will be referred to the patrolman. Steward should check stores before sailing. Water in tanks should be analyzed and tanks should be cleaned. Patrolman will check with the chief engineer on the rest periods for engine department employees. Black gas and steward department fo'les should be painted out. Vessel

should be fumigated. Old mattresses should be checked for replacement by the delegates. Patrolman will ask the engineer why he refuses soap and detergents to the black gang. They were also issued no matches. Delegates will hand in repair lists before arrival.

UNION (Kea), August 8—Chairman, John Sullivan; Secretary, Harry Mooney. One man will be referred to headquarters, to be brought up on charges. Engine department washroom should be left cleaner by members. Garbage should be dumped over the stern. Vote of thanks went to the steward department. Captain will be contacted for a substantial draw. Vote of thanks went to the captain, chief engineer and all mates and engineers for their fine cooperation and understanding during the past voyage.

DEL ALBA (Mississippi), July 26—Chairman, Richard E. Tunison; Secretary, James L. Tucker. There is a \$29.85 balance in the ship's fund. Electrician will fix the record player if the parts are provided. Ship's delegate will get parts. Ship needs fumigation. Agent should have the company write a letter to the ship's officers advising them that the washing machine is for the unlicensed personnel only, as they will never work on it when it breaks, fearing that they have nothing to do with it. There is a linen shortage.

DEL SOL (Mississippi), July 26—Chairman, K. Winsley; Secretary, William R. Cameron. K. Winsley was elected ship's delegate. Discussion was held on fumigating the ship.

STONY CREEK (Amer-Tromp), June 18—Chairman, Joe Barren; Secretary, A. W. McKenzie. McKenzie was elected ship's delegate. Motion was passed to repair messhall chairs. Suggestion was made to get a xnd box for the ship's cat. Delayed sailing and the new washing machine were discussed.

August 2—Chairman, Martin J. Pyk; Secretary, Ernest D. Hepe. Messroom chairs have been repaired. Chief mate is doing deck department work. All valves should be turned off after taking showers, to save water. The mate wants one man on tank watch to handle valves; the agreement calls for three.

YAKA (Waterman), August 1—Chairman, R. J. Reed; Secretary, R. Sedowski. Patrolman will be told about the mate working on deck. Discussion was held on cleaning the laundry. Ship's delegate will see the mate on having the laundry cleaned out and painted. Discussion was held on certain fellows who are cleaning out all the fruit from the ice boxes before 7:30 and leaving nothing for anyone else.

August 15—Chairman, R. J. Reed; Secretary, T. Lewis. Laundry will be cleaned as soon as possible. Rooms will be sougeed before the payoff. One man missed ship in Florida, one in Ponce, Puerto Rico. Vote of thanks went to the steward department for good work. Suggestion was made to collect \$1 from each man for the ship's fund. All repair lists will be turned in before the payoff, so repairs can be made before signing on.

CAROLYN (Bull), August 15—Chairman, Kirby Wright; Secretary, W. C. Murphy, Jr. Disputed overtime will be settled at the payoff. Coffee cups should be soaked overnight, so they will be easy to clean. Steward ordered a new washing machine and a four-slice toaster. Port engineer will be contacted about the engine room ventilators which cannot be moved when necessary.

CLARKSBURG VICTORY (Eastern), July 28—Chairman, L. E. Williams; Secretary, Monica "Punk" Daniels. K. Roberts was elected ship's delegate by acclamation. All members should keep their eyes open and report hazardous conditions to the ship's delegate. Contributions for the ship's fund will be given to department heads to turn over to the crew delegates. Sanitary men in each department should cooperate in cleaning alleyways and cigarette butt cans.



DEL MAR (Mississippi), August 2—Chairman, Clarence Cobb; Secretary, C. A. Bradley. There is \$87.91 on hand. Refrigerator should be mounted on rubber to eliminate vibration in steward messroom. Several supplies are short. Some food, such as onions and seasoning, are missing. Beef on the number of customers each waiter has will be ironed out in New Orleans. Ship's delegate will collect money to be donated to the family of Thomas Liles, who is in the hospital. One man wants cakes and pastry like the passengers get; there have been no doughnuts for a long time. Messroom is not being kept clean by one member. Pantry and messhall should be cleaned after 4:00 AM watch, as they do on freighters.

SEATRIN GEORGIA (Seatrain), August 16—Chairman, J. M. Smith; Secretary, W. J. Cahill. Ship's delegate should contact the chief mate about having the porthole gaskets checked. More fans should be installed in the rooms and messhall. Motion was made to have the steward stop putting iced coffee on the menu. Harry C. Nelson was elected ship's delegate by acclamation.

ALCOA ROAMER (Alcoa), August 8—Chairman, J. Stringfellow; Secretary, J. L. Dansey. One man missed ship in Tampa. Discussion was held on taking care of the laundry.

HEYWOOD BROWN (Victory Carriers), August 9—Chairman, D. A. Ramsey; Secretary, S. W. Auer. Shoreline personnel should be kept out of quarters. Garbage disposal problem should be solved. Messroom doors and passageway doors will

'Can-Shakers' Have No OK

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

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

be kept locked in port. Special early launch should be made available to the steward department in Yokohama. Deck and engine department should alternate in making three o'clock coffee.

OMEGA (Omega), May 17—Chairman, May 17—Al Kessen; Secretary, J. McQuade. Paul Franks was elected ship's delegate. Man who missed ship will be turned in to the patrolman. Standby on each watch should clean cups for the next watch coming on duty. Card players should clean up after they are finished. Vote of thanks went to the steward department for good food and the cleanliness of the ship's messhall.

August 9—Chairman, Al Kessen; Secretary, John McQuade. C. E. Wooton was elected ship's delegate; former ship's delegate, Paul Franks, died in Yokohama. One man missed ship in Yokohama and will be turned in to the patrolman. Repair list was made out and discussed. Rusty water will be brought to the patrolman's attention. Steward department was commended for the excellent quality of the food and the good service. A copy of the repair list will be given to the patrolman.



STEEL DIRECTOR (Isthmian), June 14—Chairman, Jack Precelli; Secretary, C. Hugarth. One member will be given another week's trial before having crew and union action taken. Discussion was held on the number of cigarettes put out. Chief engineer will be asked about repairing the wringer on the washing machine and installing a fan in the laundry. Messman will save a few cans to be used for additional ash trays in the messroom. Everyone should try to keep the ship a little cleaner.

August 8—Chairman, J. Precelli; Secretary, J. Johnston. Question of the draw made in Ceylon will be taken up in New York. Performers will be turned over to the patrolman. One man missed ship in Singapore. Delegates will make up repair lists to turn over to the ship's delegate. Cook is to try and prepare potatoes differently at breakfast time. Laundry is not being taken care of properly. Men will do a little sougeeing. Everybody should check the slopchest list and check the items that they may want that are not being carried.

FAIRLAND (Waterman), August 16—Chairman, Reece B. Oliver; Secretary, William S. Claymore. As yet nothing has been done about the repair list. Chief mate promised to fix the steam radiators and make other general repairs. Motion was passed to have a catwalk constructed on the forward deck cargo so that the lookout does not hurt himself. There are no lights on forward cargo. Chief mate will be contacted about rigging a clothesline aft. Feet should be kept off messroom chairs. Messrooms and midship passageways need painting, as well as rusty lockers. Old washing machine should be used for very dirty clothes and the new ones for less dirty things. Deck should be raised to give better drainage. Men should be properly dressed in the messhall. Motion was passed to start a ship's fund.

ALCOA POINTER (Alcoa), July 26—Chairman, William F. Simmens; Secretary, Z. A. Markris. Members will make up a repair list so that the ship's delegate can turn it over to shore-side officials for action to be taken.

August 16—Chairman, Z. A. Markris; Secretary, Carl C. Miller. Delegates were asked to have repair lists ready to turn over to the ship's delegate before the ship reaches port. Four representatives will see shore-side officials about the first assistant using vulgar language in the engine room. Vote of thanks went to the steward department for a good job well done. Members were asked to refrain from using coffee cups for ash trays. Chief electrician wants the delegate to get a clarification on his work.

STEEL MAKER (Isthmian), August 19—Chairman, G. Evarst; Secretary, E. W. Carter. Captain will not give out a draw, as we will not be in port long. Fo'les were not painted this trip. They will be painted before the crew signs on foreign articles.

MARY ADAMS (Bloomfield), August 16—Chairman, C. R. Haun; Secretary, R. B. Hunt. Donald D. Dambrino was elected ship's delegate by acclamation. Ship's delegate will see the master about the crewmember who was not given a port discharge in Baltimore. Ship's laundry

will be kept clean by the BR. Deck and engine departments will clean the recreation room. Ship's delegate will see about a library in Wilmington and about getting US draws in foreign ports. Members with radios were asked to keep the volume turned low so as not to disturb sleeping men off watch.

JULESBURG (Terminal Tankers), August 9—Chairman, J. S. McRae; Secretary, Tom Bowers. Most of the repairs have been made. The radio has been fixed and some records were bought. There is now \$11.30 in the ship's fund. J. S. McRae was elected ship's delegate. Ship's delegate will see the captain about getting the meat box repaired in the Canal. Bosun said the sanitary will work four hours tomorrow to try and get the deck department living quarters cleaned up. Steward reported that it has been hot since he has been aboard and that he is afraid the meat will spoil. This was reported to the captain and chief engineer two or three times a day. Slopchest prices will be posted, and the slopchest will be checked to see if there are sea boots aboard.

HURRICANE (Waterman), August 17—Chairman, N. Richie; Secretary, C. Achey. The book and papers of the man who missed ship will be sent to Wilmington.

August 14—Chairman, N. Richie; Secretary, N. Mable. There is \$14.40 in the ship's fund; an iron was bought from the ship's fund. One man missed ship in San Pedro. His papers and book will be sent to headquarters. Vote of thanks went to the steward department.

LEWIS EMERY JR. (Victory Carriers), August 9—Chairman, Lee E. Movall; Secretary, E. B. Hardcastle. George Manning was elected ship's delegate. Repairs and laundry could not be done due to the government seizure of the ship in San Francisco. Small repairs will be taken care of by the chief engineer on the way to New York. Deck and engine departments will clean the laundry; steward department will clean the recreation room.

DEL CAMPO (Mississippi), August 9—Chairman, V. Vigo; Secretary, W. W. Christian. New icebox is needed for the crew pantry. Vote of thanks went to the steward department for the good chew this trip.

WACOSTA (Waterman), August 2—Chairman, Andy Gwender; Secretary, M. B. Davis. M. B. Davis was elected ship's delegate. Motion was passed to shut the radio off at mealtime. New mattresses will come on in Houston. Company refused to get inner springs. Captain should be contacted about painting crew's quarters. Salt tablet dispenser will be placed near the drinking fountain. Patrolman will be told about the mattresses at the payoff.

August 16—Chairman, Floyd Starkey; Secretary, H. L. Haley. No mattress came on heard in Houston. Rooms will be painted out soon. Cats and linen should be taken care of. Abusers will be turned over to the patrolman and fines will be imposed.

CITRUS PACKER (Waterman), August 6—Chairman, N. N. Trip; Secretary, Richard J. Peterson. One man was hospitalized in Kobe, Japan, and another in Honolulu. Glasses and cups should be returned to the messhall, not left all over the ship. Delegates will all out repair lists.

BRADFORD ISLAND (Chies Service), August 18—Chairman, Frank Hanagan; Secretary, Fred Bruggner. One man left ship at Lake Charles, saying that his wife was sick. Fred Bruggner was elected ship's delegate. Condition of the messhall will be taken up with the patrolman as well as the condition of the mattresses. Discussion was held on the washing machine.

CHIWAHA (Chies Service), May 28—Chairman, C. G. Frewler; Secretary, Frank Flanagan. Wiper will make coffee in the morning. Steward isn't putting out the chow for the crew. He serves leftovers to the crew. This will be brought to the attention of the patrolman. There was no beef on the chow last trip, with a different steward. Same beef has been brought up about this steward on another ship.



SEA THUNDER (Colonial), August 9—Chairman, Bill Lewis; Secretary, Robert Benjamin. Motion was passed to contact the Union to get permission for the crew to tie up the ship whenever the master fails to put in a call for crew replacements. No action has been taken on the repair list. Confusion about transportation money due certain members will be taken up with the patrolman.

ROBIN GOODFELLOW (Seas), August 2—Chairman, M. Pierprenski; Secretary, R. N. Baiene. Patrolman should investigate the food's condition and the ability of the cooks, as a lot of the food isn't edible. There has been a shortage of sanitary equipment since the beginning of the trip. Chief electrician says he will fix the washing machine if the chief engineer orders parts. Vote of thanks was given to the chief electrician for showing movies to the crew on the trip.

CITY OF ALMA (Waterman), August 7—Chairman, Mike Tawand; Secretary, Red Simmens. All rooms have been painted out. There is a lodging beef for the patrolman due to chipping around rooms where men were off watch trying to sleep. Lockers and rooms should be left clean for the next crew. Linen should not be scattered all over the ship. Bunk springs and mattresses should be checked by the steward. Members were thanked for their patience and co-operation

in the matter of short food all trip. Steward wants to thank men in his department for a job well done.

AZALEA CITY (Waterman), August 9—Chairman, E. O'Rourke; Secretary, J. Carroll Cryg. Should try to take better care of linens and cooperate in cleaning the messroom. Motion was passed that the membership go on record favoring effort by the Welfare Services Department to obtain from the USPHS the same privileges for seamen's families that are accorded to men of the Coast Guard. Steward should get non-rusting caps for salt and pepper shakers. Engine department complained of noise of chipping near fo'les of men at watch. Ship's fund stands at \$50.

SEA COMET II (Ocean Carriers), July 5—Chairman, Blackie King; Secretary, G. Faircloth. Beefs against the chief engineer will be referred to the patrolman. Discussion was held on painting the rooms. They will be painted in the States unless they have been painted before. Men should be properly dressed in the messroom at all times. Feet should not be put on newly varnished stools. Rooms and toilets should be kept locked in port. Laundry and slopchest should be cleaned after use.

NORTH PLATTE VICTORY (Mississippi), July 8—Chairman, E. B. Lewis; Secretary, John Kackur. There is sufficient baseball equipment on hand from the last voyage. Otis was elected ship's delegate unanimously. Vote of thanks and appreciation went to the West Coast agent and representative of the SIU for their extreme sincerity and diligence in collecting all disputed OT for the last crew, for their restriction to ship in Korea. First assistant will be reported to the patrolman. More fans are needed in crew's quarters. There should be an ample supply of choice steak on hand for the coming voyage. Delegates should check for the parasite screens in their departments that are needed.

July 19—Chairman, W. L. O'Donnell; Secretary, J. W. Rialty. Soap beef was straightened out by calling headquarters. Captain will put out draws in US currency. Steward was asked to check with the agent again about the length of the voyage and stores. Messhalls and quarters should be sprayed for flies every day.

EVELYN (Bull), August 5—Chairman, Charles Sabick; Secretary, W. Wesley Eby. Ship's delegate will see the patrolman about deposits to be made on keys to fo'les.

SEA CLOUD (Seas Traders), June 1—Chairman, B. J. Brown; Secretary, M. E. Pappadakis. J. E. Carenden was elected ship's delegate by acclamation. After discussion, it was recommended that each man leave the machine and laundry clean.

June 21—Chairman, B. J. Brown; Secretary, M. E. Pappadakis. Ship's delegate reported that the captain was notified by the Army that there will be no shore leave outside of the breakwater.

July 27—Chairman, net listed; Secretary, M. E. Pappadakis. Delayed sailing time is disputed by the captain. Repair list will be posted. Steward department get a vote of thanks for the good job they have done. Behavior of one member will be referred to the patrolman.



KEYSTONE MARINER (Waterman), July 19—Chairman, Cliff Wilson; Secretary, Brad Meydorn. Inadequacy of fans in all rooms and messhall and the air vent system in the galley are being taken care of by the Union. Ralph Delayer was elected ship's delegate by acclamation. Galley sinks are leaking, toilets need repair and the washing machine doors should be fixed. Men should be properly dressed in the messhall. The outside of this vessel has been kept like a yacht, but the interior could do with a little soap and water. Repairs which cannot be made aboard ship will be listed. Garbage room will be locked in port.

August 9—Chairman, W. Sireenberry; Secretary, Robert Rivers. Minor repairs were taken care of. Slopchest is inadequately stocked. Letter from the SIU Sea Chest was read. Leaky radiator was put on the repair list but not taken care of. Repair list will be given to the captain; if he takes no action it will be given to the patrolman.

ROBIN HOOD (Seas Shipping), July 12—Chairman, Louis B. Guellnitz; Secretary, Edward Leahy. Motion was made to alternate the cleaning of the washroom and library. Steward asked for complete cooperation from the entire crew. One man has been placed on probationary standby, for failure to carry out his sanitary duties. All men should wear proper clothing in the messhall.

BLUESTAR (Traders), July 15—Chairman, Anthony Ferrara; Secretary, Leonard Russi. H. Murranka was elected ship's delegate by acclamation. Cook will cook meals more or less to order. Steward promised that there would be a change in food as soon as the stores came aboard in 'Frico. Company is to put on choice meats. Wind scoops and coils will be put on board before sailing. Deck department is to handle steward department stores more carefully.

August 9—Chairman, C. Ritter; Secretary, L. Russi. Captain is to cooperate with the steward on buying stores if necessary. Repair list will be made up and repairs made in Japan. Captain will buy Coca Cola and soda for the slopchest. Chief engineer will keep his nose out of deck engineer's face and stop using him as a flunky. Night cook and third cook to keep out of each other's hair. Deck department is to stop throwing cigarette butts behind toilet bowls. All mail belonging to the crew will be

(Continued on page 25)

... DIGEST of SHIPS' MEETINGS ...

(Continued from page 24)

collected by the ship's delegate. Mess-hall refrigerator is on the bum. New one is to be put on. All shoreside people are to be kept out of passageways in Japan and Korea. Chief cook got a vote of thanks for his good clean cooking.

FORT HOSKINS (Cities Service), March 4—Chairman, J. E. Powell; Secretary, M. Launey. Crew voted to buy a new motor for the washing machine if the old one is damaged beyond repair. One man left the ship. Ship is in good shape.

April 5—Chairman, Allison Herbert; Secretary, George Mates. Captain will be asked to get a new washing machine. Patrolman will be told about the two men who got off at the mate's request. Rubbish should not be thrown on the deck. Door knob on day man's room and fans will be added to the repair list.

April 15—Chairman, A. I. Herbert; Secretary, Robert J. Landry. Each man will donate \$1 to the ship's fund to help pay for washing machine parts. Dirty dishes and cups should be returned to the sink.

April 23—Chairman, J. E. Powell; Secretary, Robert J. Landry. Crew was warned about getting into trouble on the long trip to Japan. Washing machine should be turned off after use, so as not to burn out the motor. Coffee pot should be emptied in the trash can, not on the deck.

May 13—Chairman, J. E. Renert; Secretary, C. R. Mates. Door locks need repairing. Each department will take turns cleaning the ladder. Messhall is being left very dirty. Cigarette butts should go in ashtrays. Men should be properly dressed in the messhall. Glasses should be returned to the galley.

May 31—Chairman, J. E. Renert; Secretary, George Mates. One man apologized for his behavior in port. Lock is needed for pumpman's door. One man has to go to the doctor.

July 5—Chairman, J. E. Renert; Secretary, Robert A. Warland. All work performed by the bosun will be put down and turned over to the patrolman at the payoff. Engine department heads and passageways are being left dirty. Captain and chief engineer took all the fans out of the crew's quarters, leaving only one per room. Ship is going to the Persian Gulf. Condition of the fans is very poor.

August 4—Chairman, J. E. Renert; Secretary, Robert A. Warland. The trouble between the officers and the crew will be described in a letter and mailed to headquarters from Japan. Beef was brought up on whistling down below and keeping the watch awake. Crew agreed to whistle on deck only.

CARROLL VICTORY (South Atlantic), July 19—Chairman, Bernard Mace; Secretary, P. T. Cassidy. Ship's delegate reported the captain's remarks regarding items to be carried in slops hereafter and this will be referred to the patrolman. There was a discussion on the captain's attitude on draws, opening of the slopchest, etc. This will be referred to

the patrolman. All departments will alternate cleaning the laundry and the recreation room.

LONG JACK (Cities Service), August 30—Chairman, W. A. Craig; Secretary, P. V. Hammel. Some overtime involving the steward doing carpenter's work will be taken up with the patrolman. All deck department foc'sles will be painted, as well as steward department quarters. All brothers who play cards in the recreation room will clean up after they are finished.

DEL VIENTO (Mississippi), August 16—Chairman, L. Stone; Secretary, Duke Hall. A few minor beefs will be taken up with the patrolman in New Orleans. He will be asked about getting an electric cooler for the crew mess as the ice machine goes out very often, and then there is no way to get cold water. All linen should be turned in and all keys tagged and turned in before leaving the ship. All hands were asked by the bosun to cooperate and to use the stairs and parts of the ship not painted, and help him in his work of painting the ship. There is a \$5 balance in the ship's fund. \$20 was spent to buy a picture which will be placed in the crew messroom.

DEL ALBA (Mississippi), August 8—Chairman, L. Tucker; Secretary, M. Cordes. There is \$63.67 on hand; \$30 will be spent for books and a rubber stamp to stamp the books with and a tube for the record player. Bosun will be given money to buy two softballs. Frank Williams was elected ship's delegate by acclamation. The 40 gallons of fresh milk aboard will be used for the officers and crew only, and separate milk will be put aboard for passengers. There is a question on why the steward cannot buy fresh milk and vegetables down south. Steward and one man from his department will check stores for the coming voyage.

STEEL TRAVELER (Isthmian), August 18—Chairman, S. Sionekski; Secretary, William Davlin, Jr. S. Sionekski was elected ship's delegate. Perculator should be treated carefully, as three were burned out last trip. Rusty drinking and washing water was discussed. Ship's delegate will contact the chief engineer about cleaning all tanks and pipes during the voyage.

ARCHERS HOPE (Cities Service), August 25—Chairman, Karl Meliman; Secretary, Theodore Jones. Men who wish to leave the ship should do so at the payoff in Bridgeport. Steward said the chief cook was fired because he cannot fry steaks; the crew seems to be satisfied with him. Spoiled food was thrown overboard, but some is still on board. Motion was made to have a library and slopchest put on the ship before we sail foreign. Patrolman will be contacted on this.

STEELORE (Marven), August 29—Chairman, Guy Nealis; Secretary, K. A. Mead. Two men missed ship in Baltimore. Captain will be contacted about putting a sea chest aboard. Repair list will be made up; lockers and fans will be checked. Fan is required for the pantry. More night lunch and bread will be put out.

STRATHPORT (Strathmore), August 20—Chairman, Michael Sikorski; Secretary, Robert Wiseman. Repair list was read. Fumigation of the ship is needed, galley should be scraped and painted, crew's quarters, passageways, toilets and showers need sougeeing and painting. Patrolman will be contacted. Washing machine has been repaired. Library will be changed when the ship reaches the West Coast. Thanks went to the chief steward, cooks and messmen for their good work, and to the ship's delegate for a job well done.

STRATHBAY (Strathmore), July 6—Chairman, C. E. Lee, Jr.; Secretary, J. Caravona. C. E. Lee was elected ship's delegate; Eddie Caravona, deck delegate. Slopchest will be checked at the end of the trip. Man who got library books will be reimbursed.

RAPHAEL SEMMES (Waterman), August 2—Chairman, John W. Parker; Sec-

Get New Books Through Agents

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

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

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

refery, Hank Sanders. All repairs were taken care of. Union will be contacted about getting a new washing machine from the company.

August 20—Chairman, G. Walter; Secretary, J. Parker. Washing machine was repaired after SIU Seattle agent saw the chief engineer about it. Ship's delegate will have the captain inspect quarters aft, as they are very dirty. San Francisco patrolman will be told about the mate giving orders to the deck department. There was a discussion on the use of the washing machine and the lockers which need repairing.

ALAMAR (Calmar), August 26—Chairman, Thurston Lewis; Secretary, Slick Story. There is \$44.18 in the ship's fund. New fans are needed in the foc'sles. Foc'sles should be cleaned before leaving ship.

ATLANTIC WATER (Metro), August 30—Chairman, Clyde W. Mariner; Secretary, Parker. Crew's passageways should be painted out before the next trip. Ship's delegate got a hearty vote of thanks from all members for the fine job he has done this voyage. Two men were left in the hospital at Trieste. Repair lists were mailed in to New York. Men were asked not to turn down OT and to take in a clean ship. All crewmembers will donate \$5.00 at the next draw to the ship's fund, which now has a balance of \$4.50. The ship's delegate was reimbursed for the money he spent taking the sick members to the hospital. Washing machine should not be left running and should be cleaned after use. Galley is very shipshape, and a vote of hearty thanks went to the steward department for good food and services rendered. Wipers are to do their sanitary work properly, since it is not up to par.

September 9—Chairman, Robert W. Miller; Secretary, Fred R. Nicks, Jr. Decks have been painted and passageways cleaned. One brother will be brought up on charges for agitating and performing. Entire book membership voted for this. Ship will not pay off until passageways have been sougeed in the engine department. A big vote of thanks for a job well done was voted for our ship's delegate, Robert W. Miller. Steward department was commended highly for the food and the service and the preparation of the food. Wipers are now doing a better job on sanitary work. Members were asked to leave the ship clean, and soiled linen is to be turned in.

FRANCES (Bull), September 7—Chairman, James Purcell; Secretary, V. Cap-

Quiz Answers

- (1) From the Italian camera, which means chamber.
- (2) (b) Appalachian.
- (3) A famous English highwayman.
- (4) (a) Allan Pinkerton.
- (5) (a) 2.
- (6) The "spear" side.
- (7) (c) Lord Kitchener.
- (8) The pronunciation. All of them sound like the letter Q.
- (9) (a) 25.
- (10) John had \$232; Jack had \$118.

Puzzle Answer

GAR	MAP	CARGO
ARAFURA	AGANA	
SCHOLAR	TATAR	
ULM	OC	ERS
THOLE	OAHU	
EAR	TONS	SHIP
SKAT	TIE	EIRE
SEND	TOSS	ROW
SHEN	TEENS	
RAP	AR	DOM
OILER	MARINER	
TRUCE	AVERAGE	
ASSAM	NED	GOD

tano. Angelo Carrasquillo was elected ship's delegate. \$12.22 remaining from the library collection will be added to the ship's fund which the ship's delegate is taking care of.

SEATRAN NEW JERSEY (Seatrain), September 4—Chairman, Sir Charles; Secretary, Joplin. Sir Charles was elected ship's delegate by acclamation; \$49.02 was turned over to him. Motion was passed to get new library books. There were beefs about the ship being a poor feeder, with the grades of meat received lately considered very poor. The beefs will be listed and sent to Union headquarters. Unanimous vote of appreciation went to the ship's delegate for a job well done.

ROBIN DONCASTER (Sea Shipping), June 10—Chairman, S. C. Scott; Secretary, Gene Flowers. New washing machine, coffee urn and two ice boxes came aboard. Cy Sypher was voted ship's delegate by acclamation. Delegates will see the captain about painting out foc'sles and passageways. Used linen should be turned over to the steward. Washing machine should be taken care of; it should not be used before 7:30 AM or after 9:30 PM. Men should help clean up the officers' mess after movies and clean out the library. Garbage should not be dumped around housing and no one but ship's personnel should be in the passageways.

July 18—Chairman, S. Scott; Secretary, Gene Flowers. Foc'sles were painted out. Washing machine is out of order. There should be no late parties in the messroom in port and no loud singing. Messman should arrange chairs before coffee time. Electrician talked on the care and use of washing machine.

August 30—Chairman, E. Flowers; Secretary, D. Powers. Skipper said crew messrooms will be painted in port. Repair lists will be made out. Patrolman will be asked about the bosun and carpenter changing rooms with the purser's office, due to the noise made by the ship's laundry. All hands should help keep the showers clean. Men should be properly dressed in the messroom. All hands should help clean the saloon messroom after movies.

WACOSTA (Waterman), September 6—Chairman, M. S. Davis; Secretary, H. Starkey. Foc'sles are being painted, as requested. No one is to enter the pantry during meal hours. Steward department will straighten out working rules with the patrolman.

CAPTAIN NATHANIEL B. PALMER (Nat. Shipping), August 31—Chairman, A. Ellis; Secretary, P. J. Mergart. Captain will be contacted about the draw. Some of the painting that was promised still has not been done. Mate is giving the DM a hard time. Galley must be painted, as well as steward room and head. All linen and cots should be turned over to the steward the day before arrival.

SUZANNE (Bull), August 30—Chairman, Red Campbell; Secretary, T. Vigo. Special meeting was held to discuss the menu being served. Patrolman in New York will be asked to find out what the matter with the stores that the ship is getting. Chief cook and steward will get together on the food and the steward was told to get better meats.

SWEETWATER (Mar-Trade), August 2—Chairman, W. M. Kumke; Secretary, Clyde Carlson. W. M. Kumke was elected ship's delegate. Each member will contribute a dollar toward starting a ship's fund; ship's delegate will hold the money. Steward will try to get more variety in the frozen vegetables on long runs. Messroom is to be kept cleaner in the future. Repair list was made up from last trip. So far only a few minor repairs have been taken care of. Everything will be taken care of when the ship goes to drydock this month.

OREMAR (Ore), August 25—Chairman, Sam Drury; Secretary, Bob Everton. Steward will check the quality and quan-

tity of stores before the ship sails. Crewmembers leaving the ship at the payoff should turn over their room keys for the new men.

MARORE (Ore), August 23—Chairman, Richard Foust; Secretary, John R. Taurin. Two men missed the ship in Baltimore. The washing machine needs repairing. It should be cleaned after use. No mops are to be washed in the laundry trays. Chief engineer promised to paint all black gang rooms next trip. Ship's delegate will see the master about getting the crew's quarters cleaned up. Deck and steward rooms need painting.

PORTMAR (Calmar), June 21—Chairman, F. Anderson; Secretary, G. Reid. M. Harris was elected ship's delegate. Captain will give a small draw in Panama. Water cooler needs to be fixed. There was a request for buttermilk. All were asked to help keep the recreation room and the laundry clean. Members should be quiet so men off watch can sleep.

August 14—Chairman, F. P. Ammons; Secretary, Harry Kight. No one is to wash his face in the water cooler. Chief engineer should turn off the ice box a day before defrosting and cleaning. There should be more fresh vegetables and fruit. Too many men are making coffee. There is a shortage on supplies in general.

TOPA TOPA (Waterman), August 24—Chairman, Y. Finnerty; Secretary, Frank Kustura. All repairs have been turned in. As many repairs as possible will be made before the ship pays off. Men getting off should strip bunks and turn linen in, leaving foc'sles clean. All men were asked to donate to the ship's fund. Delegates of each department should collect from members of their departments. Vote of thanks went to the deck engineer and the electrician for running a shore boat in Pusan.

STEEL ARTISAN (Isthmian), August 20—Chairman, Joseph Wagner; Secretary, Dick Grant. Patrolman will settle the matter of overtime involving the two firemen. Four end seats in the messroom will be kept for the watch standers. Men calling the watches should make sure men are awake when they leave. There is a balance of \$31.30 in the ship's fund. Library books sent aboard from the SIU will be used in the Persian Gulf and appreciated by all hands.

SOUTHERN CITIES (Southern Trading), September 2—Chairman, Pete Gawille; Secretary, R. A. Ericson. Sougeeing and painting of quarters will be paid by regular overtime; sougeeing and painting of hospital room also. Washing machine is to be repaired or a new one installed. More variety and better night lunches are to be served. Ship is to be fumigated before leaving the yard.

ARLYN (Bull), August 31—Chairman, John Brennan; Secretary, Raymond Torres. Raymond Torres was elected ship's delegate. Repair list was made out for each department.

MARVEN (International Navigation), August 30—Chairman, William O'Connell; Secretary, Wilbert Wentling. John Singer was elected ship's delegate. Ship's fund will be started with a \$2 donation from all crewmembers. Wiper, OS and BR will clean the recreation room and the laundry. Dirty cups and plates will be placed in the sink. Slopchest will be ordered in San Pedro. Anyone who wants anything special is to tell the ship's delegate. First assistant engineer will be contacted about fixing the crew ice box. Discussion was held on buying a radio for the recreation room.

FAIRPORT (Waterman), August 26—Chairman, Charles T. Scott; Secretary, W. E. Mese. All men should change linen promptly on linen day. Overtime is to be distributed equally. Valves in the crew pantry and galley should be fixed. Chief engineer promised to take care of this right away. All hands should put up the money to get an automatic timer for the washing machine so the motor does not burn up. Men using the machine should turn it off before leaving the room. Machine should not be overloaded.

PERSONALS

Joseph Stephens
Contact Manfred Sepia at 240 E. 69th Street, New York, NY.

Eddie Engebretsen
It is urgent that you get in touch with Willy Johansen; Markveien 30, Oslo, Norway. This is in regard to your visa.

Weslie Bingham
Please contact Charles "Bob" Robertson at the Staten Island USPHS hospital as soon as possible.

Howard Menz
Get in contact with J. S. McRae at 106 King Street, Houston, Texas.

Warren E. Frye
Please contact your family or call office of F. M. Cahoon, Dare County, Manteo, North Carolina, collect, immediately.

Newton Elmer Baker
It is important that you get in touch with Eugene Baker, 375 N. Cherry Avenue, Fontana, California.

Robert M. Scott
Call MU 9-6710 in reference to Remaud.

Joe Thomas McCorkie
Get in touch with the ship's delegate on the SS Bull Run by mail.

William Clinton Riley
Call or write your mother at 5701 N. 11th Road, Arlington 5, Virginia. Important.

Mitchell Frank Jones, Jr.
Imperative that you contact your sister, Mrs. Agnes Maize, 7704 N. Rome Avenue, Tampa, Florida.

NOTICES

Ed Rydon
A letter for you from Lou Hopkins is being held at the SEAFARERS LOG office.

Edgar R. Hauser
There is a registered letter for you at the New York hall.

Samuel Curtis
Your keys and discharge from the Cantigny can be picked up at the SEAFARERS LOG office.

James Monroe Snell
Contact Welfare Services at SIU headquarters.

Joseph Kolobziejski
Contact Welfare Services at SIU headquarters.

Guy W. Newman, AB
Frank Barnett, OS

You can pick up your gear by calling the New York hall to find out where the Amerocean paid off.

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

CITYZONESTATE

Signed

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CITYZONESTATE

Lawyer Tries To 'Cut' Death \$

Despite the fact that there is no red tape involved in collecting the \$2,500 SIU death benefit, and that no lawyers are needed, the Welfare Services Department recently was informed of another case where a lawyer was trying to cut a slice of the death benefit for himself.

Such lawyers, of course, don't care that the \$2,500 is, in many cases, all that a widow with some children has to tide her over after the death of the family breadwinner. They are just interested in seeing how much of the \$2,500 they can get for themselves, far just writing a letter.

In this case, the deceased Seafarer had designated his sister as the beneficiary. It just happened that the sister's husband recently had a heart attack and was unable to work, so the death benefit came at a time when she really needed some money for doctor's bills and living expenses.

As soon as the Union received official word of the death from the port agent in that city, the Welfare Plan went to work on paying the death benefit. Within a few days, the check was ready for the sister.

Claimed to Represent

However, just as the check was being mailed, a letter arrived from a lawyer in the city where the Seafarer had died. This was well over 1,000 miles from where the sister lived, but the lawyer claimed he "represented" the sister, and wanted the death benefit mailed to him, apparently so he could deduct his "fee" before giving the sister the money.

Welfare Services contacted the lawyer, and told him the money was being sent directly to the sister. The lawyer contacted the Union again and again, even phoning the Union long-distance and, feeling very brave over the phone, tried to threaten the Union. He was told the money was sent to

the sister.

Meanwhile, the sister contacted the Union and said that the lawyer was also bothering her with letters and phone calls, claiming that she owed him a fee of almost \$400 for "services rendered." The sister claimed that she never saw the lawyer, and had never spoken to him before, and had definitely never hired him for anything.

In addition to his almost \$400 "fee," the lawyer had also sent bills for the Seafarer's funeral and certain hospital bills for the Seafarer. The sister told the Union

that she intends to pay the funeral bill directly to the funeral home, and pay the hospital directly, but that since she never hired the lawyer, she is not going to pay his almost \$400 "fee."

The Union's Welfare Services, meanwhile, is investigating to see if any families of Seafarers have been forced to pay part of their death benefit to lawyers whom they never hired.

"We've said again and again that no lawyers are needed to collect the \$2,500 death benefit," stated a Welfare Services representative.

For Faster Service



Tobey Flynn, Welfare Services rep, sends a message on newly installed teletype network linking all SIU branches. Messages can be sent to any or all branches and answers received within seconds, thus speeding up service for the membership.

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.

Joseph Noqueira, Jr., born July 19, 1953. Parents, Mr. and Mrs. Joseph Noqueira, 7 Unity Street, Boston, Mass.

Patricia Dianne Wright, born June 6, 1953. Parents, Mr. and Mrs. Cleophas Wright, Box 183, Abraham Courts, Greenville, Miss.

Leonard Rams, Jr., born August 18, 1953. Parents, Mr. and Mrs. Leonard Rams, 41 South Monroe Terrace, Dorchester, Mass.

Jan Margaret Hennessy, born August 10, 1953. Parents, Mr. and

Mrs. Wilbert J. Hennessy, 1218 Anunciation Street, New Orleans, La.

William James Burke, born August 23, 1953. Parents, Mr. and Mrs. John S. Burke, 1400 Spruce Street, Mobile, Ala.

Ollie Martindale Bailey, born August 12, 1953. Parents, Mr. and Mrs. Charles N. Bailey, 309 1/2 South Conception Street, Mobile, Ala.

Bobby Bryant Fowler, born February 15, 1953. Parents, Mr. and Mrs. Cullen B. Fowler, PO Box 155, Elberta, Ala.

James Joseph Jernigan, born September 16, 1953. Parents, Mr.

and Mrs. Partha E. Jernigan, 91-13 187th Place, Hollis, Long Island, N.Y.

Charles Kendall Black, born August 8, 1953. Parents, Mr. and Mrs. Meyer H. Black, 329 Lyon Street, San Francisco 17, Cal.

Kathleen Mary Dowling, born July 26, 1953. Parents, Mr. and Mrs. Charles M. Dowling, 4002 Evergreen Avenue, Jacksonville, Fla.

Raymond Frederick Karlkvist, born August 19, 1953. Parents, Mr. and Mrs. Fredrik Karlkvist, 7139 Erdrick Street, Philadelphia 35, Pa.

Delmar Frederick Kelly, Jr., born July 15, 1953. Parents, Mr. and Mrs. Delmar F. Kelly, 1318 1/2 Camp Street, New Orleans, La.

Carolyn Marie Clough, born August 5, 1953. Parents, Mr. and Mrs. Luther E. Clough, 120 Greenland Beach, Baltimore, Md.

James Glenn Rankin, born September 3, 1953. Parents, Mr. and Mrs. James B. Rankin, 315 Redwood Avenue, Jackson, Miss.

Robert Dennis Pow, born July 11, 1953. Parents, Mr. and Mrs. Jerry Pow, 114-37 132nd Street, South Ozone Park, N.Y.

Mona Lynn Zweep, born August 21, 1953. Parents, Mr. and Mrs. Donald E. Zweep, 1321 North Horace Avenue, Rockford, Ill.

Michael Joseph Laughlin, born July 12, 1953. Parents, Mr. and Mrs. Joseph Laughlin, 1632 South 10th Street, Philadelphia, Pa.

in the HOSPITALS

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

- | | |
|--|--|
| <p>USPHS HOSPITAL NORFOLK, VA.
John B. Blanton George C. Warren
Jessie P. Brinkley Albert L. Willis</p> <p>USPHS HOSPITAL SAN FRANCISCO, CAL.
Simon Bunda Herbert J. Lee
Thomas Conway Eugene G. Plahn
Jim Corsa Peter Smith
H. L. Cox D. K. T. Sorensen
Roy M. Green W. Timmerman
B. E. Jackline Joseph R. Wing
Ho Tse Kong</p> <p>USPHS HOSPITAL SAVANNAH, GA.
W. W. Allred C. M. Kirkland
John A. Call Jimmie Littleton
Arthur C. Comstock Morris J. Lohr, Jr.
John E. Duffy L. T. McGowan
William E. Freymuth R. B. Sink
F. W. Grant K. C. Bumgarner
Walt E. Hantusch</p> <p>USPHS HOSPITAL SEATTLE, WASH.
Arthur Compau M. E. Newman
Edward Edinger L. E. Twite</p> <p>SEASIDE GENERAL HOSPITAL WILMINGTON, CAL.
Arthur N. Butler</p> <p>VETERANS ADMINISTRATION HOSPITAL LONG BEACH, CAL.
Samuel J. Brooks</p> <p>FIRLAND SANATORIUM SEATTLE, WASH.
Emil Austad</p> <p>USPHS HOSPITAL DETROIT, MICH.
Tim Burke Harry J. Cronin</p> <p>USPHS HOSPITAL MEMPHIS, TENN.
Charles Burton</p> <p>ENDWOOD HOSPITAL TOWSON, MD.
Leonard Franks</p> <p>USPHS HOSPITAL FORT WORTH, TEX.
Yace M. Smitra Joseph P. Wise</p> <p>USPHS HOSPITAL BALTIMORE, MD.
Earl C. Alverson William L. Nesta
Roland Bell David F. Rivers
John T. Boyte Ivor H. Rose
Leslie J. Brillhart James Rose
Fred A. Burns Ray T. Shields
Clyde Clarke Jack R. Snyder
Jeff Davis David F. Sykes
Anofrio DeFilippis Sam Tate
Edgar L. Krotzer Norman D. Tober
Edgel E. Luxler V. L. Williamson
William Mitchell Elmer W. Carter</p> <p>USPHS HOSPITAL NEW ORLEANS, LA.
R. P. Adams Harry M. Hanke
L. H. Allaire Gunder H. Hansen
E. Bracewell C. M. Hawkins
E. G. Brewer John Homen
William R. Burch B. N. Huggins
Jose A. Colls C. Jones
S. Cope J. H. Joynes
Adion Cox E. G. Knapp
Rogelio Cruz Leo H. Lang
Glen M. Curl A. J. Laperouse
Joseph L. Dionne Theodore E. Lee
John F. Doyle William Lennox
James E. Edge R. Lumpkin
M. Fahry Louis C. Miller
John S. Putrell Jas. L. Morrison
Wiley B. Gates John T. Murray
Edward J. Gillies Kenyon Parks
Jack H. Gleason Harlan Ray Peters
Paul Goodman W. T. Presley
John Hane Louis Roa</p> | <p>David H. Rucker Tedd R. Terrington
Abram A. Sampson J. D. Thomas
J. Santlago J. F. Thornburg
Luther C. Seidle Lonnie R. Tickle
Edward Sesterko J. E. Ward
Larkin C. Smith Charles E. Wells
T. R. Stanley Virgil E. Wilmoth
L. M. Steed A. J. Wyzenski
Richard R. Suttle C. Young</p> <p>USPHS HOSPITAL BOSTON, MASS.
Edwin T. Callahan Dominic Massello
John J. Flaherty Theodore Mastaler
John Gale Norman E. Napier
S. R. Greenridge Robert E. Peck
J. Heikkurinen Frank Semple</p> <p>USPHS HOSPITAL GALVESTON, TEXAS
C. Barboza Kenneth McIntock
Howard W. Forbes H. Melsaac
Jas. A. Heffley John E. Markopolo
John Hoffman Carl M. Peterson
Bernard Lignowski Thomas A. Scanlon
W. W. Lipscomb</p> <p>PROVIDENCE HOSPITAL MOBILE, ALA.
Roscoe Alford</p> <p>NY EYE & EAR HOSPITAL NEW YORK, NY
Walter Gritski</p> <p>VETERANS ADMINISTRATION HOSPITAL CORAL GABLES, FLA.
J. C. Vilar</p> <p>BEEKMAN DOWNTOWN HOSPITAL NEW YORK, NY
William F. Doran</p> <p>COLUMBUS HOSPITAL NEW YORK, NY
Eusebio Flores</p> <p>USPHS HOSPITAL STATEN ISLAND, NY
Ricco Albanese Alexander Kingsepp
Edward Balboa Stanley Leske
Frederick Burford Cecil V. Lewis
S. S. Cantrell John MacInnes
Antonio Carrane Michael Marcello
Charles E. Collins Luther R. Milton
Salvatore DiBella Jerry J. Palmer
James N. Frain John Quinn
Lawrence Franklin John Roberts
Burton J. Frazer Charles Robertson
Charles Gallagher George H. Reblason
Estell Godfrey J. Sampson
Nathan Goldfinger Virgil Sandberg
John Hamilton Robert Sizemore
Einar A. Hanson Thor Thorsen
Floyd M. Hanses Harry S. Tuttle
Lick K. Hing Albertis M. Vales
Oscar Jones George Vickery
Kierhent Jutrowski Richard Weir
Alexander Kerr</p> <p>USPHS HOSPITAL MANHATTAN BEACH, BKLYN, NY
Percy D. Allred Ludwig Kristiansen
Claude F. Blanks Frederick Landry
Walter Chalk James R. Lawler
Bomar R. Chesley James R. Lewis
Julian Cuthrell Francis F. Lynch
Charles M. Davison Harry F. McDonald
Emilio Delgado Archibald McGuigan
Antonio M. Diaz David McCreath
John J. Driscoll Vic Milazzo
John T. Edwards Lloyd Miller
Jesse G. Espinosa Jack D. Morrison
Robert E. Gilbert Alfred Mueller
Bart E. Guranick Eugene T. Nelson
Peter Gvozdech Gee E. Shumaker
John B. Haas E. R. Smallwood
James M. Hall Henry E. Smith
Thomas Isaksen Herbert R. Tatten
John W. Keenan Renato A. Villata</p> |
|--|--|

Getting SIU Hospital Money



Seafarer I. E. Twite sits up in bed in Seattle USPHS Hospital and holds his \$15 weekly welfare benefit given him by Jeff Gillette (left), Seattle port agent. Blood from other Seafarers helped Twite,

Proud New Papa



Seafarer Jasper C. Anderson has a happy smile as he reads a letter from Paul Hall, SIU sec-treas., welcoming Jasper's new son, "Gasper," into the Seafarers' family and wishing him success.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

There's another real proud Seafarer around who just became the father of a bouncing baby boy. Van Whitney is the man who has a new son, and the baby weighed in at a healthy 10 pounds, 2 ounces. He is, of course, collecting that \$200 maternity benefit and the new Whitney is getting the \$25 bond from the Union. Lawrence Franklin, who got off the Stony Creek back in November of '52, is doing fine over in Staten Island now that he's had his surgery.

Thor Thorsen is out of the hospital, after spending some time in there fighting to regain his health. He's still not able to go back to sea, but he's able to get around now, and has been spending some pleasant hours around headquarters visiting with some of his old shipmates. Thor's still going back to see the doctors, however, and has to take it a little bit easy. And Charles Robertson is back in Staten Island hospital. He got out of the hospital for a while and had a little vacation down in Cuba, but it was just a little vacation in between operations, because he's back now for further surgery on his foot.



Thorsen

Representatives Get Around

You know, the Welfare Services representatives get around quite a bit as they visit the homes of hundreds of Seafarers with some of the many different benefits paid out under the Welfare Plan, or else while helping the Seafarers out with various problems they may have. In the course of these duties, the representatives see hundreds of different SIU homes, and we've all been struck by the way our people are now living. Most of us can remember the times way back, when seamen were just nobody, but now, as we go around, we see nice homes and nice families.

Take the maternity benefits for example. About 20 years back, nobody ever thought that seamen had families, without thinking about paying maternity benefits. But now we visit these homes that the Seafarers have, and see healthy, friendly wives and children, enjoying their nice homes. We feel sort of good as we pay out those \$200 maternity benefits. The whole thing is sure a long way from the old flophouses and crimp boarding houses. With the pay and working conditions and benefits that Seafarers have today, they've finally been able to have the things that every man has a right to the comfortable homes, fine families, nice neighbors—and brother, we sure feel good to see it.

George Vickery has been readmitted to Staten Island. George has been in and out of the hospital for a while now, but it seems that he's doing pretty well. John Beckman is also over in Staten Island now. John had to get off the Seathunder to go into the hospital, and he says that he'd like to hear from some of his old friends while he's there and has the time on his hands.



Vickery

Luther Milton seems to be doing fine over in Staten Island now. He's been in the hospital over there for a while now. And Walter Gritski just got out of the hospital. His eyes are still in pretty bad shape, and he can just about see, but he's getting around a little now, and has been stopping in at the hall to shoot the breeze with some of his old shipmates while he's taking it easy.

Union Helps Amputee Seafarer

James Hamilton had only one thing to say when he got out of the Staten Island Hospital, and that was, "I've seen how the Union helped out other guys when they needed help, but now that it's happening to me I know what the Union means when it says that we take care of our own."

And in Hamilton's case the help came when it was needed most. For Hamilton, who had had his feet injured aboard the Mobilian, lost both of his legs just below the knee.

When he was ready to leave the hospital, the Welfare Services Department went into action. The first thing was finding him a place to live, right near headquarters so that he'd be able to see his old friends at the hall and have somebody nearby in case he needed them. This was done right away.

Then, Welfare Services went to work on collecting Hamilton's maintenance and cure for him. There has been a short hold-up on this money, since there was a few days lapse between the time Hamilton left his ship and the time he went into the hospital, but it is expected that this money will be coming through within the next few days, along with his unearned pay. Meanwhile, the Union has made sure that Hamilton has enough money to eat and to take care of his other needs.

Dental Care

Welfare Services representatives have also made sure that he got back to the hospital for the treatments he needs, and have also taken him to Staten Island so that he could get dental attention.

Hamilton says that he's going to ship out again as soon as he's used to getting around with his new feet and lower legs. "I figure," he says, "that I'll be able to handle some jobs like quartermaster or watchman, or something like that, even though I can't ship as bosun anymore. I'd rather keep on working and shipping, though, than go on the Union's disability list. The sea has been my life and as long as



James Hamilton (left) chats with Ed. Shephard, FWT, in the shipping hall. Hamilton is watching the shipping picture until he gets used to his new legs, and then figures he'll ship out again.

I'm able to get around, I figure I'll still ship. It's sure a wonderful feeling to know that the disability benefit would be right there to help out if I really needed it, though. It makes a man feel good to know that there's something like that to fall back on if he needs it."

And, Hamilton says his first experience with the Welfare Services Department came while he was still in the hospital. He had gone into Kings County Hospital, and the operation had been performed there. During the operation, he needed blood and a call went out to the Union. The Seafarers responded to the call immediately, and Hamilton got all the blood he needed.

After the operation, Hamilton

wanted to go to the marine hospital, where he could be among other seamen while recovering. The authorities at Kings County tried to get him transferred, but then told him it couldn't be done. Then Hamilton told them, "Call my Union and tell them. They'll get it done right away for me."

The hospital called, and Welfare Services checked with Hamilton's doctor. The doctor said it would be alright for Hamilton to be moved the following day. The next day, a Welfare Services representative visited Hamilton and told him to get his clothes together.

Quick Action

"The people in the hospital there," said Hamilton, "laughed and said it would be a few days before an ambulance came for me, but I packed my things and an ambulance got there about 20 minutes later. Those people in Kings County sure were surprised to see that ambulance pull up to get me."

"But since I've gotten out of the hospital, I've seen the way the Union has taken care of me, and helped me out when I really needed it, I know now that the SIU really does take care of its own, and there's no better feeling that a man can have."

Seafarer's Ailing Wife Gets Royal NY Welcome

Service deluxe is the what the wife of one Seafarer got when she arrived in New York to spend some time with her husband. The wife, who had difficulty walking because of a physical ailment, arrived in New York a day before her husband's ship was due, and so Welfare Services stepped in to help out.

It all started when the Seafarer, who was aboard a ship heading for New York, found out his wife intended to meet him in port. She had been in Scotland, and was flying to Canada, but when she found out her husband's ship was hitting New York, she decided to stop over and see him for a few days.

Ask Help

The Seafarer, knowing his wife had trouble getting around by herself, sent a cable to the Welfare Services Department, asking them to help out, and the department swung right into action.

By the time the wife's plane had landed in New York, the Union had made all the arrangements for her, and had a representative waiting to meet her. Despite the fact that it was a holiday weekend, Welfare Services had made hotel reservations for her. The Union also contacted the airline, and rearranged her reservations so that she could stay over in New York with her husband.

Then, the Welfare Services representative explained the situation to the officials at the airport, and arranged for her to get speedy service through the customs and immigration officials there. By the time the plane hit the ground, everything was ready and waiting.

Within a few minutes, she was in the car and on her way to the hotel.

Meanwhile, Welfare Services contacted the husband's ship, telling him that everything was arranged, and telling him the hotel where his wife would be waiting for him. When the ship hit port the next day, the wife was waiting and happy. "I never thought that a big union," she said, "would do something like this for one of its members. Everybody has been wonderful to me, and has made the visit marvelous. Without the union's help, I would never have been able to manage this by myself."

How To Get Disabled Pay

Any totally disabled Seafarer, regardless of age, who has been employed for seven years on SIU-contracted ships is eligible for the \$25 weekly disability benefit for as long as he is unable to work. Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Avenue, Brooklyn 32, NY.

FINAL DISPATCH

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

John B. Krewson, 58: Heart disease caused Brother Krewson's death on August 11, 1953, in the Bronx, NY. A member of the engine department, he had been sailing SIU since the early part of 1942, when he joined in Miami. Brother Krewson was buried at Long Island National Cemetery, Pipelawn, LI, NY; he leaves a sis-

ter, Mrs. N. Eckhark of 370 East 138 Street, Bronx, NY.

Carl E. Erickson, 47: On June 5, 1953, Brother Erickson died at sea aboard the Shinnecock Bay; he was buried at Evergreen Cemetery, Evereth, Wash. His death was due to heart trouble. A member of the deck department, Brother Erickson sailed as wiper, messman and OS since joining the SIU in Wilmington in 1952. Surviving is his father, August Erickson of 440 North Avalon Boulevard, Wilmington, Cal.



THE
SIU
WELFARE
SERVICES
DEPARTMENT



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- The order is out to all Government departments in Washington—"cut your spending to the bone."
- The Director of the Budget has told the Department of Health, Education and Welfare to cut out any request for funds to run the 155-year-old medical care program for seamen.
- The new budget will face Congress when it reconvenes in January, but the job of saving this vital program must be started now.
- The SIU is working through its offices in Washington to present the SIU's case for preserving this vital program.
- The Union's port branches are actively working in their local areas to end this threat. But, just as important . . .

YOU can help save USPHS Hospitals

Tell your congressman of the importance of the USPHS medical care program to seamen and to the nation. Write your congressman and senators urging them to stand behind the vitally-needed medical care program for seamen.

Seafarers Int. Union • A&G District • AFL