

A NOT-SO-FUNNY TALE:

SHOW ONE GOVERNMENT AGENCY HUFFS AND PUFFS TO MAKE ITS JOB BIGGER Story On Page 2

Vol. XVII
No. 17

SEAFARERS LOG

Aug. 19
1955

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

JOB CALLS IN SIU HIT 20-MOS HIGH

—Story On Page 3

MTD To Be Key Unit In Merger

—Story On Page 2

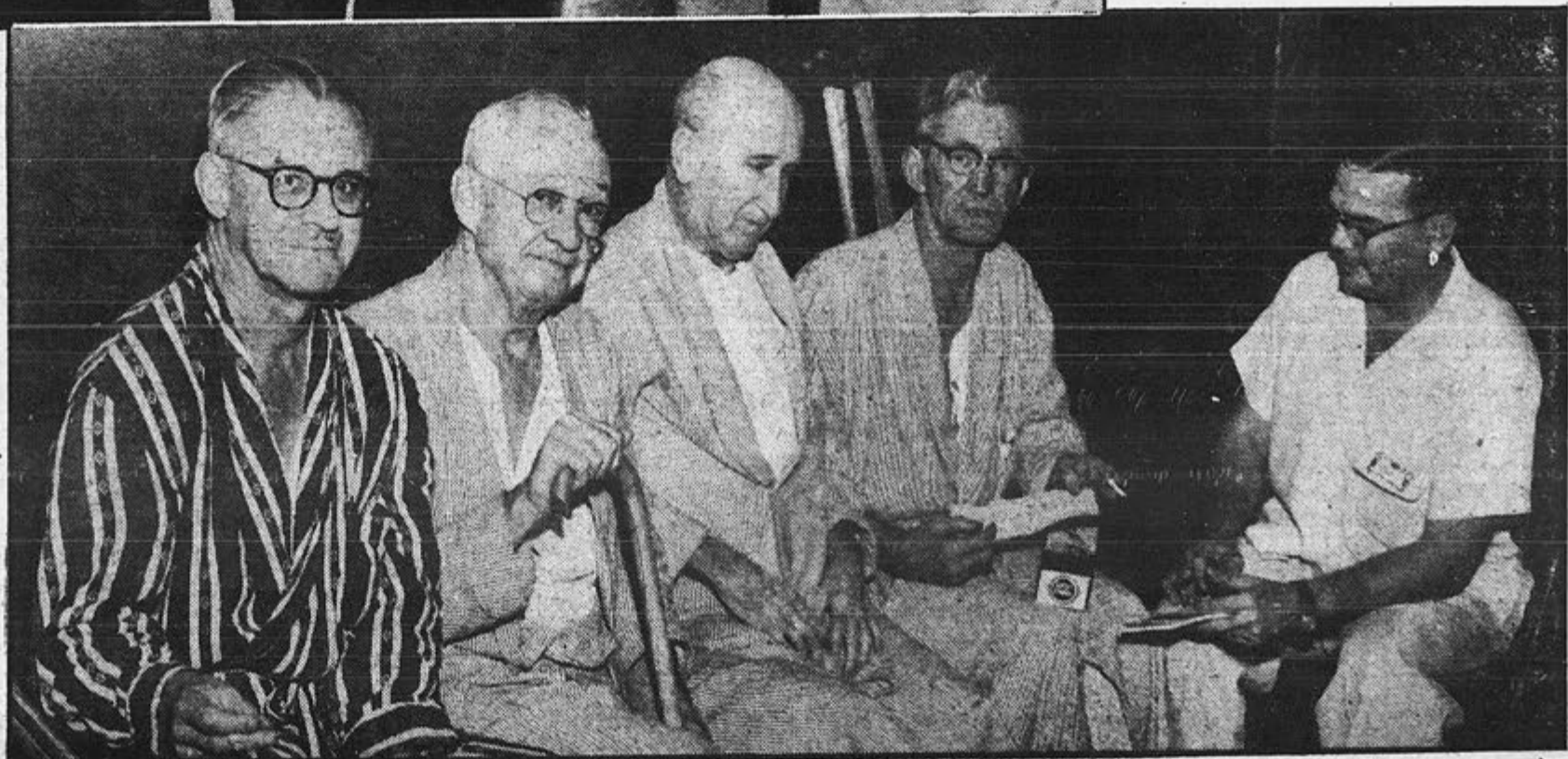


Prize Winners.

Robin Mowbray's acting SIU ship's delegate, Peter Gvozich (center) and Captain H. E. MacDermid (right) receive National Safety Council award on behalf of crew from M. S. Pennington, company director of operations. Copies of the award are going to all Robin Line ships. Company compiled best safety record of any US shipping operator in 1954. Record has been attributed to active participation by SIU Robin Line crews in shipboard safety meetings and procedures. (Story on Page 3.)

Hospital Bonus.

Four of several Seafarers who were voted retroactive hospital benefits after Union went to bat for them are shown collecting checks from New Orleans SIU patrolman, Herman Troxclair, (right). Men had been discharged previously as unfit for duty and could not get qualifying seetime for benefits before they reentered hospital. However, the Union presented their cases to Welfare Plan trustees who ruled them eligible for \$21 weekly benefit from day they reentered. Shown here are (left to right): Charles Nicholson, Charles E. Brady, G. D. Olive and B. C. Seal.



MTD Guaranteed Major Voice In AFL-CIO Merger

CHICAGO—Assurances that the AFL Maritime Trades Department will be the spokesman for maritime labor under the AFL-CIO merger were given by AFL President George Meany at a pre-convention conference of AFL unions here.

In answer to questions raised by the SIU of NA delegation, Meany declared that the MTD would continue to function and would be the key maritime unit in the merged labor organization.

MTD then, will have status identical to other AFL departments, such as the Building Trades Department and Metal Trades Department, whose functions and organization will carry over into the new merger structure.

Representatives of AFL international unions were present at the gathering, which was in the form

date, the CIO unions have not cooperated with MTD.

MTD was originally formed as a mutual assistance group of AFL marine and shoreside maritime unions, to aid each other in organizing and contract beefs. It played a big role in defeating the attempt of Harry Bridges and the Committee of Maritime Unity to take over US maritime.

This past June 30 the MTD met in New York to elect new top officials and plan for future waterfront action with the organization of East Coast longshoremen topping the list. Lundeberg was elected president of MTD with E. L. Slaughter, secretary of the International Brotherhood of Longshoremen, AFL, secretary-treasurer of the maritime body.

Member unions of MTD include the SIU, AFL Radio Officers Union, IBL, Masters Mates and Pilots, Sailors Union of the Pacific, Brotherhood of Marine Engineers, Marine Firemen's Union, AFL Marine Cooks and Stewards and the Staff Officers Union.

Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.

Also, a Seafarer who uses the incorrect Social Security number is crediting his tax deductions to some other US worker.

of a pre-merger conference to iron out any questions member unions might raise about merger. SIU of NA president Harry Lundeberg headed the SIU delegation which also included Paul Hall, SIU A&G District; Morris Weisberger, Sailors Union; John Hawk, SIU of NA; Hal Banks, Canadian District; Captain John Fox, Inland Boatman's Union; Fred Farnen, Great Lakes District, and Matthew Dushane, SIU of NA.

The question of MTD's future was raised by Lundeberg in view of the fact that merger will bring three CIO maritime unions into the combined organization. To

ITF Boycott Wins Pact On Runaway

After a brief boycott by British maritime unions affiliated with the International Transportworkers Federation, owners of the San Salvador, a Costa Rican ship, agreed to sign an ITF contract. Signing of the San Salvador represented another forward step in the campaign of the Special Seafarers Section of ITF to boost standards on "runaway" flag ships. Wages were boosted by approximately \$18 for each crewmember and the manning scale increased. Both boosts brought the crew's conditions up to British scale.

In recent weeks the Special Seafarers Section has been increasingly active on both sides of the Atlantic in efforts to win decent conditions for seamen under runaway flags.

Tied Up In England

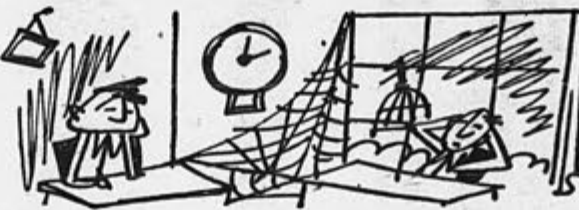
The San Salvador was hung up in the port of Barrow Furness, England, by railroad workers in the National Union of Railwaymen and and longshoremen in the Transport and General Workers Union. Both unions refused to handle cargo for the vessel. Low wages, bad conditions and undermanning were the reasons for the action by the ITF's British affiliates.

Here in the US, the ITF Seafarers Section recently opened an organizing office at 33 Whitehall Street for the purpose of organizing runaway flag seamen. The campaign here is under the direction of Willy Dorchain, ITF US representative. It has a strong endorsement from the last SIU of NA convention which pledged it the fullest possible support.

A NOT-SO-FUNNY TALE :



ONCE UPON A TIME many years ago there was a small Government agency that had a few humdrum responsibilities and not too much in the way of an exciting future. That was before big business methods came to Government, and the popularity



of the theory that agencies, just like private businesses, must grow, expand into new fields, get bigger appropriations and make more noise if they are to be considered successful. At the same time, of course, this means more and higher paid top executives, more clerks and more field hands, along with the added power that all this represents.

This particular agency had some exciting times in the 1920's when it was chasing prohibition lawbreakers, but along came repeal and the depression and it settled back to relative inactivity.

Like many a dormant enterprise, the agency got a big boost toward prosperity with the arrival of World War II. It eagerly seized its opportunity and effected a merger with a bureau formerly under another agency's control. Its first big contract was an assignment to issue documents and supervise the work of several hundred thousand men in a vital private industry, as well as to in-



spect the plants. Naturally this involved a considerable expansion of the work force for this purpose.

With the end of the war, it appeared off-hand that the agency would be doomed to considerable shrinkage. But some adroit maneuvering followed during which it succeeded in maintaining its war-time function as supervisor of personnel in this particular private industry. Naturally this meant retention of a large percentage of wartime appropriations and wartime work forces. A large number of executives who had been concerned with the possibility of downgrading, loss in status and salary, could now face the future with confidence. Meanwhile the agency continued its normal peacetime work involving in the main the enforcement of certain safety standards.

The Korean War gave the agency its second big opportunity to expand. A new contract assignment was obtained involving an extension of its personnel powers over 100,



000 or more workers not previously affected plus additional authority as a Government security watchdog. This involved the establishment of many more boards and a vast new volume of paper work, which undoubtedly opened up a few new careers for ambitious officials in the ranks.

Like any Government agency, it had been involved in a few scrapes along the line but had managed to wiggle through. The only casualties were a few red faces.

One such scrape involved a questionable collaboration between a private detective and

agency officials, who gave the detective access to supposedly confidential personnel files. Another involved a deal between the agency and a private company whereby the agency agreed to overlook certain of its own safety standards so the company would be able to save a considerable sum in maintenance and repair. Several employees of the company subsequently lost their lives in a serious accident.

Just recently the agency has been plumping enthusiastically for a new contract which would undoubtedly involve millions of dollars yearly in additional appropriations. The contract would apply a wide variety of elaborate pseudo-scientific test procedures to personnel already partially under its control. (Professional psychologists call this procedure a "battery" of tests, and there is no ques-



tion but that a certain amount of shock is involved.)

The procedures are designed to enmesh the employees of the private industry in a tangled web of red tape of dubious ancestry, involving extremely questionable procedures. But for the agency the tests would mean new paperwork, new hearing panels, more clerical help. It all adds up to more authority and more of the taxpayer's money.

The agency described here is, of course, none other than the United States Coast Guard. Its latest proposed addition to its original safety-at-sea function would be the "brain-body" test series for merchant seamen, on top of its authority over shipboard discipline, its control over seamen's documents, and its security clearance system for seamen and longshoremen.

Nor are the "brain-body" tests the end of the affair. It is gradually encroaching on seamen in other respects. One is its sudden discovery of the ship's logbooks. In the best tradition of some recent investigative activities, the Coast Guard is now applying retroac-



tive justice by punishing men for infractions of years past long since forgotten. No mishap is too small to be entered in the logbook, the Coast Guard says, or too small to punish a seaman for. It makes exhaustive suggestions on how to keep a logbook and a permanent service record on seamen in its publication dealing with safety at sea. The Coast Guard seems particularly anxious to compile a day-by-day record of every seaman from his first wail in infancy until he cashes in his chips.

As a result of this record of growth and expansion, the Coast Guard has been able to publish recently four pages of amendments to regulations. The amendments were presented in condensed form because space



simply didn't permit all of them to be printed in full. Of course, every regulation means that much more in the form of Coast Guard control over seamen.

SEAFARERS LOG

Aug. 19, 1955 Vol. XVII, No. 17

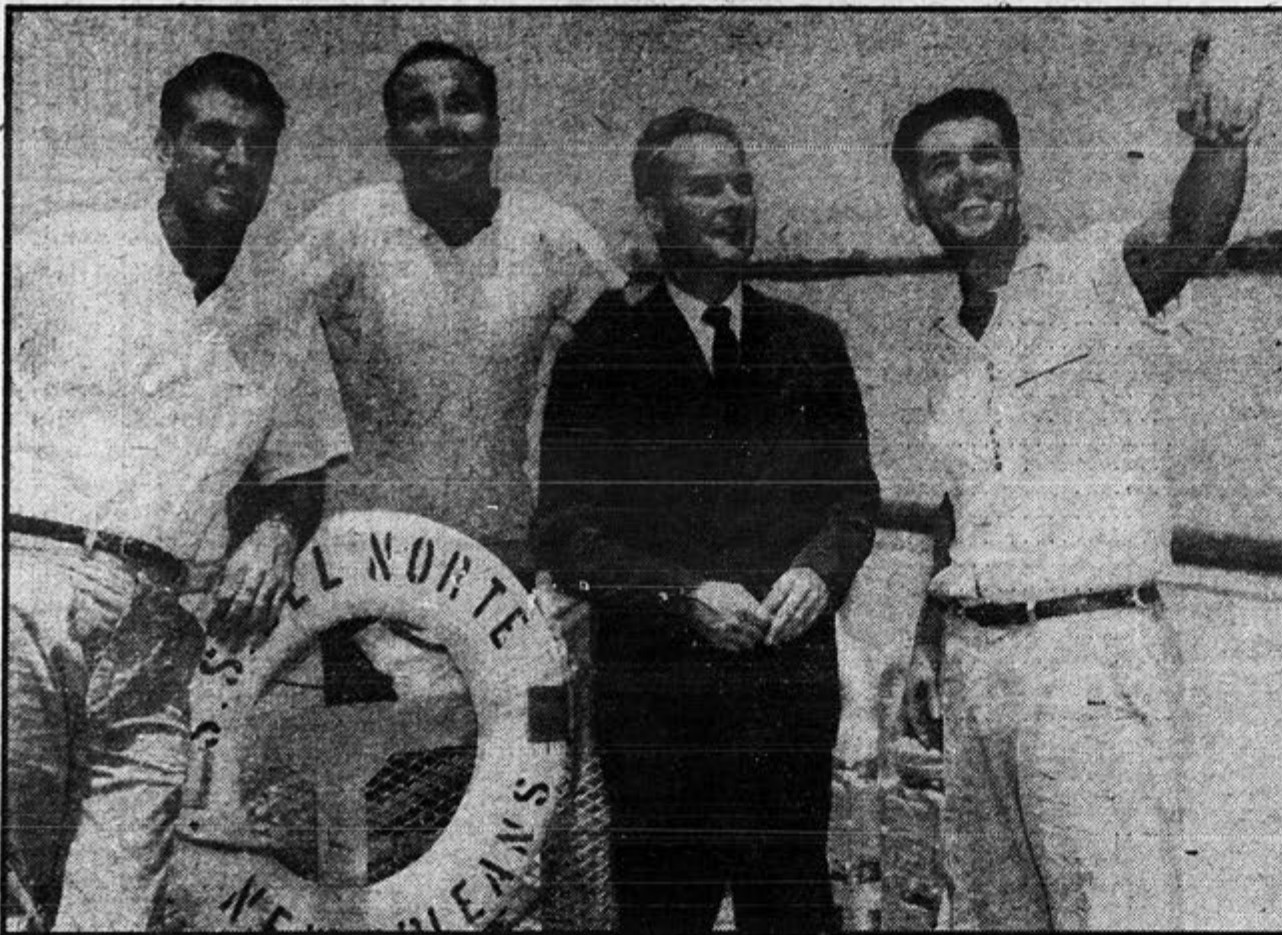
PAUL HALL, Secretary-Treasurer
HERBERT BRAND, Editor; RAY DENISON, Managing Editor; BERNARD SEAMAN, Art Editor; HERMAN ARTHUR, IRWIN SPIVACK, Staff Writers; BILL MOODY, Gulf Area Representative.

Burly Page 13
Editorial Cartoon Page 10
Editorial Page 10
Final Dispatch Page 15
Inquiring Seafarer Page 11
Labor Roundup Page 10
Letters Pages 12, 14
Meet The Seafarer Page 10
Personals Page 15
Recent Arrivals Page 15
Seafarers In Action Page 11
Shipping Figures Page 4
Your Dollar's Worth Page 6

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, NY. Tel. HYacinth 9-6600. Entered as second class matter at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



Shoreside Union Rep Gets Taste Of Sea



On tour of SIU-manned Del Norte, R. L. Grevemberg, New Orleans business representative of AFL radio and TV technicians, picks up some pointers from Seafarer Peter Prevas, DM (right), while Seafarers Joe Vigo, OS, and Angel J. Urti, DM, look on. Grevemberg also toured SIU New Orleans hall.

Job Pace At 20-Mo. High In SIU-A&G

Job opportunities for men shipping with the SIU reached a new high in the past two weeks as more Seafarers shipped out than at any time since the pre-Christmas boom of 1953. The total of 1,574 men shipped to off-shore jobs surpassed a previous high of 1,416 men shipped in the two-week period of June 29 through July 12.

Furthermore, total shipping exceeded registration by 127 jobs with the result that in many ports men with class A seniority are shipping regularly with cards a few days old and ratings of all kinds are in considerable demand.

Much of the credit for the favorable SIU shipping picture belongs to the Union's organizing department which has brought several new companies and hundreds of jobs under Union contract in re-

cent months. The department's activities have increased the traditionally high ratio of job opportunities which Seafarers have enjoyed in the past. Consequently the past two weeks' shipping performance represents a trend going back through several months and not simply a one-shot affair.

Evenly Distributed

Shipping prosperity was distributed pretty generally throughout the A&G District with the headquarters port of New York pacing the Union, and New Orleans, Miami and West Coast ports doing extremely well. New York figures broke the 400 mark for the first time since the December, 1953, period.

As a result of the excellent shipping picture, an unusually heavy number of class C men shipped in the past two week period because of a lack of class A and B manpower for jobs that had to be filled. Shipping for class C men, who have no seniority in the SIU, accounted for 14 percent of all shipping in the period and was the highest recorded under the SIU seniority system. For the first time, every port in the District shipped at least one or more class C men.

The biggest demand remains for deck and engine department ratings. Several ports reported they were cleaned out of ABs and rated black gang men. Steward ratings, while doing well, are in more ample supply.

A breakdown of the shipping figures shows that class A men continue to maintain a two to one superiority in jobs shipped, getting 56 percent of the total to 30 percent for class B, which in turn shipped two men for every class C man getting out.

SIU Action Reverses Loggings

BALTIMORE—"Two for one" loggings of Seafarers by one operator in this port have been defeated as a result of prompt SIU action. Port agent Earl Sheppard said that the Coast Guard has agreed that the loggings in these instances were not legal and the men will have their money refunded.

More good news from the port came in the form of the crewing of the Ideal X for Pan-Atlantic, a T-2 tanker specially modified for carriage of deck cargo. The Ideal

X is now on a test cruise to determine how the ship will handle.

The loggings beef arose on ships of the Ore Steamship Company and involved men who did not report aboard one hour before scheduled sailing, as a result of which ships sometimes sailed shorthanded.

However, even in those instances where a replacement was secured by the Union the captains were making it a practice to log the men on a "two for one" basis.

Won Ruling

The SIU took action on the case with the Coast Guard and won a ruling from Washington that the loggings were unjustified.

However, Sheppard warned, the

SIU contract specifically provides that men should be aboard one hour before scheduled sailing time. Where Seafarers do not abide by the contract they create hardship for their shipmates and cause difficulties such as these with the company. Anybody who fails to make the ship at the required time, he pointed out, is liable to charges.

The crewing of the Ideal X for an experimental run will be followed next month by the crewing of the Almena, Sheppard reports. Both ships were modified at the Bethlehem shipyards here. In the event the operation works out, Pan Atlantic is expected to add more ships to the run.

Shipping in the port slacked off somewhat from the good pace of the past two months with 12 pay-offs, 9 sign ons and 22 in-transits.

Robin Crews Hailed On Safety

Recognition for their outstanding safety record in maritime has been given Seafarer crews of SIU-manned Robin Line ships which won the top National Safety Council award for 1954. Each Robin Line ship is being presented with a copy of the award plaque.



In presenting the plaque to the crew of the Robin Mowbray, M. S. Pennington, Director of operations for the company declared, "these awards are a tribute to the fine cooperation on safety matters between the company, the crews and the unions. They are the result of the effective shipboard safety meetings that are held on all of our ships. On behalf of the company I would like to thank the officers and SIU crews for making this distinction possible."

"The direct participation of crews in our safety program is the only way that our safety objectives can be attained."

Cited Also In '53

The Robin Line was also cited in 1953 for the second best showing on safety. It got special honors for the greatest improvement in safety of any US shipping line. The awards are based on statistics showing both the frequency and severity of shipboard accidents.

Safety operations of the company are directed by a shoreside central safety committee. Shipboard committees consisting of the chief officers, key ratings and delegates meet regularly and pass on safety suggestions to this shoreside committee. If they are of merit, the procedures are put into effect on all ships of the Robin Line.

Seafarers and officers of the Robin Mowbray gather round to admire safety award for crew given to company by National Safety Council. In center (back to camera) is acting SIU ship's delegate Peter Gvozdoch who received award on behalf of crew from M. S. Pennington, company director of operations (holding plaque).

Push AFL Pier Drive Despite ILA 'Pact'

No change in its plans to continue organizing longshoremen in New York harbor are contemplated, the AFL International Brotherhood of Longshoremen announced, in the wake of reports of a "mutual pact" be-

tween the International Brotherhood of Teamsters and the AFL-expelled International Longshoremen's Association. The IBL said that it would continue its campaign in the New York area with the full support of 100,000 AFL waterfront workers in the Maritime Trades Department.

Full Pledge

The MTD at a meeting last month pledged to give the IBL that support "until it has successfully brought all longshoremen of the United States and Canada the benefits and protection of AFL contracts." The SIU and other SIU of NA affiliates are MTD members.

Reports of the Teamster-ILA pact have been rife for the past two weeks. The "New York Times" of August 10 described the Teamster move for a working alliance "as an attempt to gain ILA support

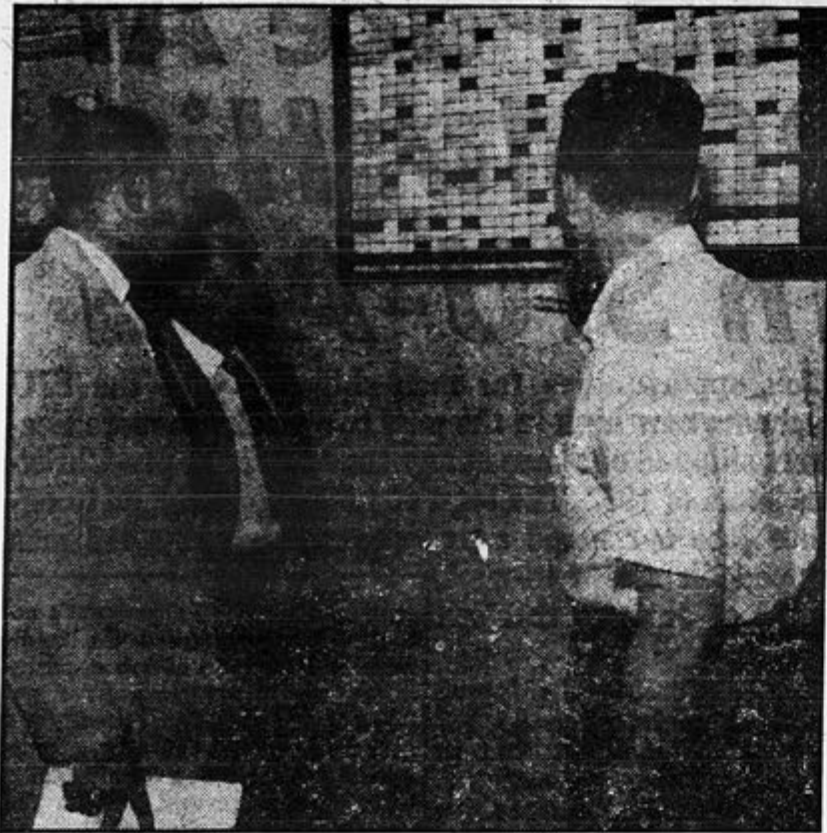
for an organizing campaign in the South." Thus far, the proposed pact has not been signed by representatives of either the Teamsters or the ILA.

No matter what the outcome of the ILA-Teamster talks, the IBL emphasized they would have no bearing on AFL longshore union objectives in New York harbor or elsewhere in the US.

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: Aug. 24, Sept. 7, Sept. 21.

Honduran Visitor To SIU



Studying SIU operations, Raul E. Estrada (center), secretary general of the Tela Railway Workers Union, La Lima, Honduras, examines multi-colored ship control board at SIU headquarters showing location and status of all SIU-contracted ships. US State Dept. aide F. M. Lanza (left), who served as interpreter, looks on as LOG editor Herb Brand explains ships' record set-up. Estrada, whose union belongs to Int'l Confederation of Free Trade Unions, with which SIU is also affiliated, is on tour arranged by US Labor Dept., Int'l Labor Affairs Office.

NY Welcome Mat Out For Rated Seafarers

NEW YORK—Breaking all records of the past 20 months, shipping in the headquarters Port of New York topped 400 during the last two weeks, for the best performance since the pre-Christmas boom of 1953. Actual number of men shipped in the past period was 408.

The good shipping for the port pointed up the continued shortage of rated engine and deck department men, who have been in short supply for some time. Activity for the steward department trails behind the other two.

Noting the lack of deck and black gang ratings, Assistant Secretary-Treasurer Claude Simmons, headquarters port agent, urged Seafarers having these endorsements, who are not too particular about the ship or the run, to come to New York and be sure of getting out in a short time.

Several Payoffs Due

He forecast the arrival of "quite a few ships" for payoff in the coming period, several of them from long runs, so that shipping is expected to continue booming along.

Statistics for the last two weeks included 27 payoffs, nine sign-ons on foreign articles and ten in-transit ships. No major beefs were reported on any of these ships, all of them having come in with only minor overtime disputes and repairs which were taken care of aboard ship.

Simmons again called attention, however, to the need for impressing all SIU men with the importance of taking jobs when they are hanging on the shipping board, instead of forcing the dispatchers to secure replacements from other sources. He pointed out that many jobs remained on the board for more than one call until they were finally taken.

"It is vital for the membership to realize that by taking these jobs now, as they come up, they are guaranteeing we will have these jobs in the future," he added. "The more we demonstrate that we can man the ships as the need arises, the easier it will also be to sign new ships and companies when these opportunities develop."

SF Proves Job Haven

SAN FRANCISCO—Seafarers in this port had a choice selection of Far East and intercoastal runs this past two weeks as shipping opportunities exceeded registration by a wide margin. Four payoffs, five sign-ons and five in-transits made up the port's shipping activity.

Future prospects are also top-grade, port agent Leon "Blondie" Johnson reported. Waterman activity on Far East runs provided the bulk of the jobs.

As a result of the fine shipping here, Johnson reports, class C men on the bottom rung of the seniority ladder have been moving out in quantity.

Seattle Still 'Very Good'

SEATTLE—That old refrain "very good shipping" is still the story out here in the Northwest. Not only has shipping been excellent out of this port but it has held up remarkably well for a good many months now.

The crewing of the Heywood Broun, a Victory Carriers Liberty ship that had been in lay-up here for 21 months, gave an added fillip to an already pleasant shipping picture. Six payoffs, five sign-ons and eight ships in transit made an imposing total of job opportunities for Seafarers here.

SHIPPING ROUND-UP AND FORECAST

JULY 27 THROUGH AUGUST 9

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	10	3	9	2	6	2	25	7	32
New York	111	23	79	48	88	19	278	90	368
Philadelphia	14	9	20	10	21	10	55	29	84
Baltimore	67	26	46	31	33	19	146	76	222
Norfolk	11	5	11	11	3	5	25	21	46
Savannah	11	5	6	6	4	4	21	15	36
Miami	7	6	1	6	7	7	15	19	34
Tampa	4	3	8	0	3	1	15	4	19
Mobile	32	13	13	10	19	8	64	31	95
New Orleans	39	20	28	24	53	11	120	55	175
Lake Charles	10	9	4	9	7	5	21	23	44
Houston	25	6	12	8	6	7	43	21	64
Wilmington	19	6	5	6	5	2	29	14	43
San Francisco	21	14	22	21	26	11	69	46	115
Seattle	19	12	4	16	14	5	37	33	70
Total	400	160	268	208	295	116	963	484	1447

Port	Shipped												
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C	Total A	Total B	Total C	Total Ship.
Boston	9	0	1	3	3	3	3	1	1	15	4	5	24
New York	115	30	21	82	35	27	62	16	20	259	81	68	408
Philadelphia	18	6	0	12	4	1	14	4	1	44	14	2	60
Baltimore	53	14	3	36	24	7	22	24	5	111	62	15	188
Norfolk	10	4	9	3	7	4	4	3	5	17	14	18	49
Savannah	4	2	2	1	4	0	1	1	2	6	7	4	17
Miami	8	9	6	2	7	3	10	7	3	20	23	12	55
Tampa	5	2	0	4	1	0	0	4	1	9	7	1	17
Mobile	31	19	0	21	9	10	23	7	1	75	35	11	121
New Orleans	57	32	4	45	20	2	44	24	22	146	76	28	250
Lake Charles	12	4	0	7	8	4	3	4	1	22	16	5	43
Houston	7	2	0	8	9	4	5	2	0	20	13	4	37
Wilmington	11	5	7	3	6	7	3	4	2	17	15	16	48
San Francisco	26	18	7	23	18	10	21	11	7	70	47	24	141
Seattle	25	18	1	13	18	7	17	14	3	55	50	11	116
Total	391	165	61	263	173	89	232	126	74	886	464	224	1574

As reported in the story on page 3 of this issue, shipping has broken all records since December, 1953, in the A&G District. Eight SIU ports showed increases over the past two week period, with only slight decreases in three others and three remaining at previous levels. New York, Miami, New Orleans and the West Coast paced shipping activity with only Savannah experiencing a genuine decline.

The following is the forecast port by port: BOSTON: Fair this period; future looks slow. NEW YORK: Booming along; still short on deck, engine ratings. PHILA-

DELPHIA: Still good. BALTIMORE: Registration near record; shipping down a bit. NORFOLK: Outlook fair. SAVANNAH: Down again, but two payoffs due. MIAMI: Very good; port cleaned out of ABs, engine ratings. TAMPA: Fair; short on deck department men. MOBILE: Good; should continue. NEW ORLEANS: Very good. LAKE CHARLES: Good. HOUSTON: Slow; future about the same. WILMINGTON: Good; holding its own. SAN FRANCISCO: Very good. SEATTLE: Excellent. Several payoffs due; Battle Rock will crew up.

Burglars Tap Mobile's Vacation Till

MOBILE—Burglars last week-end forced several doors in the SIU hall here and made off with all the SIU vacation checks on hand after breaking open a locked drawer.

However, police were successful in picking up four or five men and recovered approximately two-thirds of the stolen checks.

Meanwhile, machinery has been set in motion to have new checks issued for the men whose checks were stolen. This is expected to take a week to ten days. As soon as information on this is forwarded from headquarters, the membership will be informed, Cal Tanner, port agent here, stated. Aside from the inconvenience the brothers involved will suffer no loss as a result of this incident, he noted.

The branch membership has extended its sincere sympathy to the families and friends of two SIU brothers who died in the area recently, Charles W. Gann and James Russell.

Gann, who sailed in the steward department, was the victim of a brutal murder, and his slayers have not yet been found.

Beaten To Death

He was found beaten to death near the shipyard where his ship had gone in for repairs. He had just gotten off the Madaket after a trip. Efforts to locate relatives failed until his foster mother was located to authorize his burial.

Several SIU brothers acted as pallbearers.

Brother Russell, a member of the engine department, passed away in the New Orleans marine hospital from a lung cancer, after a long illness. His last ship was the Alcoa Cavalier, aboard which he served as electrician for almost a year. His burial is being arranged in New Orleans by a friend designated as his beneficiary.

On allied matters, Tanner reported that the Mobile area has contributed ten claims to the total of SIU dependents benefits paid out throughout the A&G District.

He again urged Seafarers to file a properly-executed enrollment card and also photostatic copies of their marriage certificates and the birth certificates of their children.

If this is done in advance, it is estimated claims can be processed one to three days faster than ordinarily.

Chairman of the last branch membership meeting, Seafarer Phil Reyes explained the operation and purpose of the new feeding plan being instituted in the Waterman fleet, which was soundly endorsed and supported by the members here.

Jobs Boom Port Miami

MIAMI—All deck and engine department ratings were on the high seas out of this sunny port after another two week period of top shipping. New ships signed recently by the SIU organizational department were a prominent factor in the outstanding shipping picture.

The port paid off and signed on the tanker Ventura and the passenger ship Florida. Eight in-transit ships in the same two week period had port agent Eddie Parr "shaking the palm trees" in the area for all ratings.

What's more, the upsurge in this port is expected to continue as Miami shipping is at its best in many a year.

One result of the shipping activity was that the port had to forego its regular membership meeting. There just weren't enough Seafarers on the beach to make a quorum.

New Rules Ease Alien Hardships

WASHINGTON—More liberal rules designed to give fairer treatment to aliens in deportation cases have been proposed by the Immigration and Naturalization Service.

The new rulings would do away with arrests of aliens, pending deportation, and would change the hearing system so that the same Immigration officer would no longer act in the double role of prosecuting attorney and judge.

Under the old system, an alien involved in deportation proceedings would be served with a warrant and often was forced to post bond. When the new rules go in effect, as expected, the alien will simply be given an order to show cause why he should not be deported—in other words, to appear at a deportation hearing.

The hearing itself will be conducted by a Special Inquiry Officer who will hear the Government's case from a Service Examining Officer. In the past the Inquiry officer at times, both presented the case and rendered a decision, a procedure which loaded the dice against the alien.

He's Full-Fledged Citizen Now



Seafarer Frank S. Bosmente happily points to newly-earned "US" stamp on his seaman's papers indicating he has United States citizenship. He is shown in Brooklyn home with wife and mother-in-law. SIU Welfare Services Department speeded up procedure after Bosmente endured lengthy wait without results.

Gov't Unit Raps MSTs Slowdown

WASHINGTON—Bottled up for the past seven months, a House subcommittee report sharply critical of the Military Sea Transportation Service was finally made public this week.

The document, containing the findings of a special House unit in the last Congress, has just been released by the House Merchant Marine Committee. It pinpointed the general dissatisfaction of many Congressmen with the slow pace at which the Defense Department has been cutting back MSTs activities.

Criticized Before

MSTs has been on the carpet under fire on many occasions in the past because of its competition with private shippers. The Government agency has been charged with handling vast volumes of cargo and passenger traffic which could have been just as efficiently moved by privately-operated vessels, and at a much lower cost.

The report of the subcommittee, which was headed by Rep. John J. Allen (Rep., Calif.), pointed out that whereas the size of the MSTs nucleus fleet should have been the joint responsibility of both the Commerce and Defense Depart-

ments, but with Commerce in the forefront, "the reverse occurred."

Its inference was that the military had maneuvered itself into a position which left very little consideration for the needs of private shipping, and indicated little likelihood of any serious intent to curtail MSTs operations.

Angry NMU Crew Vetos Curran Men

Still fuming over the treatment given them by the NMU and the NMU Pilot, the 1,000-man crew of the passenger ship United States voted down "approved" candidates and elected two convention delegates who are openly opposed to the program of NMU president Joseph Curran.

The crew had previously rejected the new NMU contract by a near unanimous vote and has since been frozen out of the NMU newspaper which refuses to report its action. Instead the Pilot has launched a retaliatory personal attack against the crew at large.

When the crew elected its delegates last week the US stewards department rejected Curran-approved candidates by a vote of three to one, electing two men of their own choice. The ship has four delegates in all.

Rejected Contract

The United States crew had voted 456 to 1 at the July 3 meeting to turn thumbs down on the NMU contract, because it contains a compulsory vacation clause and a supplemental jobless pay plan of dubious value. The compulsory vacation provision was hustled into the contract without prior notice to the NMU membership as a way out of the situation created by the NMU's action in hastily opening its books and hiring halls to all comers.

The compulsory vacation, designed to get men off the ships and relieve the pressure at the shoreside halls, was packaged in a gift wrapping under the misleading title of "Employment Security Plan."

It was the first time in the memory of maritime observers that a compulsory vacation had ever been labeled as a method of providing security of employment.

Aside from the openly anti-Curran steward delegates, crewmembers of the US chose a deck delegate who is acceptable to the crew, if regarded with lukewarm enthusiasm by the NMU administration. The engine delegate apparently endorses the Curran program.

City of Alma's Mop-Up Operator



While City of Alma loads grain in New Orleans for Far East run, Seafarer Coy Morrow, BR, starts first of many miles of travel behind mop he will make before the Waterman ship returns home.

NMU Squirms As LOG Ferrets Out Cover-Ups

Stung by repeated exposure of its cover-ups and inconsistencies on major maritime issues, the National Maritime Union is trying to persuade its members to look the other way when a copy of the SEAFARERS LOG appears. An editorial in the last issue of the NMU Pilot, reflected the NMU's extreme sensitivity over its shortcomings.

The general feeling among maritime observers is that Curran, in his frustration over a series of failures over the Tonsina incident and his fiasco surrounding his failures in CAMU and the NMU hiring hall, is now blindly lashing out at all who voice any criticism of his policies.

Likewise, it is felt that Curran, who has always attempted to play the role of "labor statesman" and has resisted replying to past reports of his shortcomings in the SEAFARERS LOG, will now very likely turn his hysterical guns in a broadside attack on the SIU and the SEAFARERS LOG.

Officials Worried

According to insiders, the NMU is seriously concerned because its members are turning to the LOG to find out just what the score is in the NMU. The LOG has been printing the stories of events within the NMU in order to give NMU seamen their democratic right to news of their own union. For example, NMU members first learned in the LOG that it was not necessary to open the books and abandon the union hiring hall, but that a workable seniority system could have protected the professional NMU seaman.

It was the LOG report entitled "Guaranteed Annual Wage and the Maritime Industry" which first informed NMU members that the highly-touted NMU jobless pay plan was in actuality a disguised compulsory vacation plan.

The LOG also notified the NMU membership that the crew of the United States had twice rejected the compulsory vacation plan and the entire NMU 1955 contract agreement. It told of NMU Presi-

dent Joseph Curran's plans to discard treasurer M. Hedley Stone under the guise of reorganizing the NMU's official set-up, because Stone opposed the abandonment of the hiring hall.

Since the Pilot has dropped a blanket of silence over much of this information or deliberately concealed its implications, it was only natural that large numbers of NMU members would turn to the LOG for news of what was happening in their own union.

Of equal embarrassment to the NMU was the LOG's report on Curran's ambitions to become number one man in American maritime under AFL-CIO merger. In the light of this ambition Curran's past actions and outlook were of major interest to Seafarers and all other union seamen.

For this reason the LOG printed excerpts from the record showing Curran's enthusiastic endorsement of the Communist Party line before, during and after World War II and his intemperate attacks on CIO President Walter Reuther and others, leaving it for readers to judge the quality of this particular candidate.

No matter what the Pilot may or may not say, the policy of the LOG will be to print information of interest and importance to Seafarers and to all American seamen.

Notice To SIU Steward Dept. Men

The SIU headquarters food committee will hold a series of meetings the week of September 12 to formulate a master set of rules governing the steward departments on all SIU-contracted ships. The committee meetings follow the successful institution of the new feeding program on many SIU vessels.

All steward department crewmembers and other interested parties are requested to write in any suggestions or criticisms of the system now in effect. Their suggestions will guide the committee in its work. All interested parties may attend the meetings.

SIU Scholarship Caps 15-Year-Old Dream

Trying for several years now to obtain some professional training, Seafarer Joe Kite of Jacksonville, Fla., has finally made the grade, thanks to the SIU scholarship award and the financial help it provides.

Dogged by bad breaks and misfortune since the death of his wife just before World War II, Kite has raised his teenage son with the aid of his mother and brothers, plus the good wages and conditions that have come his way since he started sailing SIU ships in 1947. It hasn't been an easy fight.

Now attending summer school at the University of Florida in Gainesville, prepping for a degree in electrical engineering, Kite first entered there early in 1951, dropped out a week later when the Naval Reserve called him for active duty



Kite

and was left high and dry soon after when the Navy changed its mind.

Returned To Sea

He enrolled again that June and remained until June, 1953, when his funds ran out and he had to return to sea. By this February he had accumulated a stake once again, but this time was forced out by his mother's ill health.

Back once again this summer, with four years of schooling now assured, and all homefront problems smoothed over, he is now ready to turn to and learn some engineering. "When I say 'thank you' to the brothers, I really mean it," he said recently. "If I didn't have their financial help now, I could not be here."

A native of Florida, Kite has split his energies between the sea and

shipyard work, plus jobs in the electrical field. His first maritime job came in the mid-1930s when he grabbed at a chance for a berth as a deck hand on the tug Three Brothers, out of Brunswick, Ga.

The tug, operating in the lumber trade along the Satilla River, was in danger of losing its tow during dirty weather, and Kite, nearby on a small sailboat he owned, was able to lend a hand getting it secured. In return, the old man offered him a job. "Tug crews ate regular so I accepted," Kite recalled.

Ashore for a time with an infant son after the death of his wife, Kite enlisted in the Army Air Force as a glider pilot in 1942. But the glider program was curtailed in 1943, and he was discharged and back in the shipyards again.

Sailed Cites Service

Finally, on St. Patrick's Day, 1945, he was shipping once more, and signed on the old SS Hadnot. "Believe you me, she had not," he noted, "but it was the luckiest day of my life. She belonged to the Cities Service Oil Co. and it was aboard her that I saw my first LOG. Soon I was calling at SIU headquarters trying to interest the Union in the fleet and trying to interest my shipmates in the SIU... It was a long haul, but eventually we won."

In the same way, it was a long haul for Kite to make his way back to school, but now that degree in engineering looms much nearer. "I know I can never thank my Union brothers and all the officials enough for this opportunity. It's wonderful that our Union can make things like this possible for its members," he added.

ships and aboard the ships of the Great Lakes fleet.

Climax To Discussions

Affiliation of the Canadian engineers has been under discussion between the engineers and the SIU for several months.

While Canadian engineers on the West Coast are not involved in the current balloting, the decision of the East Coast engineers is expected to have considerable influence on their future action.

Canada Ship Engineers Voting On Link To SIU

MONTREAL—Another affiliate for the growing SIU of NA family is in the offing as Canadian marine engineers ballot on whether to join the SIU. An application for a charter has already been made by the National Association of Marine Engineers, representing Great Lakes and East Coast engineers in Canada.

If the vote is favorable, as is expected, the Canadian engineers would become a second shipboard affiliate of the SIU in Canada. The SIU Canadian District already represents the bulk of unlicensed Canadian seamen.

The voting of engineers is being conducted by mail for deep sea

Young Miss Visits New Orleans



A trip to the SIU hall was included in a tour of New Orleans for little Larkell Hernandez, 5, on a trip from her home in Baton Rouge with her uncle, Seafarer B. M. Slade, electrician. The little lady seems a bit wary of the cameraman.

Ratings Shortage Now Tampa's Chief Concern

TAMPA—Shipping held up very well in this port during the past two weeks and is expected to do the same in the coming period.

Port agent Tom Banning reported a shortage of deck rates on the beach and available to ship and invited men shipping in that department to take advantage of the expected job opportunities as well as the chance to get in some good fishing while they wait.

The general lack of manpower on the beach is evidenced further

by the fact that there was no quorum available for the scheduled branch membership meeting last week. As a result, no meeting was held.

He also noted that union chemical workers in the area are involved in a beef over conditions, but that the SIU is not taking part in the action at this time. However, if help is needed, he added, we'll be glad to provide some.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

Written for
The Seafarers Log
by Sidney Margolius,
leading expert on buying

Does Self-Contracting Save \$?

Several readers have asked the same question many others of us have often wondered about: Can you cut the cost of a house by doing your own contracting?

One man writes that he wants to buy a lot and have a house built, but doesn't want to go to a contractor to do the whole job as he thinks this will cost him a small fortune. He wants to go to an architect for plans, and have individual contractors pour the foundation, put in the wiring, plumbing and heating, etc. "I know this will mean a lot of running around," he writes, "but I know people who have done this and they tell me they saved a couple of thousand dollars."

Undoubtedly doing your own contracting can save you money in building an individual house. Generally a contractor's margin is 15 per cent of the cost of a house, which includes his return on his investment, his overhead expenses, salary and profit. You assume his responsibilities and chores of contracting and supervision and you save his cost and profit.

But it is doubtful that self-contracting for an individual house can save money over the price of a new home in a large development. Surveys have shown that development builders can put up large groups of houses for 10 to 20 per cent less than the cost of building an individual house. Of course the individually-built house still has the possible advantages of enabling you to have the kind of house you want in an area you might prefer, and without the monotonous appearance and inadequacy of community facilities which sometimes mar large developments. Also, large developments generally are not available in many smaller towns.

There are two ways a family can undertake to self-contract besides the easiest and costliest method of hiring an architect to supply plans, engage contractors and

supervise the entire job, which is not often done for moderate-price houses. A less-expensive way of getting some help is using the limited-service plan offered by some architects. They supply detailed stock plans, modify them for your particular wants, advise on the suitability of the lot you have chosen in relation to the house plan, arrange for bids, and provide a limited amount of inspection during construction. But the least costly way, if also the most time-consuming, is to simply buy a set of stock plans, show them to sub-contractors, get bids, and yourself inspect the work as it progresses.

You can buy stock plans for as little as \$25 a set from architectural services and building-supply houses. These are often attractive designs including detailed blueprints. You will need at least five sets of blueprints to give to the building authorities for a permit and the sub-contractors to get bids and do the work. Make sure any stock plans you buy are fully detailed, and also comply with local building code and zoning restrictions.

In securing bids from sub-contractors, it is desirable to get at least three for each job—the foundation, framing and finishing the house; plumbing and heating, wiring, and grading, driveway and walks.

Families who have done their own sub-contracting sometimes report they find sizable variations in bids. Price, of course, is not the only gauge of value, especially for the jobs requiring skilled work. Make sure you state specifically and fully what you want the job to include, and that the contractor is a reliable, well-established person. You can check his reputation with local building-supply houses, banks, real-estate dealers, and especially, other people the contractor did jobs for. If possible, inspect other work the contractor has done or is doing, and observe the care with which he did or is doing the work.

If you plan to buy the lumber yourself and simply

engage a contractor to build the shell, you should also get estimates from several suppliers. Building-supply houses are experienced in estimating the entire cost of the lumber for a house from an inspection of the plans. But specify what grade you want. No. 2 lumber is often used in commercially-built moderate-price homes, but if the house is to have dry-wall construction, the smoother No. 1 grade may be desirable. At every point you need to decide what materials you will use before you ask for bids: what grade of flooring, thickness of insulation, what kind of tile for the bathroom, whether double-hung windows (costlier to frame) or windows that open out, etc.

So before any family buys a lot and undertakes to do its own contracting, it ought to carefully study the different types of construction and materials which affect the price. For this purpose, we suggest you get the following literature on home-building:

Government publications: Several Government agencies publish useful, low-cost pamphlets on various aspects of construction and materials. Write to the Superintendent of Documents, Government Printing Office, Washington 25, DC, for a list of available pamphlets for homeowners and builders.

University of Illinois Small Homes Council: This agency has a series of useful circulars which it sells at nominal charges. They advise on selecting a lot, plan and materials. You can get a list of these circulars from the Small Homes Council, Mumford House, University of Illinois, Urbana, Ill.

Facts You Should Know About Buying or Building A Home, a pamphlet, is available from any Better Business Bureau or the National Better Business Bureau, 405 Lexington Ave., New York, and is highly informative. It costs ten cents.

FREDERIC C. COLLIN (Dry Trans), June 29—Chairman, P. St. Marie; Secretary, R. McLeod. Discussion held on the cleanliness of dishes, mess-room and pantry. Ship's delegate will see the chief engineer regarding repairs. One crewmember was left in hospital in Calcutta and an inventory was made of his gear which will be delivered to him in hospital. Entire crew accepted communications from headquarters.

EMILIA (Bull), July 13—Chairman, F. Asonze; Secretary, Stanley Sondzar. Discussion on the new ice box for the crew mess and the washing machine.

STEEL FLYER (Isthmian), July 15—Chairman, C. Bush; Secretary, J. Nolds. Notified Chief Engineer about discolored drinking water. All went well this trip. No beefs. Communica-

Digest of ships' Meetings

tions from headquarters read, accepted unanimously. A vote of thanks given to black gang delegate and Chief Electrician for repair work done. A motion was made and seconded that all work that paid as overtime during straight time working hours be paid for at the rate of time and a half, or double time, after the hours of five PM or before eight AM Saturday, Sunday, and Holidays.

SEATRAN GEORGIA (Seatrains), July 17—Chairman, W. Newberg; Secretary, A. Lamberf. Flowers sent to steward's sister, money taken from ship's fund. Ship's fund—\$12.08. Steward thanked crew for flowers sent to his sister.

SOUTHPORT (South Atlantic), July 11—Chairman, R. Pierce; Secretary, W. Thompson. Motion made and carried to accept communication from headquarters.

STEEL MAKER (Isthmian), July 3—Chairman, B. Brown; Secretary, C. Henninger. Communication from headquarters read, accepted, and carried unanimously. Discussion held on repairs of doors.

WINTER HILL (Cities Service), July 17—Chairman, E. Hill; Secretary, P. Wilkinson. No beefs. Ship's fund—\$40. Motion made and carried to accept and concur headquarters recent communication.

ALCOA PATRIOT (Alcoa), July 10—Chairman, T. Sanchez; Secretary, A. Tremer. Motion made and carried to accept and concur with headquarters communications. Ship's delegate elected. Request made for better launch service.

ALCOA PIONEER (Alcoa), July 12—Chairman, G. Chandler; Secretary, G. Anthony. Motion made and carried to accept and concur in headquarters communications. No beefs, everything running smoothly. Repairs and disputed overtime cleared in SIU style by Mobile patrolman.

BIENVILLE (Waterman), July 17—Chairman, A. Piontek; Secretary, L. Pierson. Motion made and carried to accept and concur in all headquarters communications to date. All members requested to keep messhall clean, and not to use lava soap in washing machine, it stops it up. Water tanks to be inspected for rust. Suggestion made that dependent parents of single men be included in the Welfare Plan.

CLAIBORNE (Waterman), July 13—Chairman, G. Coker; Secretary, W. Barnes. No beefs, everything running O.K. Motion made and carried to accept and concur communications from headquarters.

CHICKASAW (Pan Atlantic), July 15—Chairman, A. Ellis; Secretary, W. Thayer. Motion made and carried to accept and concur in communications from headquarters. There was some discussion about getting a Sea Chest aboard. No beefs.

DEL CAMPO (Mississippi), July 12—Chairman, C. Gaufeau; Secretary, L. Martin. Motion made and carried to accept and concur communications from headquarters up to date.

ROYAL OAK (Cities Service), June 25—Chairman, V. Kickirillo; Secretary, D. Beard. All communications and reports from headquarters posted on arrival aboard ship. Menus need improving with more of a variety for breakfast.

OREMAR (Ore), June 18—Chairman, E. Game; Secretary, H. Stewart. A new ship's delegate was elected. Discussion on the new welfare benefits. A vote of thanks was given to the steward department.

CUBORE (Ore), June 18—Chairman, R. Colyer; Secretary, J. Smith. Patrolman will be informed about the unsafe working conditions on deck. Motion made and carried that a letter be sent to the Baltimore agent regarding a clarification on shore leave in San Juan.

THE CABINS (Mathieson), May 20—Chairman, J. Stewart; Secretary, F. Kusuva. There is a balance of \$84.30 in the ship's fund. Pumpman reported that repairs can't be made as

new parts were not ordered. Wind-lass forward was not repaired.

June 12—Chairman, B. Granberg; Secretary, F. Kusuva. Some discussion on the men logged in Japan. Chairman asked delegates to get everything on repair list. Each delegate should have ship fumigation on repair list.

ROBIN TRENT (Seas Shipping), June 24—Chairman, J. Higgins; Secretary, F. Naklichl. Departments will make up repair lists. One beef reported that no mops be washed in ship's laundry.

ALCOA RANGER (Alcoa), June 11—Chairman, L. Spivey; Secretary, M. West. Ship in good order. Repair list handled trip. Recent headquarters communications accepted and concurred.

CITY OF ALMA (Waterman), July 11—Chairman, C. Lee; Secretary, M. Scholls. Everything running smooth except a few hours disputed overtime. Headquarters communications accepted and concurred.

CHILORE (Ore), July 10—Chairman, R. King; Secretary, K. Brittain. Ship's delegate left this vessel because of death in his family. Ship's fund was turned over to brother who was hospitalized. Recent communication accepted and carried unanimously. Collection was made for former ship's delegate, whose daughter passed away.

CHIWAHA (Cities Service), July 13—Chairman, J. Christy; Secretary, J. Call. Communication from headquarters accepted and concurred. Discussion held on pro-book system. Everything running okay.

GATEWAY CITY (Waterman), June 18—Chairman, J. Cisiecki; Secretary, D. Collins. Beef about electrician squared away. No beefs. Ship's delegate elected. Full cooperation was pledged on new feeding program.

July 13—Chairman, J. Cisiecki; Secretary, D. Collins. No beefs. Motion made and carried that communication from headquarters be accepted unanimously.

WILD RANGER (Waterman), June 16—Chairman, J. Tarwick; Secretary, E. McCaskey. Motion made and carried that in the next negotiations some arrangement be made between the Union, company and MSTs that master on all MSTs-chartered ships have authority to purchase ship stores and necessary utensils. Discussion on the quality and quantity of food. If possible some improvement should be made.

ALCOA ROAMER (Alcoa), June 7—Chairman, R. Kienast; Secretary, V. C. Smith. Electrician suggested that his room be painted and the engine department rooms be sougeed. Ship's delegate reported that the chief engineer would not repair coffee urn because steward ordered coffee percolators. This will be taken up with patrolman. Enrollment cards were given to each member to be filled out and to be mailed in Tampa.

MASSMAR (Calmar), July 11—Chairman, A. Novak; Secretary, V. Eichenberg. Patrolman Johnson explained to the crew the necessity of holding meetings regularly.

July 9—Chairman, James Doros; Secretary, J. Eichenberg. Engine delegate asked why the silverware and glasses are smeared. The steward explained that the pantry men will not do them the way he tells him to. Engine department will take care of washroom one week then the deck will do it the next and the steward department will follow.

PORTMAR (Calmar), May 31—Chairman, M. Kleiber; Secretary, F. Ross. Various sanitary measures were discussed. Suggestion made that notices be posted on bulletin board. A vote of thanks was given to the steward department for a job well done with a very limited amount of stores. A motion was made by M. Kleiber that all union officials at West Coast branches be placed on ballot at the next general election. Motion carried by a majority vote. Resolution made not to patronize slopchest.

July 3—Chairman, Frank Albore; Secretary, Patrick Lanning. Voted that all crewmembers donate \$1 to the ship's fund at the payoff. Crewmembers were requested to fill out welfare forms and have them ready to hand over to the patrolman in Philadelphia. Crew in favor of reports from headquarters and a vote of thanks was given to all concerned.

July 13—Chairman, M. Kleiber; Secretary, J. Metzler. Everything running smoothly except for the washing machine. Discussion held on the routine activities aboard ship. Ship's fund will be started at the payoff of this trip by each member contributing \$1. Motion made by R. Oates not to patronize any Horn and Hardart restaurants on the East Coast as they are not unionized. Discussion of new hospitalization and surgical benefits in the Welfare Plan.

MAC ALLISTER VICTORY (Seas Shipping), June 29—Chairman, Charles Moore; Secretary, Scotty Malvenan. Headquarters report on Merchant Marine Fisheries Committee was read and discussed. All brothers aboard are in favor of stand taken by union in opposing this. As this vessel has been laid up for several years there are shortages of several important items on board. The steward department has agreed to take care of the recreation room and the ship's laundry will be cleaned by deck and engine departments. All trash and garbage to be carried as far aft as possible. All clothes lockers will be painted. A vote of thanks was given to the steward department for their effort to please the crew.

New Run Of Ex-Alaska 'Jinxed' —Canada SIU Crew Sues For \$

The SIU Canadian District crew which manned the SS Mazatlan is suing the Liberian-flag ship for unpaid wages. A US marshal has taken possession of her at San Pedro. The action by the crew climaxes a fouled-up series of events which began four months ago.

Formerly the SS Alaska of the Alaska SS Company, the 350-foot vessel was sold early this year to the Margo-Pacific Lines.

Scab Crew

The original sailing date was cancelled when the ship tried to sail with a scab crew and was halted by the Sailors Union of the Pacific at Coos Bay, Oregon. She

later signed a contract and took on a Canadian District crew in Vancouver and sailed for San Diego, where she was scheduled to open a delayed sailing June 4.

A few hours after arriving at San Diego the refrigeration system went on the blink and the vessel went into the shipyard for extensive repairs. The second sailing was called off and scores of dis-

appointed passengers cancelled vacation plans.

After a two week overhaul, the steamer finally sailed, with about 85 passengers and some cargo.

The Canadian crew were experienced men and included steward's department personnel who had sailed on some of the big Atlantic and Pacific passenger liners.

The Alaska was built for the northern, cold weather run and cabins became so hot on the run to Acapulco that most of the passengers got off there and elected to return north by air. To make things worse, the ship bent its propeller going into Mazatlan.

Coming north with a bent propeller, the Mazatlan's speed was reduced so much that feed water ran out for the boilers and a tug was called. A sad contrast to the once-proud ship of the Alaska run, the Mazatlan rode into San Pedro at the end of a towrope!

San Diego ship suppliers, meanwhile, have joined crewmen in entering suits for unpaid bills. The company even failed to pay San Diego harbor pilots and stevedores, and the San Diego Harbor Department, from whom it rented office space.

AFL Bids Congress Act On Domestic 'Runaways'

CHICAGO—An attack on "runaway" industries in the United States that have fled established industrial areas to low-cost sections of the country has been published by the

AFL in a demand for Congressional action. The problems presented in a special AFL report strongly parallel those faced by US maritime unions in competing with runaway flag ships.

While applauding the natural growth of industry in previously undeveloped areas, the AFL attacked the practice of many cities in offering special inducements to business. These include free plants built at the expense of local residents, low or free taxes, anti-union

legislation, low or non-existent state minimum wages and little or no regulation of working conditions, safety and sanitary standards.

The AFL charged that this "pirating" of industries, mostly from the North and Middle West is a threat to the lasting prosperity of the nation, because it is not based on sound economic practice.

Criticism Heavy

Industry critics of the runaways have also been numerous. They point out that any small rural town which offers rent-free, tax-free privileges to an industry is in no position as a result to provide necessary municipal services—schools, roads, police and fire protection, garbage disposal, water supply and the like. In the long run the burden will fall on the industrial plant and the entire community suffers.

The AFL asked Congress to block the trend by action to strengthen national minimum wage laws and to reduce wage differentials in various parts of the country. It also called for elimination of differentials in unemployment insurance, and an end to Federal tax exemption for municipal bonds used for constructing runaway plants.

Government contracts should also be denied firms which do not live up to NLRB orders, the AFL said.

New Attack On '50-50' Set For '56

WASHINGTON—The stage is being set for a new "50-50" fight next year by the Senate farm bloc. Senators Clinton Anderson (Dem. New Mex.) and Francis Case (Rep. So. Dak.) have introduced a new bill which will be taken up at the next session of Congress. The bill would exempt agricultural surplus export from the "50-50" law.

As previously reported, an attempt to include such a bill in this year's program was defeated by a lopsided margin in the House of Representatives and was withdrawn in the Senate Agriculture Committee. The withdrawal was made after it became plain that "50-50" opponents did not have a chance of mustering a big vote against the measure.

The Anderson-Case measure is preparatory groundwork for next year at which time it is expected that the foreign shipping lobbyists will attempt to rebuild the anti-"50-50" alliance after the stinging defeat they suffered in recent weeks.

While "50-50" supporters now hold the upper hand, next year's fight is liable to be more important than ever because the amount of agricultural surplus going abroad will be more than doubled, from \$700 million this year to \$1.5 million next, under legislation now being approved, and many more seafaring jobs will be at stake.

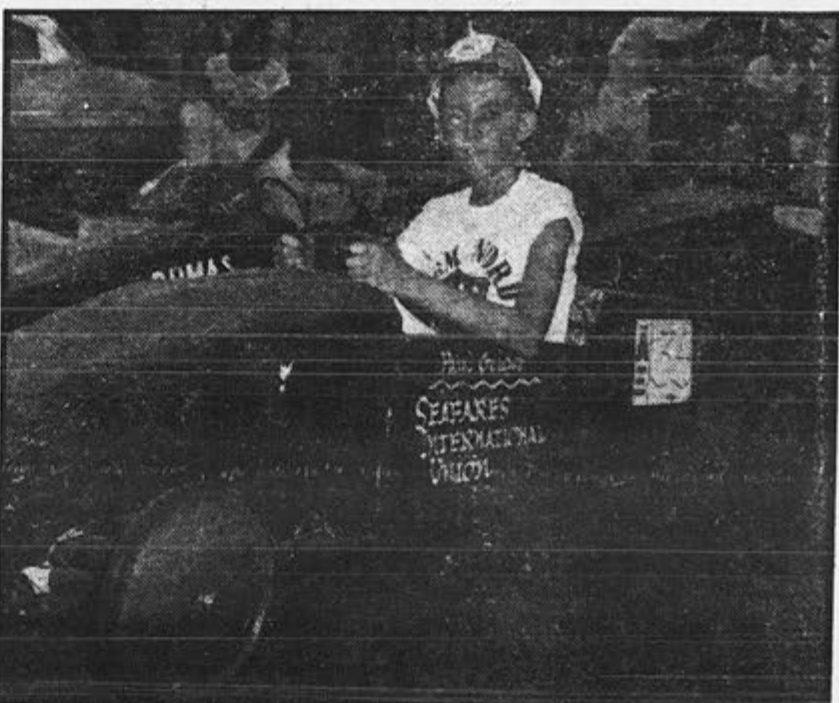
As long as foreign nations accept US surpluses, chances of the farm bloc to beat "50-50" are small, since the only excuse for their opposition to the measure was that it was hindering sales of surpluses abroad.

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of Aug. 18, 1955, and are subject to change without notice.

England, New Zealand, South Africa:	\$2.80 per pound sterling.
Australia:	\$2.24 per pound sterling.
Belgium:	50 francs to the dollar.
Denmark:	14.45 cents per krone.
France:	350 francs to the dollar.
Germany:	4.2 marks to the dollar.
Holland:	3.7-3.8 guilders to the dollar.
Italy:	624.9 lire to the dollar.
Norway:	14 cents per krone.
Portugal:	28.75 escudos to the dollar.
Sweden:	19.33 cents per krona.
India:	21 cents per rupee.
Pakistan:	30.22 cents per rupee.
Argentina:	14.2 pesos to the dollar.
Brazil:	5.4 cents per cruzeiro.
Uruguay:	52.63 cents per peso.
Venezuela:	29.85 cents per bolivar.

SIU Sponsors NO Soap Box Entrant



All set for preliminary heat in soap box derby sponsored by New Orleans recreation department is 13-year-old Paul Geiger, SIU-sponsored entry. Paul finished "out of the money" but vowed to be back next year.



Papa Celestin may have passed away but his famed Dixieland jazz band plays on at sailings of Delta passenger ships, as has been traditional for years.

RACKET or GOOD DEAL for Seafarers ?



Seafarers may work on ships but seamen log an astonishing amount of mileage each year on airplanes. Whether returning to the port of engagement after paying off in another port, flying home for a vacation, or flying back to the States after getting off in a foreign port, Seafarers find air travel a

handy and quick mode of transportation.

Such being the case, Seafarers are undoubtedly familiar with the blue and white insurance vending machines that are ever-present in airline terminals. Less familiar though, may be the function these machines serve. To some persons the fantastic insurance offered seems implausible; they dismiss the machines as a "racket." Actually, it's all very legitimate.

If you carry a personal life insurance policy and take a look at the small print, you will find that the policy does not cover loss of life resulting from an airline disaster. That's where the air terminal vending machine policies cover the gap.

SIU Protects

Unlike privately-purchased insurance policies, the SIU Welfare Plan's \$3,500 death benefit is paid in case of airplane accident. But the 25-cent trip insurance policy available at airports provides an added cushion of protection. In addition it pays off in whole or in part in case of disabling accidents short of loss of life, as well as medical expenses up to a certain limit.

Here's the way the system works. For 25 cents the buyer gets \$6,250 worth of flight insurance, which includes \$312.50 in medical expense coverage. That's the basic policy. Each quarter you put in the machine increases the coverage up to a maximum of \$2.50 for which \$62,500 in insurance is provided, including \$3,125 in medical expense. All that has to be done is to fill in the card which comes with the policy.

The flat rate policy applies regardless of age, physical condition or other circumstances.

Not For Non-Skeds

Like anything else though, airline flight insurance has limitations. One of the most important is that it does not apply to non-scheduled airlines. This does not necessarily reflect on the service or standards of the non-skeds which are understandably popular with seamen because of their lower cost.

The vending machine insurance will cover the Seafarer against any accident that takes place on the plane, on an airfield or even in the terminal building. It will not cover death from other causes, such as having a heart attack in the course of an airplane flight.

As to the vending machine policies themselves, they are available

in the US, Hawaii, the West Indies, Bermuda, Canada and Mexico. These are the policies that are underwritten by the Associated Aviation Underwriters, a grouping of 56 companies in the aviation insurance business.

Higher Overseas

Similar one-flight policies can be purchased in South America and other overseas areas, but in that case the Seafarer would have to hunt up a local insurance agent. The rates overseas are higher. It's 50 cents for the basic policy in Iceland and Latin America outside of Mexico, \$1 in Europe and \$2 elsewhere in the world. The rate structure, by the way, is a pretty good tribute to US airlines' safety standards.

In the event of an airplane accident, the victim's beneficiary gets full payment in case of death, or the victim gets the same sum if blinded or if he loses both hands or both feet, or a combination of such misfortunes (one hand and one foot, one hand and one eye and so on). Loss of one eye, one hand or one foot is compensated by a half-payment. Medical expense allowances cover any type of medical cost up to the amount the policy provides.

In addition to the one trip policy, Seafarers who do a lot of flying might be interested in year-round coverage which applies all over the world. The service is sold at a flat rate as is the vending machine policy. The only difference is that it is generally not sold to men over 65 and buyers are questioned as to their general physical condition.

Various Travel Policies

A typical policy, which sells for \$10, gives \$10,000 year-round protection plus \$50 medical expense. It covers mishaps suffered while riding as a passenger on a scheduled airliner or while boarding or leaving an aircraft, or while on an airfield or in a terminal. Policies of this kind are available up to \$100,000 worth.

Another variation is the common carrier policy which will cover buyers against accidents on planes, trains, busses, ships, taxis, street cars or any other form of public transportation anywhere in the world. This kind of policy is available for periods of from three days to a year.

Most Seafarers though, are content to drop their quarter in the machine when they take a plane. It's a worthwhile investment because plane accidents do happen despite the best of precautions.

There Was No Cussin' On The Del Sud This Trip



Carrying an unusual passenger list, Del Sud pulls away from dock as Seafarers wave goodbye. Passenger list was largely made up of Catholic clergymen en-route to 36th Eucharistic Congress in Buenos Aires held recently.



Bon voyage visitors and travelers chatted aboard Del Sud before ship left. In foreground (with glasses) is Archbishop of New Orleans, the Rt. Rev. Joseph F. Rummel. Four other archbishops and two bishops also made the trip.



Ready to go aboard after a last goodbye on the pier is Seafarer Fidele DiGiovanni (left) shown with his wife and daughter, Angie. Cousin Dominic "Pasquale" DiGiovanni is also a member of the Del Sud crew.

Come and get it!

SIU CAFETERIAS

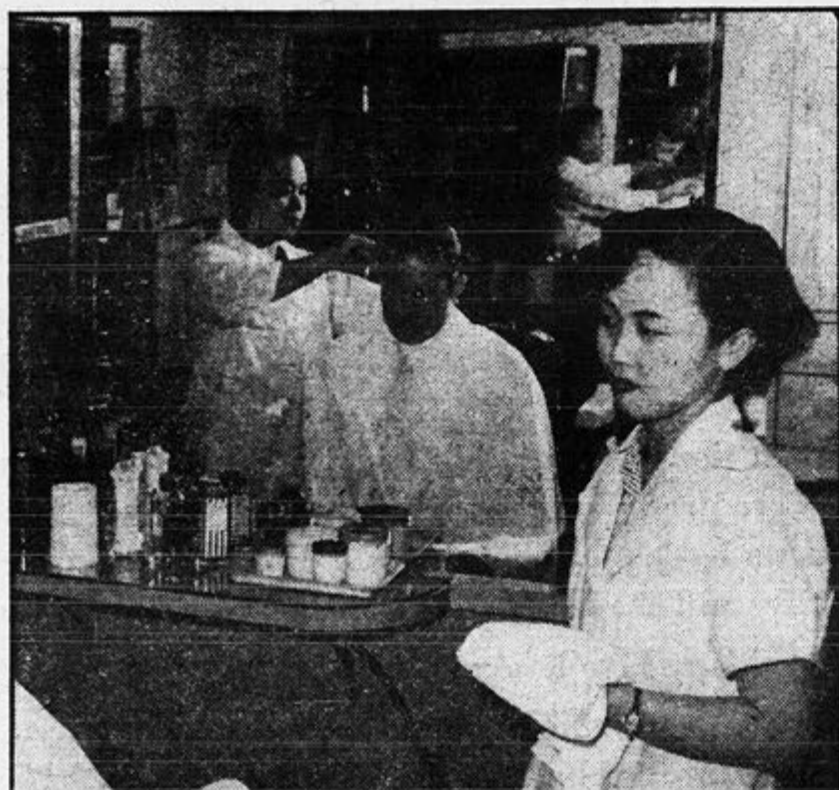
NEW YORK & BALTIMORE

675 4TH AVE. BROOKLYN 1216 E. BALTIMORE ST.



Posing as "chief engineer" for the photographer is E. Vangelos Ibratis, fireman, at engine room phone of the Andrew Jackson. That's James Bailey, oiler, at the throttle of the C-2. Photo submitted by Ibratis.

Seafarers . . .
workin'
 and
relaxin'



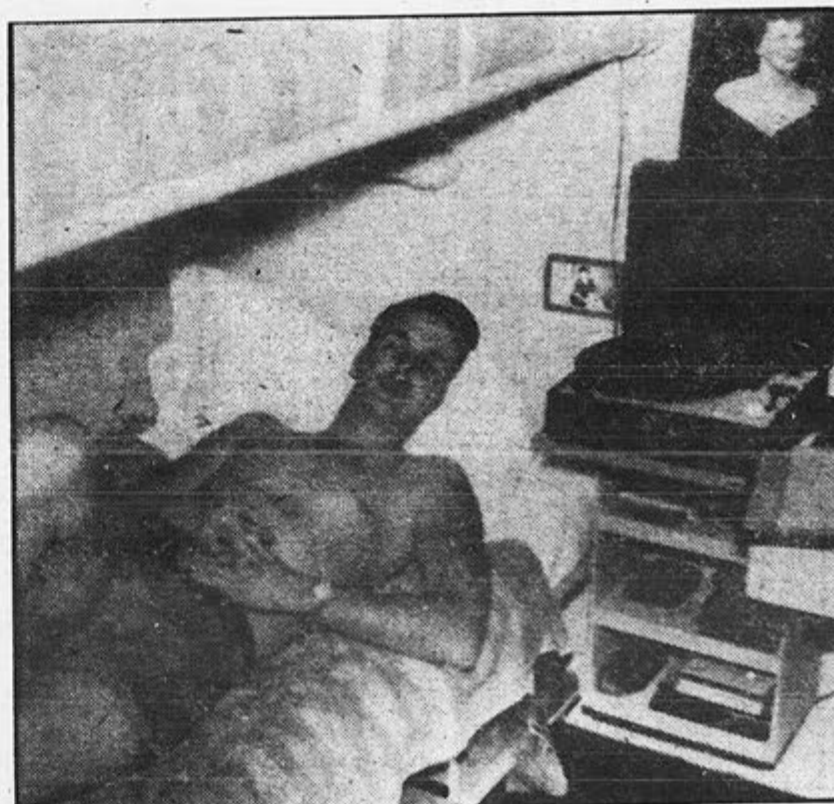
Japanese barber trims hair of Seafarer Henry Sedgeway in modern Yokohama barber shop. Sedgeway is electrician aboard Waterman's Citrus Packer. Pretty young barber-shop attendant looks like good reason to visit Japan.



Batting up a little breeze at "Le Cyclone" bar in Tamatave, Madagascar, are three Seafarers off the Robin Locksley on the South and East African run. Left to right, they are: Moe, the carpenter, Jake and Lee, ABs. Looks like a pleasant little wind with no cyclone in sight; only a couple of bottles of suds to keep the conversational whistle wet.



Del Norte steward department men clown through a demonstration of "How not to serve the passengers" during an idle moment between meals. Photo was taken by Seafarer Leroy Rinker, official ship's photographer, aboard the popular Delta Lines cruise ship on the run to Brazil, Uruguay and Argentina.



Seafarer Thomas M. Collins stretches out in his foc'sle on the Steel Navigator while his portable record player puts out some soothing music. Shorts are approved outfit for Seafarers on Isthmian's hot summertime run to Asia.

MEET THE SEAFARERS

JOHN V. DOLAN, steward

It takes experience with both sides of the fence to tell just how valuable the SIU has been to working seamen. Seafarer John V. Dolan has been a union man for 20 years, a good many of them with the NMU and other unions. "Now being an SIU man," he says, "all I can say is a man really must have sailed in both unions to really appreciate how far we have come."

Dolan calls New York his home, but right now he is shipping off the West Coast on his favorite run to the Far East. Like many other Seafarers Dolan lost his heart to Yokohama which is his favorite port of call. While holding a chief stewards rating, he will ship to any rated job in the steward department.



Dolan

Jack started going to sea in the depression year of 1934, at the time when maritime unions were first reviving. He has had his share of the major waterfront beefs including the history-making 1936 strike and the general strike of 1946 among others.

Dolan gave up on the NMU in 1943, joining the SIU that year in New York. He has been a Seafarer ever since and has had occasion to be thankful for the change.

While ashore, Dolan confesses he has been bitten by the prospecting bug. Along with thousands of other Americans he has hopes some day of making a strike in uranium, gold or some other precious metal which will bring him wealth. Until then, going to sea is a good way to make a living. The veteran Seafarer is enthusiastic about the new SIU seniority hiring system because of the protection it offers the professional seaman.

He believes that the disability pension is one of the Union's finest achievements. "If some one had told me a few years ago that seamen would have a pension one day, I would have said 'nuts'."

"I could go on for hours talking up the SIU," he concluded, "but one just has to read the LOG to understand what I mean."

HENRY SHEPETA, AB

The sea has often been a home for those who were homeless in their childhood and Seafarer Henry Shepeta of Baltimore has found it to be a good one. Just 27 years of age, Shepeta has 11 years as a seaman under his belt, starting out at the age of 16 soon after he was put on his own by the city of Pittsburgh which cared for him up until then.

Like many Seafarers in Baltimore, he is a "regular" on the Ore Line runs, going to Venezuela, Chile, Peru and more recently to the fabulous ore fields of Seven Isles, Canada. Since the ore boats are in and out very frequently, he finds them the best run for a family man. "It's always nice to be on a short trip when you have a wife and two youngsters at home," he says.

Although he sailed in the latter part of World War II, Shepeta's closest brushes with disaster came in peacetime.

In 1946 he was aboard the Rutgers Victory when she was rammed by the Nash Bulk 200 miles from New York. The ship limped in the rest of the way with a terrific list. Early this year he was a crew-member of the Stealore when she nearly went under in a fierce Atlantic storm. The performance of the Stealore crew in that crisis won it the plaudits of the maritime industry.



Shepeta

One side-effect of the Stealore's difficulties was that Shepeta missed the birth of his second child because the ship was towed into port at four knots instead of making her usual speed.

Like many seamen, Shepeta is an avid reader while aboard ship. When ashore he can often be found out at Babe Ruth stadium attempting to root the Orioles home. He admits to not much success on that score.

Shepeta's main ambition at the moment is to become a homeowner so that he can provide for his family the kind of home life he never had. With SIU wages and conditions he feels he has a good chance of making the grade.

Missed New Arrival

One side-effect of the Stealore's difficulties was that Shepeta missed the birth of his second child because the ship was towed into port at four knots instead of making her usual speed.

Like many seamen, Shepeta is an avid reader while aboard ship. When ashore he can often be found out at Babe Ruth stadium attempting to root the Orioles home. He admits to not much success on that score.

Shepeta's main ambition at the moment is to become a homeowner so that he can provide for his family the kind of home life he never had. With SIU wages and conditions he feels he has a good chance of making the grade.

LABOR ROUND-UP

NLRB hearings are now going on over the question of whether or not to take jurisdiction in the three-month old Miami hotel strike. An NLRB decision to act in the case would have far-reaching effects on the vast hotel industry which up until now has been under jurisdiction of state laws.

Joint AFL-CIO negotiations won 15-cent hourly increases for 26,000 workers employed by the Aluminum Company of America. The Alcoa shoreside workers are represented by the United Steelworkers (CIO) and the AFL Aluminum Workers Union.

Latest union to take part in the union headquarters building boom is the Screen Actors Guild which will put up a stylized California-modern 2½ story building on Hollywood's famous Sunset Boulevard. Building will include a roofed terrace, meeting rooms, offices, lounges and other facilities.

A seniority hiring system has been agreed on between the New Haven Railroad and Local 370, AFL Dining Car Employees. The agreement ended a dispute over the hiring of women waiters for dining cars while veteran male waiters with seniority were on the unemployed list.

IAM Machinists on strike against the Flying Tiger Airline got valuable support from the International Transportworkers Federation. The ITF put the line on the "hot cargo" list, to keep it from breaking to strike by doing its maintenance work overseas.

The nation's biggest commuter railroad, the Long Island, was still running in its normal fashion following agreement to mediate a trainmen's contract dispute. The Brotherhood of Railway Trainmen had asked for wage increases for conductors and brakemen as well as the establishment of a shorter run as the normal day's work-load.

'Wait 'til Next Year!'



The unfinished business in Congress relating to maritime indicates that the SIU and other unions were pretty successful at the recently-adjourned session in defeating attacks on basic porkchop issues. But threats on these issues are still very much alive and are being fully considered by the Union.

Many Live Issues

A number of bills in the hopper for next year are designed to revive the fight against '50-50', to close the Public Health Service hospitals, extend controls over maritime unions and take other unfavorable action. Fights over these bills are expected to be particularly sharp in a presidential election year. The SIU is prepared to go to the mat again on these items.

Congress On Move

On the positive side of the ledger there are signs that Congress is moving in the direction of a broader and more active merchant marine program. Such a program would be of real benefit to the entire industry, not just a few select companies. Increasing Congressional pressure on MSTs to stop competing with private shipping is one example of constructive interest. Another is the attitude of Congress on development of atomic power plants, with Congressional emphasis being on commercially useful systems as opposed to floating showcases. New ship types are also meeting with Congressional favor.

The majority of Congressmen can be counted on to react favorably when the chips are down on any major maritime issue. One of the jobs the SIU has chosen for itself is to keep Congress informed of the facts so that the legislators will know the score on just how any proposal affects Seafarers' jobs and well-being.

The Seafarer's Role

Seafarers themselves can play an important part by letting their individual representatives know how they feel on any given subject. Active participation by Seafarers has always been of tremendous help in any legislative fight.

Inquiring Seafarer

Question: Are your family and shoreside friends interested in your seagoing life?

Alex Stevenson, MM: My dad went to sea for 42 years and was once an SIU member so the family knows all about seafaring. But a lot of other people I meet know little about the maritime industry and are really interested and surprised to learn about the conditions we have.



Sylvester Zygarkowski, steward: Most people are curious about how a seaman can support a family. They are astonished when I tell them that I make enough money in the SIU to put my son and daughter through professional music school. They certainly are interested in that part of it.



Steve Poole, AB: Most people I meet these days figure a seaman has a good job and makes money. What they are interested in is not how you work and live at sea but in the foreign ports you make and how people live there. Some ask you to do a little shopping for them too.



Leo Dwyer, chief cook: I find they are very curious about the foreign ports and the souvenirs I bring home. On my last trip I brought back some hand-painted Japanese tea sets. Now everybody in the family is serving tea and asking me if I can get a few more the next trip out.



Theodore Spence, deck engineer: Most shoreside people are interested mainly in souvenirs I can get them. They want you to bring back stamps, and other stuff. Then there are people who call themselves friends of the seaman but their only interest is in his dough.



George Austin, 2nd cook: Many of my friends get very interested when they hear about the pay we get on ships and what they want to know is how to get seamen's papers and ship out. Of course a lot of people like the idea of traveling around the world to different ports.



Uranium's Riches Lure Seafarer

Advancing far inland after a long stint at sea, Seafarer Cliff Bellamy recently joined the hordes of hopeful uranium prospectors combing the Utah countryside for a paying claim. The relative ease with which claims can be staked, he reported, has made the Western

countryside a mecca for thousands of part-time prospectors. "People have staked the country so much that it looks like you're driving through one big graveyard these days," he commented.

Bellamy and others on the trip with him wound up with five claims in the 18 days they were in the desert. Naturally, "we think, and hope, that most of them are good," he added.

Low Cost

Claims can be filed for \$1.40, so that there is no high cost to face when trying your luck.

However, Bellamy admitted that his prospecting consisted mostly of finding a place that hasn't been staked, providing it can be reached with a car. They had the usual Geiger counter with them for detecting the metal, but the "pings" that the gadget registers doesn't always mean you've hit paydirt.

He pointed out also that a lot of the uranium "rush" these days is sparked by the low cost of the whole adventure. Some men, he said, probably were content just to pick the first available spot to stake, then head home and show all the girls how they have a uranium claim in Utah.

Most of the claims are worthless, of course, but the excitement they generate is all part of the game.

As a vacation, however, the trip was tops, he recalled. "Certainly with uranium to be had I would have kicked myself for not going," he added.

Patents In Works

He pointed out also for the benefit of his friends and shipmates



Prospecting for uranium in the Utah hills, Seafarer Cliff Bellamy (right) takes time out for a "friendly little diversion" in the form of a snake. His sidekick at left prepares to belt the snake if he gets restless.

who may have wondered about them that the patents he applied for on a couple of his inventions are coming through finally. Of the three of them filed with the US Patent Office, two have been approved and the other is pending and should be okayed soon.

One of the items is a "wrinkle-proof" gear-carrier called a "Seacase," in which several Seafarers have already indicated interest. The gadget consists of a metal cylinder into which shirts, underwear and other apparel are packed from one end by placing the cylinder in a vertical position.

Jackets and slacks can be rolled around the cylinder in a wrinkle-free manner and then the whole cylinder is placed in its own carrying case, which provides an ingenious drawer for storing shoes and toiletries.

Job Lost, Also Seeks New Angle

The failure and fold-up of the ILA's false-face seaman's "union" has been virtually completed, with the departure of its head man for other pastures. Keith Alsop, secretary-treasurer of the "United International Seaman's Union, Local 1824" has left town and was reported last seen in Texas looking for another money grubbing project.

Alsop, ex-SIU Galveston agent, was defeated in the last SIU election, in the course of which he tied in with the AFL-expelled International Longshoremen's Association. The ILA gave considerable funds to Alsop and his associates in an attempt to oust SIU Secretary-Treasurer Paul Hall.

As a reward for his services the ILA put Alsop in charge of its seamen's "union" which was set up ostensibly to organize foreign flag seamen. Actually their objective was to raid the SIU. The "union" financed itself largely by crimping for runaway flag ships.

Crimping Again

Meanwhile, Louis Le Doulx, an old time shipping master who was fronting for Alsop for a while, is again operating an "independent" of his own. When Alsop dispensed with Le Doulx the latter took off with the ILA "union" charter which is reported still in his possession, to the embarrassment of ILA Captain Bradley.

Associated with Alsop in the ill-fated raid was Bill Higgs, expelled from the SIU for aiding the ILA in the 1954 waterfront drive. A figure in the opposition was attorney Ben Sterling who reportedly handled large sums of money given Higgs, Alsop and Ray White, ex-Tampa agent. White is one of several men under indictment for an attempt to assassinate Hall last Christmas eve. Hired assassin James Cobb was sentenced to 5-7 years last month.

SEAFARERS IN ACTION

A good sample of the way a heads-up crew, the Union and the company can handle shipboard safety problems without a Government agency intervening took place aboard the Steel Surveyor (Isthmian) at her last payoff.



Claussen Seafarers D. Claussen and A. Richards raised the problem at a shipboard meeting when they moved that the topping lift fairleads and chain stoppers be inspected and replaced if necessary. They pointed out that the existing

gear was inadequate and some of it had failed to function on the previous voyage.

When the headquarters patrolman came aboard and took this beef up with the company a number of changes were made. The stoppers were changed to a more suitable size and the 14" snatch blocks, which were being used as topping lift fairlead blocks, were replaced by 14" gin blocks. The topping lift wire was run through these blocks. The whole change-over is assurance of safer conditions on the ship.

Claussen, who sails in the deck department, comes from Nebraska originally, and got his Union book in New York City in 1947. Richards is also a deck department man. He lives in Mobile and joined the SIU back in its earliest days.

Seafarers and other patients at the Galveston PHS hospital are now enjoying their favorite television shows thanks to the crew of the Val Chem. At the suggestion of Seafarer Ben Grice, the set that had been purchased by the crew some time previously was turned over to the hospital patients.

Grice is a veteran Union member who has been a Seafarer since joining in New Orleans back in 1943. He had his home in Haynesville, Louisiana.



Scarlett As is the usual practice, a large number of rank and file Seafarers were elected by the membership to meeting posts at the district-wide membership meetings of July 27. In Savannah Seafarers C. W. Thompson and B. Swear-

ingen served as meeting officers, while the Miami meeting was chaired by R. Birmingham. R. Seekinger and B. Scarlett were meeting officers in Tampa, D. L. Parker in Mobile, J. Merrell and E. Manuel in Lake Charles and J. F. Bell in Houston.

On the West Coast, Seattle's meeting was run by W. Mansfield, B. Toner and G. Hildreth while E. A. Lane and T. R. Maldonado served in Wilmington.

All seems peaches and cream aboard the Alcoa Runner these days with the new SIU feeding plan working to the satisfaction of all hands. SIU steward Cliff Wilson, who is in charge of the program on Alcoa ships, reports that the Runner's gang is doing very well, and the rest of the crew gave the department a vote of thanks for "making the ship a fine feeding ship."



Boney Another SIU ship's delegate who has done a heads up job is Seafarer Andrew Boney on the Azalea City. The crew reported that they had a number of beefs with the engineers and the captain but the delegates "worked fast and eradicated them fast" so that everything was wrapped up SIU-style.

Boney, who is 27 years old, became an SIU member last year in Norfolk. He sails in the deck department and comes from Suffolk, Va.

Sea Bravery Medals Urged

WASHINGTON — National recognition for merchant seamen who served during the Korean War or who perform acts of valor at sea would be provided under legislation sponsored by the Commerce Department. The bill calls for issuance of a service ribbon to crewmembers who served during the Korean fighting, as well as providing for a merchant marine distinguished service medal and meritorious service medal for individual acts in line of duty.

Ship's crews would also be eligible for mass citations for service in marine disasters and other emergencies.

The bill would revive the World War II system of decorations given to merchant seamen and give official recognition to individual acts of bravery at sea.

Seaman's Philosophy? Seafarer Has Answer

What is the most common philosophy among seamen? That's a question pondered by many, according to Seafarer John F. Wunderlich. "I have often wondered, but unfortunately never found an answer."

"After reading the much-published theories written by great men... thinkers and dreamers of the past and present, I gave up in disgust. I was more confused than originally."

"Recently I had several conversations with Brother Frenchy Michelet, and you can knock me down with a feather if our intellectual brother didn't hit the nail square on the head. He had the correct answer... anticipation and retrospection."

"Mr. Webster states that anticipation is to foretaste or foresee; retrospection is the act of looking back on things past... I kind of rolled those words around in my limited mind for a few days, telling myself it couldn't be right... couldn't be that simple."

"Finally, something clicked... Hell, yes, he was right. What other philosophy but that? Anticipation and retrospection... that's us, brothers."

"When we're in the messroom at sea shooting the bull, about what theme is the conversation centralized? Of course, about the ports we have been in, or the ports we are bound for, or the ports we would like to go to... yes... anticipation and retrospection."

"When at the wheel or on lookout, on what does our imagination linger? That's right... the women we have known, the women we expect to know, or the women we would like to know... again anticipation and retrospection."

"When in our bunk, late at night, what's our dreams? For a married

man... the happiness known with wife and kids... the pleasure of coming home after a long trip... the joy of a wife's enfolding arms or watching the kids in care-free play... The single man is dreaming often of the wife and kids he would like to have... it's all anticipation and retrospection."

"We are usually talking or dreaming of either the past or the future, whether we be seaman or store clerks, for that matter... I tip my imaginary hat to you, Frenchy... you have the right answer."



Wunderlich

Barbara's Barber



"Snapped just before the mate had to sew bosun P. Libby's ear back on, with Jess Winifield doing the butchering," says reporter Oscar Payne on the Barbara Frietchie. Libby kept smiling all during the hair-cutting ordeal, so all must be well."

Del Valle Notes Library Snafu

To the Editor: A recent issue of the LOG carried an article by a brother member suggesting that Seafarers think carefully about making a will.

I think that this is a very good idea not only for the member but also for his beneficiary in the event something happens to him. It would eliminate a lot of legal action later on.

As secretary-reporter on the

Letters to the Editor

Del Valle, I have been requested to write about the SIU libraries that are being put on the ships. The last three times this ship has received the same books, so that we have an accumulation of two and three of a kind aboard now. We hope something can be done to straighten this out. Otherwise the library is very much appreciated by everyone.

I am writing this before we arrive back in good old New Orleans. We have had a pretty good trip. There hasn't been a single word all trip about the food, which is understandable since it has been very good and tasty.

And even if it was forgotten at the ship's meeting, I really think the steward department deserves a vote of thanks, especially the good cooks we have on board.

O. H. Manifold

(Ed. note: Your beef on the library is well taken. A careful check is being made to see that the duplication doesn't continue.)

Family Aid Is Friend In Need

To the Editor: Just a few words to say that to me, as a Seafarer's wife, the new surgical and hospital benefits for members' families are the best thing yet.

It is a great comfort to the wives left home with children to care for while their husbands are away at sea. We all get sick sometimes, find ourselves without money and wind up with a very rough time of it.

My husband left last week after being home for two weeks, but this time, as a result of this new protection, I almost feel as if he is leaving someone behind to care for us all.

This is a wonderful feeling. Many thanks to the SIU for these new benefits.

Mrs. James T. Lassiter

New Benefits A Major Gain

To the Editor: It is with sincere pleasure that I endeavor to put my heartfelt thanks regarding the new welfare benefits for the members and their families into words. In fact, an expression of appreciation should be given by the whole membership to those who have fought so hard and long on our behalf. Where else in the whole labor movement can you find the wages, conditions and benefits enjoyed by the SIU membership?

Quite often, people have asked me, "What makes an SIU man so proud and makes him

feel so important?" Well, we of the SIU have security, freedom and contentment. To be sure, there are other labor organizations that have the same, yet, when the chips are down, it is a known fact that the SIU is recognized as the union of the present and the future, both nationally and internationally.

Since the year 1938, the world, and I use that word literally, has realized that a small group of real Union men started the SIU, and the realization has now come to them and many others that our Union has grown into one of the best and most respected labor organizations of all time.

It is a credit to those who were there at its inception, many of whom are still active, and also a credit to the youngsters who came later. They have seen this wonderful organization develop from an iota of a dream into one of the staunchest bulwarks of free trade unionism.

I ask many persons who are not Seafarers and know nothing of seamen why when the going gets rough does the SIU always assist any other bona fide American union, irrespective of its affiliation. The only answer is that we know that we are an important organization, and will assist and aid anyone or any group or groups that can show that they believe in the American way of fair play.

Certainly we not only feel important, but we know that we are so, for the SIU has always led the way in showing the seafaring man the right road to security, real security, and the freedom to speak anywhere and anytime. In so doing, it has given the seaman the chance to enjoy his life to the fullest.

We must cooperate at all times to preserve same for, without the Union, we are exactly like a ship without a sail, motor or rudder. We'd sure as hell be lost.

Davy Jones

Steel Age Crew Mourns 2nd Cook

To the Editor: This is a report on the death of Brother Louis F. Johnson. The ship's delegate has already turned in a report to the SIU welfare services department, but I have been asked to write this for publication to allow any of his friends and former shipmates who wish to do so to extend their condolences to his family.

Brother Johnson was the 2nd cook on the Steel Age; he took pride in his work and his Union activities. He was, at the time of his death, the steward department delegate and was doing a fine job at it.

Up until the time he took sick in Colombo (Ceylon), on July 17, he seemed healthy enough and no one had any idea of his condition until he asked to see the doctor there. On returning to the ship, he turned in to the ship's hospital.

Three days later, he died at about nine in the evening.

He was buried at sea on Saturday, July 23, at latitude 12° 12' North, longitude 48° 41' East. Services were read by Captain Talk, and the entire crew attended.

Brother Johnson is missed by all and the crew extends its heartfelt sympathy to his family. He is survived by his mother, his wife, Mrs. Sadie Johnson, and four children. Anyone wishing to send condolences may reach them at Apt. 230, 40 An-nunciation Road, Boston, Mass.

C. E. Tobias
Ship's secretary

LOG Gives Her Sea 'Know-How'

To the Editor:

I would like to change the mailing address of my husband, Stanley J. Hutchinson, so that we can get the LOG at our new address.

I have been married only a few months and had never read the LOG until recently. I would like you to know what a wonderful paper it is and how it has helped me to better understand the things my husband talks about.

He loves the sea very much and naturally enjoys his work on any ship. But before I read the LOG I was in the dark when he mentioned different ships.

Familiar With Ships

Now, thanks to your paper, I am familiar with the names of the different ships and also with terms which seamen use.

Stanley is at present on the Oremar and of course I like that very much because he gets home a little oftener, even if it is only for one night.

Thanks again for your most wonderful and helpful paper. I would appreciate it if you would change the address as soon as possible so that I may get the papers more quickly. I certainly look forward to reading them.

Mrs. Stanley J. Hutchinson

(Ed. note: We are revising our mailing list as you requested so that you can again receive the LOG regularly.)

GI Remembers Shipping Days

To the Editor:

I really appreciate receiving the SEAFARERS LOG once again as I now can more or less keep up with everything that is going on in the Union. The paper also reminds me of some of the old runs I made years ago.

In this connection I would appreciate if some of my old shipmates on the South African and Far East runs would write to me here. They may remember me by the nickname "Junior."

PFC Nicolay Korolchuck
Co. A., 39th Engr. (C) Bn.
Fort Riley, Kansas

LOG Can Keep 'Em Up To Date

To the Editor:

I am writing to you to request you to send the SEAFARERS LOG to the USNS Suamico. This is an SUP ship but there are four SIU men on here and we expect to be in the Persian Gulf for some time yet.

The LOG would help us keep in touch with our Union.

John E. Brady

(Ed. note: Your name has been added to the mailing list and you will receive the LOG regularly from now on.)

German Seaman Hails SIU Rise

To the Editor:

I would like to thank you for sending me the SEAFARERS LOG all the last five years with such constant regularity.

I have been going to sea again since 1948 and now I am in navigation school preparing to get my captain's license.

I have been following your progress carefully and wish we would have as good a union here also. For the future I wish you all the success you have had up to date.

R. Suttor
Bremen, Germany

Seafarers In The Hospitals

- USPHS HOSPITAL BALTIMORE, MD.
 - Manuel Antonana
 - E. Ardoin
 - Francisco Argenal
 - Joseph Battaglia
 - Eugene W. Bent
 - Kenneth Bewig
 - Frederick Burford
 - William J. Carey
 - Carl E. Chandler
 - Charles Coburn
 - Victor B. Cooper
 - Guy G. Gage
 - Charles H. Gill
 - Gorman T. Glaze
- USPHS HOSPITAL GALVESTON, TEXAS
 - P. G. Daugherty
 - Thomas Crosby
 - M. DeGollado
 - H. V. Erickson
 - James E. Hodges
 - John E. Markopolo
 - Henry B. Riley
 - John E. Tillman
- USPHS HOSPITAL MOBILE, ALA.
 - Matthew J. Nolan
- USPHS HOSPITAL NEW ORLEANS, LA.
 - T. P. Barbour
 - Julian B. Barrett
 - Carol J. Bauman
 - Merton Baxter
 - Charles Bradley
 - Charles E. Brady
 - J. L. Buckelew
 - John L. Caldwell
 - Lloyd T. Callaway
 - Byron Chapman
 - Peter DeVries
 - Jack Fillingim
 - George Foley
 - Leo Fontenot
 - Louis Guarino
 - Earl T. Hardeman
 - George A. Hill
 - Edward Jeanfreau
 - E. G. Knapp
 - Duska Korolia
 - Norman L. Krumm
- USPHS HOSPITAL NORFOLK, VA.
 - Edwin A. Ainsworth
- SAILORS SNUG HARBOR STATEN ISLAND, NY
 - Joseph Koslusk
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY
 - Edmund Abualy
 - Fortunato Bacomo
 - Fran W. Bemrick
 - Claude F. Blanks
 - Robert L. Booker
 - Joseph G. Carr
 - Gabriel Coloni
 - Mariano Cortez

- Walter W. Denley
 - John J. Driscoll
 - Bart E. Guranick
 - Talb. Hassen
 - Joseph Isbits
 - Thomas Isaksen
 - John W. Keenan
 - John R. Klemowicz
 - Ludwig Kristiansen
 - Frederick Landry
 - James J. Lawlor
 - Kaarel Leetmaa
 - Leonard Leidig
 - James Lewis
 - Arthur Lomas
 - Mike Lubas
 - Francis F. Lynch
 - Joseph D. McGraw
 - A. McGuigan
 - H. F. MacDonald
 - Michael Machusky
 - Vic Milazzo
 - Melvin O. More
 - Eugene T. Nelson
 - Joseph Neubauer
 - James O'Hare
 - Daniel Ruggiano
 - G. E. Shumaker
 - Henry E. Smith
 - Harry S. Tuttle
 - Virgil E. Wilmoth
 - Chee K. Zai
- USPHS HOSPITAL SAN FRANCISCO, CALIF.
 - Marcelo B. Belen
 - Raymond Frye
 - E. K. Hansen
 - William Hunt
 - A. F. Martinez
 - Charles D. Merrill
 - Alonzo M. Mileski
 - John F. Murphy
 - Orlando Rosales
- USPHS HOSPITAL STATEN ISLAND, NY
 - Thomas D. Dailey
 - Gerald Fitzjames
 - William Glesen
 - Estell Godfrey
 - Manuel Landron
 - John McWilliams
 - Joseph Martus
 - John Michlek
 - Perry Roberts
 - G. H. Robinson
 - Jose Rodriguez
 - Matti Ruusukallio
 - Dominick Trevisano
- USPHS HOSPITAL SAVANNAH, GA.
 - Jimmie Littleton
- USPHS HOSPITAL SEATTLE, WASH.
 - R. J. Arsenault
 - L. Bostley
 - Dominick Di Maio
 - H. Fountain
 - Franklin W. Fyock
 - Sverre Johannessen
 - V. K. Ming
 - L. E. Twite
- SEASIDE HOSPITAL LONG BEACH, CALIF.
 - Malcolm M. Cross
- USPHS HOSPITAL DETROIT, MICH.
 - Tim Burke
- USPHS HOSPITAL MEMPHIS, TENN.
 - Charles Burton
- TRIPLER ARMY HOSPITAL HONOLULU, HAWAII
 - Frank T. Campbell
- USPHS HOSPITAL FORT WORTH, TEXAS
 - B. F. Deibler
 - Albert W. Kozzina
 - Jose Santiago
 - Rosendo Serrano

LOG Stalwart Sidelined By Packer Mishap

A frequent contributor to the SEAFARERS LOG regarding faraway people and places, Seafarer Luis A. Ramirez this time is the subject of another's penmanship, following an accident which occurred recently on the Citrus Packer (Waterman).

Ramirez, the 4-8 fireman, suffered burns in the face and on his arm after what is described as "a terrific explosion" in one of the boilers on the ship. He was on watch at the time, as the Packer was leaving Kobe, Japan.



Ramirez

According to T. Weber, ship's secretary-reporter, who recounted the incident, Ramirez was treated later by a doctor in Yokohama, but is still pretty shaken up, aside from the pain of the burns themselves.

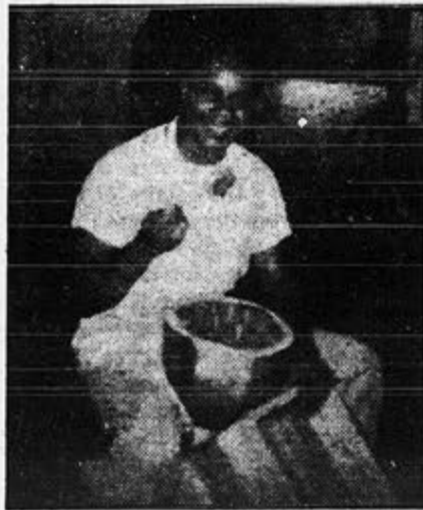
Sailing on SIU ships since 1943, Ramirez notes that this was the first time that he had ever had an accident on the job, and that he certainly hopes this is the last one as well.

His many friends are hoping he's back in A-1 shape again soon, so that he can continue his tireless correspondence regarding the different places he visits on SIU ships. (The photo above was taken after the accident.—Ed.)

from the Ship's Reporter

C. Packer

Tasty Dish



Digging in to demolish some cooling watermelon, "Woody" Woodward, 3rd cook on the Royal Oak, looks pleased with the task ahead. His cooking has the rest of the crew smiling also, says reporter Dan Beard. Photo by "Scotty" Ramsey.

NW Victory Capitulates



It was "just like home" for Seafarers Fario Morris, wiper; Chester B. Wilson, DM, and Paul Hellerbrand, bosun, all off the Northwestern Victory, when they helped waitresses cut string beans for dinner in the USS Club, Naha, Okinawa. It's probably a lot tougher to get them to turn to like that when they're home, however.

Robin Sherwood Takes Africa—& Vice Versa

"Baseball, babes and bruises"—although not necessarily in that order—very adequately describes the most recent South African port-to-port junket of Seafarers aboard the Robin Sherwood, according to the account furnished by Bill Dunham, ship's reporter.

Arriving at Capetown, crewmembers were quick to notice "smoke signals in the far-distant hills notifying the sisters that the romeos were approaching, loaded with pounds . . . One man was not ready when it came time to leave the ship, and was half-dressed on entering the Carlton House, shirt and tie still in his hand.



Maynes

"But the poor guy had forgotten his girl's address, so he had to go back anyway and get it. Another man, with plenty of pound and shilling appeal, was there with not one but four of his harem planning the evening's entertainment."

Hospital Cases

On the unhappy side, Dunham reported there were several hospital cases on record, including Heath "Tony" Pressly, our "glorified galleyboy," who was left in Capetown with a ruptured appendix; Tom Maynes, crew pantryman, hospitalized in Port Elizabeth; J. Rios, oiler, drydocked in Lorenzo Marques; Charles Cantwell, baker, off at Dar Es Salaam with a bad foot, and Frank Manthy, AB, another appendix victim.

"After a lot of hard work," Dunham continued, "the Sherwood All-Stars were reborn at Dar Es Salaam, and met up with the American consul team for a baseball game. But the All-Stars got off on

the wrong foot, with all the bats, balls and gloves in one hand and much refreshment in the other, so they lost by a heavy margin, 13-2.

"This did not discourage them, however; they came back for more and landed on top this time . . .

"At Mombasa, we were fortunate to pick up Nick Hermark, 'personality kid of the engine department,' who took over the duties of crew pantryman. What he did not know in this job, he organized to his way of thinking. He had help from all departments in washing his dishes."

from the Ship's Reporter

Sherwood

Bombay Is No Bargain For Cecil Bean Crew

As far as the Seafarers on the Cecil N. Bean are concerned, "the gettin' was almost as bad as the bein'," on their recent trip to Bombay.

According to details supplied by Seafarer Sten T. Zetterman, ship's secretary-reporter, the ship originally left the US from Seattle in March, loaded with grain for India. The crew was really looking forward to spending at least a short time in their favorite port of Yokohama, which was to be the first stop for bunkers on the 'round-the-world trip.



Zetterman

"However, we hit a little rough weather—and a Liberty ship being what it is—headed south to Honolulu to get badly-needed fuel. A few days later, engine trouble developed, so we began looking for Guam, our nearest port . . .

"While entering the harbor there, we lost one of the anchors. But it was a small price to pay, as it definitely saved the ship from piling on the rocks before the chain parted . . .

"Finally, after another stop in Singapore for bunkers, we arrived in Bombay, after spending almost two months getting there . . .

No Return Planned

"The crew's opinion of Bombay is given daily—in unprintable words. Shipping will have to be really tough before any of us take a ship to this place again . . . There are some exceptions to this, of course, as a couple of the boys made great progress with some European 'femmes' at Beach Candy . . .

"Bombay is probably the slowest port in the world when it comes to unloading and loading a ship. The stevedores seem to be working on an intensified 'go slow' policy, and the monsoon is just starting,

which means more delay. After three weeks here, we're still due for another month of this heat, filth and never-ending haggling with the natives . . .

"You'd think a popular collector's item here would be an elephant tusk or a snake charmer's outfit, but actually it's a beer permit. Even if you have one, the limit is only three bottles of beer every two days, one one day, and two the next. Without a permit, the strongest thing you can get is a coke . . .

"We'll be a happy bunch when we get on our way to the States."

from the Ship's Reporter
Cecil Bean

Bosun At Work



With strands of wire strung out in all directions, bosun George Libby on the Steel Age looks like he's tangling with an octopus as he tries his hand on a "Navy-locked splice" on a length of cable. Photo sent in by reporter C. Tobias.

LOG-A-RHYTHM:

Thoughts About The Sea

By E. A. King

There's something so profound about the sea
This one short line remains to me
When I attempt my feelings to define
As I behold it from the beach shoreline.

I try for words: grand, beautiful, serene;
Or cruel, majestic, wild—these do not mean
What I would say, perhaps there is no word;
Thoughts of the Sea are deeper felt than heard.

There's something so alive, yet so resolved,
As though with but the great it is involved;
The petty things, the nil, the minutiae
Are out of place when thinking of the Sea.

And yet within its' fullness still is found
The smallest life, past sense of sight and sound.

As the immense; both find in it a home,
Within, beneath that depth of weight and foam.

So safe; so all eternal and so deep—
How peacefully the dead at sea must sleep!
Beneficent, yet treacherous, untamed,
Called many names, yet in true fact unnamed.

So changeless yet so ever at a change
So near, familiar, yet so far and strange;
So mighty; so impassive; so unknown—
And yet so much a part of all we own.

It never rests, but moves with destined pace
Held by the moons and seasons in its place
I could write on, but this line speaks for me:
There's something so profound about the Sea.

Burly

He Improvised

By Bernard Seaman



Fame, Fortune Fizzle As Del Sud Message In Bottle Lands In Cuba

A ragged 11"x6" scrap of brown paper enclosed in a bottle that washed up on the beach at Cayo Coco, Cuba, last month probably represented the closest that Cuban fisherman Tomas Perez ever came to fame and fortune in his life.

Written in English, it might

Pizza 'Chemist'



Backing away from the oven—and almost out of the photo also, Vince Astorino, galleyman on Steel Chemist, removes one of those sizzling pizza pies he bakes for the crew. Photo by Ed Lessor.

have been the key to some fabled "lost treasure of the Indies" or to a long-forgotten sea disaster, for all Perez knew. The cryptic message, however, held out hope of neither. It read as follows:

"If found please write to 'Seafarers Log,' 675 - 4th Ave., Brooklyn, NY. Thrown overboard from the SS Del Sud, between Cuba and Florida on February 13, 1954. By Ira C. Brown and E. C. Caudill."

Obviously, what might have been was definitely not. But once Perez got it translated he dutifully did the next best thing and wrote to the LOG.

If he was disappointed by his find, he didn't let on.

The bottle was found on the morning of July 15, and "as the paper says, we are writing to you. My name is Tomas Perez, fisherman. I live at 16th Pareado St., Caibarien, Cuba. This letter is written by a friend, for we don't know English."

Apparently, like many other

SIU men and other seamen, Seafarers Brown and Caudill had innocently dispatched a bottle into the briny to see how far and where the sea would carry it. Many ships do this sort of thing regularly under US Government auspices to help scientists chart the path and speed of ocean currents.

Brown and Caudill, however, were on their own. The bottle might have wound up in Madagascar or Greenland. For the record, their glass - enclosed missive did not get too far.

Cayo Coco is outside the Cuban city of Caibarien, a sugar port of 22,000 population, which is on the northern coast of the island about 190 miles east of Havana as the crow flies. It is just slightly to the southeast of being on a direct line from Miami on the Florida mainland, 225 miles away.

But the bottle apparently took one year and five months to make land. Most of us could swim the distance faster, providing the sharks didn't raise any objection.

If nothing else, however, the events prove that (1) notes in bottles are read carefully, (2) they do land somewhere although almost never where you expect them to go and (3), that the SEAFARERS LOG really gets around.



Brown

Directory Of SIU Branches

SIU, A&G District

- BALTIMORE 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
- BOSTON 276 State St. James Sheehan, Agent Richmond 2-0140
- HOUSTON 4202 Canal St. C. Tannehill, Acting Agent Capital 7-6558
- LAKE CHARLES, La 1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744
- MOBILE 1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1754
- NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600
- NORFOLK 127-129 Bank St. Ben Rees, Agent MADison 2-9834
- PHILADELPHIA 337 Market St. S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO 450 Harrison St. Leon Johnson, Agent Douglas 2-3475
- Marty Brethoff, West Coast Representative
- PUERTA DE TIERRA, PR Pelayo 51-La 5 Sal Collis, Agent Phone 2-5996
- SAVANNAH 2 Abercorn St. E. B. McAuley, Acting Agent Phone 3-1728
- SEATTLE 2505 1st Ave. Jeff Gillette, Agent Elhott 4334
- TAMPA 1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323
- WILMINGTON, Calif. 505 Marine Ave. Ernest Tilley, Agent Terminal 4-2974
- HEADQUARTERS 675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall
- ASST SECRETARY-TREASURERS
J. Algina, Deck C. Simmons, Joint
J. Volpian, Eng. W. Hall, Joint
E. Mooney, Std. R. Matthews, Joint

SUP

- HONOLULU 16 Merchant St. Phone 5-8777
- PORTLAND 522 N. W. Everett St. Beacon 4336
- RICHMOND, CALIF. 257 5th St. Phone 2599
- SAN FRANCISCO 450 Harrison St. Douglas 2-8363
- SEATTLE 2505 1st Ave. Main 0290
- WILMINGTON 505 Marine Ave. Terminal 4-3131
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600

Canadian District

- HALIFAX, N.S. 128 1/2 Hollis St. Phone: 3-8911
- MONTREAL 634 St. James St. West Plateau 8161
- FORT WILLIAM 118 1/2 Syndicate Ave. Ontario Phone: 3-3221
- PORT COLBORNE 103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario 272 King St. E. Empire 4-5719
- VICTORIA BC 617 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC 298 Main St. Pacific 7824
- SYDNEY, NS 304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec 20 Elgin St. Phone: 545
- THOROLD, Ontario 52 St. David St. Canal 7-3202
- QUEBEC 113 Cote De La Montague Quebec Phone: 2-7078
- SAINT JOHN, NB 177 Prince William St. NB Phone: 2-3232

Great Lakes District

- ALPENA 133 W. Fletcher Phone: 1238W
- BUFFALO, NY 180 Main St. Phone: Main 1-0147

- CLEVELAND 734 Lakeside Ave., NE Phone: Cleveland 7391
- DETROIT 1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH 531 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 5-2416

Beauregard(s) In Yokohama



Relaxing ashore in Yokohama on Far East run, Tampa Seafarers on the Beauregard say hello to friends all over world. Pictured (l-r) are A. Llanes, AB; J. Pagola, night cook-baker; J. Williams, oiler; R. Tivolacci, OS, and J. Moro, wiper.

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

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

NAME

STREET ADDRESS

CITY ZONE STATE

Signed

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

ADDRESS

CITY ZONE STATE

Applauds SIU's Ship Meal Plan

To the Editor:

When we were in Norfolk, Virginia, we were boarded by Phil Reyes, SIU consultant on the union's new feeding system aboard our contracted ships. The steward department and other crewmembers were pleasantly surprised to learn that the SIU is right on the ball again in instituting this new system, in which we are sure

his lot on the ship more pleasant and secure, for as long as he follows and enforces the list of instructions pertaining to the system he has no worry about the company or the Union giving him hell as has happened in many cases in the past. I believe also that this new system will eliminate the incompetents in the steward department and will result in the full application of the conditions that our union has fought so hard to obtain for us.

To other ships of the Waterman fleet and to rest of our contracted ships in general, I and the crew aboard this ship heartily recommend the new SIU feeding system.

Mike McChalik, Chief Steward
Michael Schalestock,
Ship's delegate

Letters to the Editor

will have a far-reaching benefit in our shipboard conditions.

Brother Reyes called a special meeting of all departments and explained in detail the new system, how it works and why it is necessary that it should succeed not only on this vessel but on every one of our contracted ships. He assured the members that the system does not entail any additional work as provided by our present agreement, nor would it conflict with the steward department routine, and he also assured the crew that should this system be followed, better service, more palatable food, with less waste would be obtained. Furthermore, by minimizing or eliminating waste the union will have a stronger position in demanding more varieties of better quality food from our contracted companies.

At First Skeptical

At first the steward department, including myself, were a little skeptical about the new set-up but after several days, with Brother Reyes supervising the introduction of the new system, compliments began flowing into the galley from various crewmembers and officers topside, the feeling of skepticism vanished, and the steward department became very enthusiastic about the new program. They now feel that the extra efforts they will have to put into the system will be more than compensated by the absence of any food beefs, and the amicable relations all around among satisfied and well-fed crewmembers.

Of course the success of the system depends on the co-operation of the three departments aboard ships. Tolerance and patience of the deck and engine departments is necessary in waiting for their orders from the galley, just like in hotels and restaurants, and ordering only what they feel like eating, instead of the usual "full house" when one is too lazy to read the menu on the board.

I am happy to report that the crew of the Maiden Creek not only gave Brother Reyes their full cooperation but even offered him several suggestions to further improve the new system. He highly complimented the crew at the end of his trip with us.

Knows The Problems

As a steward who has been sailing for many years and who knows the many problems which confronts us stewards with respect to our relations with the company and the crew, I believe this new SIU feeding system is the best break in our shipboard conditions. Any steward who is competent and capable will find

Wants Name On LOG List

To the Editor:

I wonder if you could mail me the SEAFARERS LOG. I understand that it is a great paper to read on all marine and union matters.

I have a brother who has been a member of the SIU since its organization, and would very much like to read the LOG about which he speaks so well. My brother's name is J. T. Lassiter and he is riding under the proud Union number L-2. Thank you in advance for your paper.

H. B. Lassiter

(Ed. note: Your name has been added to the mailing list and you will receive the LOG from now on.)

Impressed By Union Methods

To the Editor:

The members of the quarterly finance committee wish to inform the membership that we were very much impressed with the efficient and business-like manner in which the Union keeps its records and runs its affairs.

This is in sharp contrast with what we have learned from recent Congress hearings about the sloppy way that some of the subsidized steamship operators do business. As far as we are concerned they could take a leaf from the Union when it comes to administration.

The committee members, besides myself, who agree with these sentiments are Edward Hansen, Frank Moran, Ralph Ewing, Joseph Malone and Charles Oppenheimer.

E. A. "Andy" Anderson

Thanks Shipmate For Sympathy

To the Editor:

Just recently I had to get off the Seatrain Georgia, on which I was chief steward, because of the death of my sister. My shipmates on the Georgia were kind enough to take up a collection and send flowers to the funeral ceremonies.

I would like to thank these Union brothers for their kindness and consideration. It is deeply appreciated.

Walter Newberg

Likes The LOG - Union Too

To the Editor:

I want you to know I thoroughly enjoy reading the SEAFARERS LOG. It has so many interesting items and features.

I think the SIU is a wonderful Union and I'm proud my husband belongs to it.

Mrs. Wayne Henderson

HURRICANE (Waterman), July 9—Chairman, J. Longfellow; Secretary, E. McHale. Rooms have been painted but more fans are desired in fore/cle. It was moved that fans be placed in recreation room and that a letter be sent to New York regarding deck department's breakfast hour. It was suggested that crew cooperate with turning in all linen and returning cups; that repair lists be drawn up; that lock be placed on pantry doors and library doors.

GOVERNMENT CAMP (Cities Service), July 10—Chairman, H. Connell; Secretary, J. Maloney. Since the ship is scheduled for shippard at the end of this voyage all repairs are to be listed. New fans are aboard and will be installed on Northbound trip. Treasurer reported \$7 in the ship's fund.

Digest of ships' Meetings

SEATRAN TEXAS (Seatrains), June 25—Chairman, J. Allen; Secretary, C. Oppenheimer. Discussion on crewmembers reporting on board ship at least one hour before sailing time. Ship's delegate will contact patrolman for instructions to act on at next instance for members being late. Cash on hand \$84.52. Report on Merchant Marine and Fisheries Committee was read and discussed by the crew. All agreed to accept.

STEEL MAKER (Isthmian), June 27—Chairman, Brown; Secretary, Flood. All communications were read and discussed by entire crew. A motion was made by W. Wilkens to accept same. Carried unanimously. Crew was given a report on the SIU Welfare Plan, the Merchant Marine and Fisheries Committee and the New York waterfront beef here. Motion made and seconded to accept patrolman's verbal reports. Carried.

KYSKA (Waterman), June 22—Chairman, J. Batson; Secretary, E. Mattison. Sanitary work on the ship, including laundry and recreation room aft was settled between the wiper and OS. All repairs of the previous trip are to be taken care of. New large blankets are aboard and men can get same from the steward. Captain will have all crew fore/cles painted this trip. There is a balance of \$5.10 in the ship's fund. One oiler on board who caused so much trouble last trip was suspended for sixty days by the US Coast Guard. All reports were posted on the bulletin board.

STEEL SEAFARER (Isthmian), June 17—Chairman, R. Darville; Secretary, F. Puglisi. Ship's treasurer reported that there is \$12.63 in the ship's fund. Crew was given a report on the convention and agents' conference which they agreed to accept unanimously.

AFOUNDRIA (Waterman), June 12—Chairman, J. Grimes; Secretary, L. Moore. A new ship's delegate was elected. Menu board will be moved as entire crew can't see it when they are sitting down at tables. Repairs lists will be made up on items that crew can repair. Stop chest price list and opening time will be posted on board. All hands were asked to keep laundry cleaner and to bring all dirty linen up at changing time.

SAND CAPTAIN (Construction Aggregates), June 19—Chairman, R. Talaiken; Secretary, A. Ferrara. Ship's delegate reported that the mail service will be improved by appointing one responsible person in the Zapara Island office. Quarterly statements are to be more thoroughly investigated. Ship's treasurer reported \$60 in the fund. Crewmembers are in favor of purchasing a movie projector. Men were asked to turn in excess linen.

DEL MAR (Mississippi), May 29—Chairman, E. P. Leonard; Secretary, E. Caudill. Discussion by the ship's delegate on performing. Beer will be cut off by the captain and guilty member will face a fine from the Union so crewmembers were asked to act accordingly. Discussion on men going to the hospital in foreign ports. Balance on hand in ship's fund is \$183.90. Motion made and carried to take \$30 out of every arrival pool for special movie fund. Brother Bobby Garn, ship's delegate of last trip, was given a vote of thanks for a job well done.

HASTINGS (Waterman), June 18—Chairman, R. Callahan; Secretary, N. Lafortezzi. A few minor beefs on the food situation will be taken care of. Forms for welfare plan have been sent in. Some disputed overtime reported. Crewmembers read and discussed report from headquarters on the convention and agents' conference.

ALCOA PURITAN (Alcoa), June 19—Chairman, C. Parker; Secretary, H. Kilmon. A suggestion was made to paint the lockers on the inside to keep rust off the clothes. Steward asked crewmembers to take care of the folding cot, and put them away when not being used. The aft spring-line has a lot of fish hooks in it and needs replacing. Suggestion that shelves be installed over bunks.

SALEM MARITIME (Cities Service), June 21—Chairman, W. Palmer; Secretary, E. Harrison. A vote of thanks was given to the ship's delegate for a job well done. A new brand of soap

should be placed aboard. Sink in pantry should be repaired as soon as possible. A new iron for the crew was purchased and the money was taken from the ship's fund.

STEEL RECORDER (Isthmian), June 12—Chairman, J. Burchinal; Secretary, J. Breen. All crewmembers and officers donated \$3 per man for washing machine which was bought by the second electrician out of his own pocket. All members were given enrollment cards to fill out. Treasurer reported \$37.75 in the ship's fund.

DE SOTO (Pan Atlantic), June 26—Chairman, B. Varn, Jr.; Secretary, J. Chermesino. Repairs will be taken care of at payoff in New Orleans. Report on Merchant Marine and Fisheries Committee was read and discussed by crewmembers. Ship's reporter explained why list of names were in the LOG. Old ship's delegate urged crew to give full cooperation to the new delegate.

MAIDEN CREEK (Waterman), June 19—Chairman, W. Anderson; Secretary, L. Wing. One man missed ship in San Juan and he will be turned over to the boarding patrolman. Several topics were discussed and suggestions made on same. Each department delegate turned in a repair list.

FORT HOSKINS (Cities Service), June 9—Chairman, H. Westfall; Secretary, B. Webb. Brother Westfall elected ship's delegate by acclamation. Ship's treasurer reported a balance of \$10 in the ship's fund. Rooms are being painted, springs need fixing and new mattresses are coming aboard.

YORKMAR (Calmar), June 18—Chairman, J. Wall; Secretary, R. Morgan. Discussion on stores and if they will last to New York. Steward reported that with the stores ordered for Panama there will be sufficient supplies on board. Discussion on repair list.

MANKATO VICTORY (Victory Carriers), June 24—Chairman, Lucas; Secretary, Cothrell. Motion made and carried to accept verbal report as given by boarding patrolman. All communications and reports sent to ship were read and discussed by the entire crew. No beefs or disputed overtime reported.

OCEAN NORA (Maritime Overseas), July 2—Chairman, T. Holt; Secretary, E. Kazmowsky. Discussion held on money draws in Pusan, Korea with particular interest on the rate of exchange. There was a special meeting for steward department regarding time off. Some disputed overtime.

ROBIN WENTLEY (Seas Shipping), June 12—Chairman, D. Hall; Secretary, W. Wentling. Operation of new sandwich grill in crew mess was explained to the crew. Request made to fix lockers in 8 to 12 fore/cle. Motion made and carried to see patrolman about putting a separate washing machine aboard for officers. There is a balance of \$41.20 in the ship's fund.

SOUTHSTAR (South Atlantic), June 19—Chairman, J. Wunderlich; Secretary, J. Floyd. Discussion on date ship's articles go into effect. Discussion on different drinks to be served with meals. Question of fresh milk in Antwerp brought up, and it was decided that rank taste cannot be helped due to excess bacteria count when delivered. Brother Burned made a motion that at payoff crew should get a clarification on using electric chipping guns aloft. Motion carried.

ROBIN SHERWOOD (Robin), June 11—Chairman, B. Johnson; Secretary, Tom William. Food is a big problem aboard this ship. The steaks are tough, preparation of food is not up to standard and quality of beef isn't good. Crewmembers were told to keep natives out of midship house as one brother has lost considerable money already. Two men taken off ship for medical attention.

ELIZABETH (Bull), June 25—Chairman, L. Geoch; Secretary, R. Vellings. Ship's delegate reported that crew messman was slugged by longshoreman in New York. Mail service aboard this ship is bad. A new ship's delegate was elected.

ALCOA CLIPPER (Alcoa), June 19—Chairman, R. Roberts; Secretary, H. Patterson. Article from Venezuela newspaper will be sent to LOG. Suggestion made to change time stop chest is opened. Brothers were asked to accept nominations for various offices so they will be more familiar with the Union. Crewmembers must have a good excuse for missing fire and boat drill. Food beefs will be taken to patrolman. There is a total in the ship's fund of \$163.18.

MOJAVE (Transoceanic Marine), June 19—Chairman, L. Pepper; Secretary, R. Sissions. Seattle agent was given a big hand for squaring away a beef with the Radio Operations Union just before sailing time. The steward department was given a vote of thanks for doing a swell job. A new light is needed on the washing machine to tell whether it is running or not.

GENEVIEVE PETERKIN (Bloomfield), June 19—Chairman, E. Rowell; Secretary, J. Atchison. Adequate bunks to be installed in the hospital so sick men can use same. This ship is loaded with roaches and patrolman will be informed of situation. Steward department to clean up all passageways. One man paid off in France will be put in hospital. Motion made by E. Golings that all men after one year on a ship should have to get off due to shipping slowing down. Carried by majority.

HIGH POINT VICTORY (Bull), June 23—Chairman, R. Miller; Secretary, R. Morrisette. Brother Miller sent a wire to New York to find out why the company didn't put a new washing machine aboard. Each member of the crew was asked to donate 25c. to the ship's fund. All department delegates were asked to get a repair list up as soon as possible. All hands were asked to keep the mess-hall clean, and to see that cups and glasses are brought back to the pantry. A vote of thanks was given to the steward department for doing a very fine job.

THE CABINS (Mathiasen), June 12—Chairman, B. Granberg; Secretary, F. Kustura. Ship's delegate reported that no attempt was made to repair windless forward. There was some discussion on men who were logged in Japan. Each delegate should emphasize on his repair list that the vessel needs fumigating for roaches. Deck delegate cautioned men about talking about crew affairs with officers. Ship's delegate reported that repairs have not been made on water tight door after appearing on repair list several times.

STEEL NAVIGATOR (Isthmian), June 12—Chairman, H. McQuage; Secretary, G. Perry. There was a general discussion of unionism by crewmembers. The latest communications and reports from headquarters were read and accepted by the entire crew. A letter was read to the crew in reference to safety conditions in the deck department.

DEL ALBA (Mississippi), June 19—Chairman, James King; Secretary, W. Geis. Master requested that any man going aloft should wear safety belt. Everything in order with no beefs. The steward will contact the port officials on the poor grades of meats put on board last voyage, especially strip loins, chucks and bacon.

ALCOA PEGASUS (Alcoa), June 19—Chairman, W. Yarbrough; Secretary, V. Burns. Suggestion made that an electric iron be purchased with money from the ship's fund. A motion was made and carried to have a new drain installed for scuttlebutt, and due to constant postponement this will be referred to the patrolman. Motion made that showers and toilet be installed for stevedores as on other vessels of the line, and that running water be supplied at once for jury toilet on fantail. Treasurer reports \$25 in the ship's fund.

CHILORE (Ore), June 23—Chairman, E. Zebrowski; Secretary, F. Sawyer. Ship's delegate will see the patrolman about the lack of buttermilk and juices. Motion made by R. Ring to donate entire ship's fund of \$10.70 to a brother injured aboard who was transferred from the SS Santore. A vote of thanks was given to the steward department for good food and serving.

SOUTHPORT (South Atlantic), June 18—Chairman, A. May; Secretary, J. Christy. Suggestion made to keep forward storm doors open in hot weather. Steward reported that captain said there would be no sougeeing of messhall and passageways. Shortage of stores will be brought to the attention of patrolman. Communications and reports read, discussed and posted. Quite a few minor beefs reported, however, none can be settled till the payoff.

SEATRAN NEW JERSEY (Seatrains), June 23—Chairman, W. Brightwell; Secretary, P. Patrick. One man missed ship when it sailed from Edgewater. Several copies of his gear were made out and signed by engine delegate. A new ship's delegate was elected. Discussion by chief cook and baker about heating hot water in shipyard.

GULF WATER (Metro), June 26—Chairman, H. Hallman; Secretary, H. Riddgeway. A special meeting was called to elect a ship's delegate. Saw skipper about two meals subsistence in Mobile. Draw list turned in. Repair lists made out and turned in.

GOVERNMENT CAMP (Cities Service), June 26—Chairman, M. Croft; Secretary, E. Deshels. Crew will try to get a new coffee pot. Bulletin on welfare benefits read to the crew and posted on board. Motion was made and carried that money left in ship's fund at the end of a trip when ship goes in shipyard should be turned over to some worthy charity.

May 29—Chairman, M. Brendle; Secretary, E. Deshels. Patrolman will see about getting mattresses for crew as they have requested same four different times. Treasurer reported a balance of \$20 in the ship's fund. A new ship's delegate was elected. June 30—Chairman, K. Heilmann; Secretary, R. Lyle. General discussion on SIU Welfare Plan. Ship's delegate reported no beefs or disputes in any department. Latest communications were read and discussed among crewmembers.

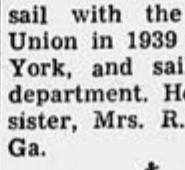
ALCOA POLARIS (Alcoa), June 19—Chairman, E. Yates; Secretary, J. Hannon. A door should be put on the book rack for library. All hands were asked to keep pantry clean at night. A vote of thanks given to the ship's delegate for a job well done. The steward department was also thanked for fine chow and service.

SEATRAN LOUISIANA (Seatrains), June 28—Chairman, M. Reed; Secretary, S. Freilich. Ship's delegate gave a talk on the Bonner Bill for the benefit of those not familiar with anti-maritime features of said Bill. This crew goes on record to give full support to any action taken by SIU to fight Bill. Discussion on advisability of getting TV repaired.

FINAL DISPATCH

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

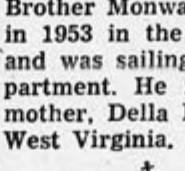
Elmer Shipp, 55: On July 1, 1955, Brother Shipp died of a heart ailment. Burial took place at Tiradentes Cemetery, Ciudad Trujillo, Dominican Republic. Brother Shipp was one of the first members to sail with the SIU, joining the Union in 1939 in the Port of New York, and sailing in the engine department. He is survived by his sister, Mrs. R. Berry of Dordele, Ga.



Ralph B. Dugger, 37: Brother Dugger died in Nakaku, Yokohama, on May 23, 1955, of acute poisoning. Joining the Union in San Francisco, California, in 1951, Brother Dugger had been sailing in the deck department. Place of burial is not known. He is survived by his wife, Kathryn Dugger, of Bellflower, California.



William Monway, 31: Asphyxia was the cause of Brother Monway's death at the Maryland General Hospital in Baltimore, Maryland. Burial took place at the Mt. Hope Cemetery in Mt. Hope, West Virginia.



Herbert Klotz: Brother Klotz was lost at sea aboard the MV Southern Districts, which was last heard from on December 6, 1954.

PERSONALS

John Scott
Please call MO 6-8637 in New York City concerning Adrienne Scott.

Jimmy Cassaro
I still have your wristwatch. Call me in New York at HA 4-8684. Ron Wolf, ex-Steel Advocate.

Kenneth L. Roberts
Please get in touch with your draft board in New York immediately.

Louis V. Coffey
Contact your wife immediately at 909 North M St., Tacoma, Wash. It is urgent that you do so.

Mulvery B. Wilson
It is urgent that you contact your mother as soon as possible.

Felix Botello
Contact the welfare department at SIU headquarters immediately regarding maternity benefits being held for you.

Friends of William E. Pepper are asked to write or visit him at the Belt Parkway Nursing Home, 1832-83 St., Brooklyn 14, NY.

Speak Out At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their minds.

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:

Pamela Lee Parker, born July 12, 1955. Parents, Mr. and Mrs. Clyde D. Parker, Chickasaw, Ala.

Alison Verna Smith, born April 14, 1955. Parents, Mr. and Mrs. Clyde Smith, Yonkers, NY.

Bobby Gerard Carrasquillo, born July 11, 1955. Parents, Mr. and Mrs. Mrs. Lorenzo Carrasquillo, New Orleans, La.

Dale Ann Maas, born May 31, 1955. Parents, Mr. and Mrs. Henry J. Maas, Jr., New Orleans, La.

Deborah Ruth Rankin, born July 12, 1955. Parents, Mr. and Mrs. James Rankin, New Orleans, La.

Vicky Lee Anderson, born July 2, 1955. Parents, Mr. and Mrs. Richard Anderson, Colmar Manor, Md.

Susan Anne Payne, born July 16, 1955. Parents, Mr. and Mrs. Charles N. Payne, Baltimore, Md.

Melanie Dorothy Doyle, born June 17, 1955. Parents, Mr. and Mrs. William Doyle, New Orleans, La.

Janice Mae Brown, born June 30, 1955. Parents, Mr. and Mrs. Thomas Brown, Savannah, Ga.

Peter Heinrich Lohse, born March 7, 1955. Parents, Mr. and Mrs. Peter Lohse, Flushing, NY.

Vassillos John Livanos, born July 15, 1955. Parents, Mr. and Mrs. John V. Livanos, Brooklyn, NY.

Patricia Agnes Burgess, born July 22, 1955. Parents, Mr. and Mrs. Joseph Burgess, Brooklyn, NY.

Leslie Ramon Cubano Mercado, born July 4, 1955. Parents, Mr. and Mrs. Jose Cubano, San Juan, PR.

Thomas Edward Floyes, born July 22, 1955. Parents, Mr. and Mrs. Robert Floyes, Mobile, Ala.

Martha Jean Wallace, born July 20, 1955. Parents, Mr. and Mrs. Earl C. Wallace, Galveston, Tex.

Edward Henry Kolenovsky, Jr., born July 27, 1955. Parents, Mr. and Mrs. Edward H. Kolenovsky, Galveston, Tex.

Jeanne Elizabeth Jones, born July 20, 1955. Parents, Mr. and Mrs. Wilkerson Varnel Jones, Mobile, Ala.

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

Seafarin' Shakespeares



Well-known to LOG readers are the two Seafarer-writers whose tales are printed here. Shrimpton's recent account in the LOG of a voyage with a load of monkeys was excerpted in the Christian Science Monitor. Michelet is well-known for his colorful essays on his many ports of call throughout the world and his tasty recipes.

The Little Man In The Box

By Seafarer Jack "Aussie" Shrimpton

One of the minor occupational hazards of seafaring is that most of us have too much time on our hands and very little to do with it. This often leads to shipboard shenanigans both comic and serious. The hilarious cameo that follows occurred recently aboard an Isthmian ship homeward bound from a run-of-the-mill round-the-globe-haul.

The characters (and I do mean characters) in the order of their appearance were Shorty, a diminutive, knee-high-to-a-grasshopper pantryman, and Brainy, a first-trip wiper right out of the back bayous of Louisiana. Brainy most certainly belied his nickname in spades and was the kind of a lad who would have experienced extreme difficulty counting up his fingers and toes without wagging them. His daily diet was grits and gravy, and the very swamp grass figuratively sprouted out of both ears.

Naturally, it was only a matter of hours before his shipmates caught on, and thenceforth the boisterous sport of pulling Brainy's innocent spar became a daily pastime. The prankster-in-chief was a 4-8 fireman named Shakey, who was endowed by nature with both a vivid imagination and a most lurid line of feminine anecdote. His trusty little helpmate at all times was Shorty, the pint-sized crew pantryman.

At San Francisco, one of the cooks bought a huge second-hand

juke box, which he intended to transport to his native Manila. In return for parking privileges in the messhall, he agreed to allow the messhall, he agreed to allow was, accordingly, stowed and lashed in shipshape manner right beneath the crew pantry service window, and thenceforth the joint was jumping to the strains of "The Boogie-Woogie Rag" and "O Mien Papa." To Brainy, however, the whole box of tricks was a source of never-ending bewilderment. It was the first juke box he had ever clapped eyes on, and within 48 hours Shakey had him firmly convinced that one of Shorty's many duties was to sit inside it and change the records . . . on overtime yet!

If all this sounds incredible, it is only necessary to remind you that the Brooklyn Bridge has been sold on nine officially recorded occasions, while early this year, some eleven hundred New York citizens appended their names (in passer-by innocence) to a public petition to hang the President from atop the Empire State Building . . . and they were not all Democrats either.

After several days of continuous build-up Shakey had Brainy all primed and ready for the kill. The



steward cooperated by obligingly putting hogs-jowls and turnip greens on the supper menu, that delicacy being the Bayou boy's gastronomic delight and joy. Shorty was instructed to duck out of sight beneath his pantry service window and to ad lib his part as it came to him.

Busy In The Box

At 5:30 into the messhall marched our hero all set for his favorite dish o' victuals. The juke box was going full blast as usual, and as Brainy attempted to place his order above the din, John, the messman, hollered to him that he would have to wait awhile because Shorty was on overtime and too busy to come out of the box and serve in the pantry.

Immediately Shakey leaped beligerently to the rescue. "Why don't you tell him to get the hell outa there, Brainy," he said. "His pantry job comes first and he's got

no call to be in there racking up overtime during meal hours anyway. You go right over and tell him to get out of that damn thing and get his fanny back in the pantry were it belongs." "Think I'll do just that," drawled the lad from the swamps; and going over to the juke box he bent down and fetched it a field goal slap in the pants and yelled, "Hey, Shorty, you get outa that damn contraption pronto and git me some hogs-jowls, willya."

"Okay—wait a minute, can't you," came the muffled reply, apparently from out of the innermost bowels of the box. "I've gotta put this Harry James number on for Shakey first—take it easy, willya—I'll be right out." Sure enough, the record changed and then up bobbed Shorty from behind his pantry window for all the world as if he had just come crawling out of the innards of the nickelodeon.

"Gosh," he said, displaying a pair of very grimy palms, "It's damn dusty inside that thing. Now what's for you, Brainy . . . hogs-jowls and greens . . . coming right up, fella."

"Well, okay," said The Brain, somewhat mollified and returning to his seat. "Why don't you quit fooling around in that box anyway. And if you've gotta be in there why in hell don't you put on some good Rebel tunes instead of all that damnyankee twaddle. Come on, boy . . . let's go."

If at this point you are inclined to agree with the cynical gent who said that "a ship was the only institution on God's green earth that was run entirely by the inmates," nobody is going to give you much of an argument. However, lunatic laughter is both good for the digestive tract and, even more importantly, to break up the dreary monotony of a long voyage.

Puerto Rico Revisited

By Seafarer A. "Frenchy" Michelet

I have always considered those starry-eyed darlings who parlay cute dimples, trim figures and provocative smiles into matrimonial alliances with wealthy playboys as this country's finest salespeople. However, even the brilliance of their achievements pale somewhat in the light of the efforts of those unsung heroes of the advertising world who manage to peddle to the public the idea that there's romance to be found these days in the island of Puerto Rico.

Any romance that you find in Puerto Rico today you will take there yourself, because the place has become as prosaic as Downtown Brooklyn.

Do you remember that cluster of crazy huts that extended for acres around Waterman's docks in San Juan? You know—the place where we used to get together in somebody or other's shack and drink rum and tell each other lies until the dolls came to lead us away to their respective shacks in the farthest reaches of the rabbit warren. Well, it's been leveled to the ground. There ain't a stick standing. It's as flat as one of J. P. Shuler's biscuits. This is as ruthless and wanton a job of destruction as I've heard tell of since the

Vandals got loose in the Western World. The site is now disfigured by three hideous tanks which bear the legend "Emulsified Asphalt."

Scenery Gone

Emulsified Asphalt right smack dab in the middle of that hallowed ground where you and I boxed the compass and tied the knots until old Don Q Rum got us so befuddled that we couldn't have found the East at sunrise.

The whole island has broken out in a rash of spit and polish.

A sailor needs these air-conditioned bars like he needs a hole in his head. Air-conditioning seems to attract a cold and mercenary type of broad who can give a guy a casual once-over and calculate to the penny the condition of his bankroll and her chances for latching on to it. Give me the good old bars of the Pennsylvania type any day. The air there was usually in a terrible condition, but the atmosphere was right.

Turning the whole thing over in my mind on my first night ashore in San Juan, and a little sick of

these chrome palaces downtown, I determined to grab a cab and go over and see my old friends at the Pennsylvania. So I did without further ado. Imagine my astonishment when the cabbie pulls up at the old familiar stop 2½ to find not a trace of a bar there. They

have pulled down the old Pennsylvania Bar and all the shacks that used to nestle alongside, like a hen with a brood of chicks, leveled off the site, poured some of that same damn asphalt on it, and erected a battery of power houses there.



The Pennsylvania, or stop 2½ as it was better known, was the court where Caledonia was wont to reign as queen in all her glory with all the lesser dolls as maids-in-waiting, much as the dusky Rose in Calcutta or Margie of the Chicago in Yokohama do to this very hour. The manager was an easy touch. The beachcombers could always cuff a flop in the rooms topside. We had the use of the galley too. Many's the chicken and rice yours truly has whipped up there for the benefit of the hungry beachcombers topside and in all the shacks alongside.

Perhaps the change is in me as well as in Puerto Rico. Some wise man once warned, "Never go back." He should have explained that you can't go back. It was Francois Villon, one of the few true troubadours, who, toothless, wrinkled and bald, summed it all up when he sighed so poignantly for the snows of other years,

"Tell me in what hidden way is Lady Flora the lovely Roman? Where Hipparchia, and where is Thais, Neither of them the fairer woman? Where is Echo, beheld of no man, Only heard on river and more, She whose beauty was more than human? But where are the snows of of yester-year?"