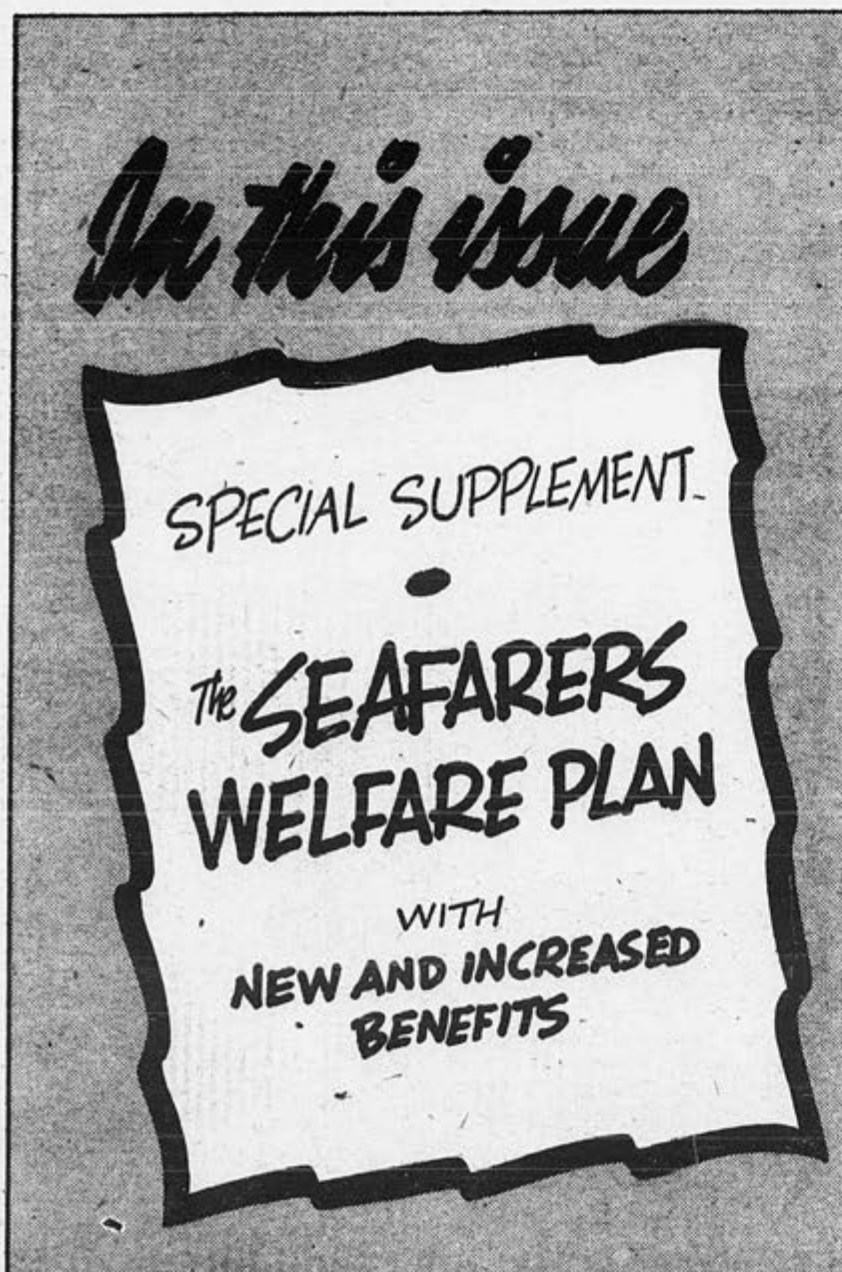


# HOSPITAL-SURGERY PLAN WON FOR SIU WIVES, CHILDREN

*Pays Hospital Room, Extras,  
Surgical Fees, Dr. Hosp. Calls*



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**Death Benefit Boosted  
To \$3,500 On Seafarers**

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**Hospitalized Seafarers  
To Receive \$21 Weekly**

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**Pension-Disability Plan  
Jumps To \$150 Monthly**

# SIU-NLRB Reach Accord To End Pending Cases

Following the SIU's successful negotiation and institution of a seniority hiring system to protect the professional Seafarer, the membership of the SIU Atlantic and Gulf District has authorized and accepted a proposed National Labor Relations Board stipulation to dispose of several Board cases pending against the union. The membership action was taken at regular meetings in all ports on May 4.

In the background of the proposed agreement with the NLRB is the story of a long and determined SIU fight to protect the professional seamen and to avert the disasters inflicted on other maritime unions over the same issue. These were the developments:

When it became obvious during the past year that the NLRB was pressing its fight against the SIU hiring halls and had also forced the NMU to capitulate without the NMU first negotiating and insuring a spelled-out hiring system which would protect its professional sailors, the SIU adopted a line of action that would guarantee its membership recognition of their seniority and protection of their job rights.

### Opened Negotiations

The Union notified the ship-owners that it wished to renegotiate its entire hiring agreement. In support of this position, the SIU membership went on record unanimously to back this demand

For a report on the security given Seafarers under new hiring set-up, see story and shipping figures on page 12.

with strike action if necessary to force negotiations for the protective seniority system the Union wanted. The membership strengthened its position further by approving a \$20 assessment to prepare for a fight if necessary by a smashing 95 percent majority.

This incidentally was what the NMU had failed to do, and because of its failure had, as NMU National Treasurer M. Hedley Stone said, in effect destroyed the NMU hiring hall. The SIU had no intention of falling victim to the same game.

Meanwhile, unfair labor charges had been instituted against the union by twenty-three men. Backed by the provisions of the Taft-Hartley law, the NLRB put the heat on the Union as a result of the charges.

The SIU took a firm position



Photo above shows seamen registering in Class C, one of the new provisions of the Seafarers contracted hiring set-up. The provision for class C men gives greater security and job protection to men in class B and class A, as shown by shipping figures on page 12.

and replied flatly that while it was agreeable to a settlement stipulation as may be required, it would under no condition settle these cases until the seniority and job rights of its professional seamen were fully protected and recognized in the agreement on hiring. In strict accordance with its

membership-adopted policy, the SIU rejected any idea which would have put the professional sailor at the same level as thousands of finks who could have thus walked in on the shipping list to bid for jobs against the more-entitled Seafarers.

### Ironclad Seniority

On March 1 of this year, the Union scored its first victory in the campaign to protect the men sailing under the SIU banner by hammering out with the shipowners an ironclad seniority system which fully recognized for hiring purposes a man's cumulative seetime with SIU-contracted companies.

With the approval of the new seniority hiring system by the membership, the plan was put into successful operation. At this point the SIU knew that it was able to settle the 23 cases with the NLRB without NLRB at the same time establishing rules that would—as in the NMU case—jeopardize the seniority of the old line professional Seafarers.

In the course of the negotiations (Continued on page 19)

## SIU of NA Convention On May 23rd

Delegates from SIU of North America affiliates will gather in Montreal, Canada, on May 23 for the seventh biennial convention of the international union. The Sheraton-Mount Royal Hotel will be the site of the meeting, which is the first to be held outside the United States. The SIU of NA represents 62,000 seamen, fishermen, cannery workers and allied marine workers throughout the United States and Canada.

Six delegates will represent the A&G District at the convention. A membership-elected credentials committee, chosen at the April-20 headquarters membership meeting, reported receipt of six nominations. With no contests for any of the convention delegate posts, the committee has declared the nominees elected, without the necessity of balloting.

The six delegates will be SIU Secretary-Treasurer Paul Hall, Assistant Secretary-Treasurer Bob Matthews, and the following port agents; Lindsey Williams, New Orleans; Cal Tanner, Mobile; Earl Sheppard, Baltimore; Steve Cardullo, Philadelphia.

### San Diego In '53

The last international convention, held in 1953 in San Diego, completed arrangements for affiliation of the Marine Firemen's Union with the SIU, an affiliation which was ratified subsequently by the Marine Firemen's membership.



SAVANNAH—Seafarers in this port step out on the picket line, lending aid to Southern Bell Telephone strikers. Photo shows, left to right, T. Burke, G. P. Gapac, two telephone strikers, members of the CIO Communications Workers of America, Ben Sellers, J. F. Lee, J. B. Henley (in background).

## Seafarers Back CIO Phone Beef

Seafarers in South Atlantic and Gulf Coast ports have been lending moral and picketline support to the Communications Workers of America (CIO) in a showdown strike with the Southern Bell Telephone Company.

Telephone workers in nine Southeastern States are involved in the strike which is now entering its third month.

In New Orleans, about 300 Seafarers on the beach and from ships in the harbor donned white caps to march with about 10,000 other AFL, CIO and railroad brotherhood members in a parade held April 28 to demonstrate the unity of labor support of the telephone workers in the dispute.

Observers agreed the procession of white-capped Seafarers, led by SIU Port Agent Lindsey Williams, carried off top honors among the union marching units for its striking appearance and orderliness.

In Savannah, Seafarers bolstered the telephone workers' picketlines—manned primarily by women—until the Savannah police forbid "mass picketing." Savannah police said that the arrival of "these big fellows" constituted intimidation of the scabs. The Seafarers then set up a sympathy line across the street from the telephone building.

### Wire To Governor

In Mobile, Seafarers supported the telephone workers in a strong-

ly-worded telegram from Port Agent Cal Tanner to Alabama's Gov. James E. Folsom.

The telegram said, in part: "It is obvious the company is not dealing fairly with its employees in this dispute. Result of company's position has been to force its employes to remain out on strike. We respectfully urge you to insist on this case being submitted to arbitration when you meet with Southern Governors for conference on this urgent matter in Atlanta."

Basic issues in the strike involved the CWA's efforts to win a "reasonable general wage increase" in an effort to narrow the wage differential between phone workers in the North and South.

### Token Boost

The company offered a token wage increase, but hitched it to a "no strike" clause which would deprive the union of the only economic weapon at its disposal for protection of union security.

The company's position on the arbitration proposal strengthened belief in the CWA's contention that Southern Bell is far more interested in destroying the union than it is in settling the strike.



NEW ORLEANS—Part of group of 300 white-capped Seafarers is shown marching in support of striking CIO telephone workers. Seafarers joined with 10,000 other AFL and CIO and railroad brotherhood members in city to demonstrate unity of all labor in support of the telephone workers' long-strike.

## SEAFARERS LOG

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# Win Top Protection For Family In New Hospital-Surgical Plan

## The SEAFARERS WELFARE PLAN ----- In brief -----

# Also Boost Hospital Pay, Death, Pension-Disability

**Hospital Room and Board:** Seafarer's wife and unmarried children under 19 get hospital room and board up to \$10 per day. Payments cover up to 31 days after first \$50 of expenses.

**Hospital Extras:** Seafarer's wife and unmarried children under 19 get a maximum of \$100 for extra in-hospital costs. This benefit goes with above benefit or surgical benefit below, or both

**Surgical:** The Seafarer's wife and unmarried children under 19 are covered for surgical costs up to \$300. (See surgical schedule.) \$50 deductible does not apply to this benefit.

**Doctor Calls at Hospital:** Seafarer's wife and unmarried children under 19 are allowed \$4 per day for doctor visits while hospitalized for a maximum of 31 days. Benefit paid to non-surgical cases.

**Payment In Hospital:** All Seafarers in hospitals for more than one week get \$21 weekly; payments continue during entire period of hospitalization.

**Pension-Disability:** All totally disabled Seafarers, regardless of age, get \$35 weekly; payments continue during entire period of disability.

**Death:** All Seafarers' beneficiaries get \$3,500.

**Maternity:** All Seafarers get \$200 plus a \$25 bond for each child born, plus duplicate payments for multiple births.

**Scholarship:** Four scholarships worth \$6,000 each awarded annually—after tests—to Seafarers or children of Seafarers for four years at college of choice. Benefit will finance graduate work if student qualifies.

**Special Equipment Benefit:** Special aids necessary for Seafarer's recovery not provided by hospital.

**Unemployment and Meal Book Program:** Unemployment benefits and meal book credit available through facilities provided through all SIU port offices.

**Seafarer Dormitories:** Provide a place to sleep, shower, laundry, etc., in facilities available at most SIU port offices.

**Seafarer Training School:** Upgrading training at no cost to Seafarer at school available in Mobile, Alabama.

High among the most beneficial gains ever to be won for Seafarers by the SIU, a broad, new program of welfare benefits will go into effect on June 1. A package of brand new family benefits giving top coverage plus solid increases in existing benefits for Seafarers were proposed by the Union and negotiated by the Union trustees of the Seafarers Welfare Plan. The program includes hospital and surgical coverage for Seafarers' families as well as increases in disability-pensions, Seafarers' hospital benefits and death benefits.

The new benefits are the result of a long study by SIU trustees, experts in the field of hospital-surgical care and SIU officials to formulate the best possible plan with the

Full details on all the benefits provided by the Seafarers Welfare Plan, both new family benefits and increases in existing benefits, are contained in the eight page supplement in the centerfold of this issue. Seafarers are advised to keep a copy of the supplement as a handy reference on the provisions and workings of the Welfare Plan.

maximum of benefits to the families of Seafarers. The new program won unanimous and whole-hearted approval from Seafarers in membership meetings in all ports on May 4. It consists of a package which is believed to be superior to anything existing in the health and welfare field. No less than nine benefits involving cash payments are included in the package plus four additional categories of benefits involving direct assistance to the Seafarers.

Benefits include family surgical, family hospital, family hospital ex-



NEW YORK—Seafarers Joseph Malone and Edward Hansen discuss the increase in SIU Welfare Plan benefits following the regular membership meeting on May 4. Both Seafarers are currently receiving the pension-disability benefit now boosted to \$35 weekly.

pense, family-doctor expense in hospitals, maternity, disability-pension, death, Seafarers' hospital benefit, scholarships for Seafarers, special aid, meal benefit and dormitories for Seafarers on the beach between jobs and training facilities for Seafarers.

The new benefits, their values and their coverage are as follows:

- A hospital benefit for wives of Seafarers and unmarried children under 19. This pays for hospital room and board at the rate of \$10 a day for 31 days. It includes a \$100 maximum allowance for additional hospital expenses. Payments are made for that portion of the combined hospital and hospital expense bill which exceeds \$50, up to the maximum amount allowed, \$410.

**Aid To Seafarers**

- A \$4 daily allowance for visits by a doctor to hospitalized wives and children of Seafarers who are being treated for non-surgical injury or illness, up to a maximum of 31 days' visits. Maximum value of the benefit is \$124.

- Surgical benefits up to a maximum of \$300 according to a schedule drawn up for various types of surgery. Blood transfusion costs are covered under this benefit.

All of the above benefits apply to wives and unmarried children under 19. The existing SIU maternity benefit, which pays \$200 for the birth of each child plus a \$25 defense bond from the Union, will continue as before and will be handled as a separate benefit to which the other hospital and surgical benefits do not apply.

Seafarers themselves, married or

unmarried, are benefitted by considerable increases in existing Welfare Plan provisions for them as follows:—

- Death benefits are increased by \$1,000 to \$3,500.
- Hospital benefits are increased \$6 a week to \$21. As before, the benefits are payable for as long as a Seafarer is hospitalized, years if necessary.
- The disability-pension is increased by \$10 a week, making it \$35 a week or slightly over \$150 a month.
- The existing \$6,000 four-year college scholarships for Seafarers or their children are continued as is.

All of the above benefits are provided by the Welfare Plan at no cost to the Seafarer. All costs are borne by shipowner contributions to the Plan which the SIU won originally in 1950 and which have been increased several times since (Continued on page 19)

### Dependents' Form In The Works

In the near future the Seafarers Welfare Plan will have forms available on which Seafarers will list their wives and children under 19 who qualify for dependents' hospital and surgical benefits. These forms will make for speedy handling of claims filed by Seafarers for these benefits.

Seafarers will not have to fill out any other documents for this purpose.



NEW ORLEANS—Seafarer Milton J. Mouton (center) and his family hear about the details of the family hospitalization benefits to be paid under the newly-expanded SIU Welfare Plan, from SIU Patrolman Herman Troxclair (left). Listening, left to right, are Mrs. Mouton, daughter Felicie, 14; Mouton; Elsie, twin sister of Felicie, and Milton Mouton, 12. "Now we can discontinue our private hospitalization insurance," says Mrs. Mouton, "which is quite an expense for us, with a minimum or protection."

## Waterman Sale Stirs RR Battle

MOBILE—A full-scale battle between the Waterman Steamship Company and seven major eastern railroads is shaping up as the company officially changed hands for the sum of \$41½ million. With the defeat of a court action to block the company's sale, trucking executive Malcolm P. McLean and his associates have replaced the old Waterman board of directors and mailed out checks in the amount of \$41,567,040 to Waterman stockholders.

Immediately the East's most powerful railroad interests, including such lines as the Pennsylvania, New Haven, B&O, Louisville and Nashville and others, moved to stymie McLean's plans for truck trailership services by asking the Interstate Commerce Commission to investigate the sale. The ICC already has refused to accept surrender of Waterman's intercoastal certificate, which means it will probably demand that the sale to McLean be subject to its approval.

Coastwise and intercoastal shipping interests have long complained that the ICC was a "railroad agency," claiming the railroads with their far-reaching economic power have been able to dominate the agency.

### Rails Fear Trailership

The railroads, obviously fearful of McLean's truck trailership plans, have charged that the sale of Pan Atlantic and Waterman to McLean was "tainted with illegality" and said it would be "manifestly improper" to permit Waterman to surrender its operating certificate without a hearing.

The Waterman sale to McLean was on the basis of \$48 per share of stock and included a proviso that the intercoastal operating certificate be surrendered. It came after an unsuccessful bid by a New York stockholder to halt the transaction.

Completion of the Waterman purchase is one part of McLean's far-reaching maritime plans.

## Canadian Seafarers In Brooklyn



At Brooklyn pier aboard the Canadian Constructor, which is under contract to SIU Canadian District, Canadian Seafarer Jacques Savard (right) chats with shipmates Ben Burke (left) and Karl Barnes. Savard recently visited SIU headquarters and renewed old acquaintances with A&G District Seafarers.

## AFL-CIO Leaders Okay Unity Charter

WASHINGTON—Only the selection of a name and formal ratification by convention remains to be accomplished before the merger of the AFL and CIO is completed. Agreement was reached on May 2 on provisions of a constitution for the combined 15 million-member labor organization, which was the last major task faced by the Joint Unity Committee.

The Joint Unity Committee which worked out the details of the merger has set the actual amalgamation procedure for the week of December 5, 1955. Delegates from both AFL and CIO unions will meet in New York City's 71st Regiment Armory to seal the contract. Before that, both organizations will hold separate conventions in the city.

### Bars Racketeers

Provisions of the new constitution give equal status to craft and industrial unions and prohibit unions that are controlled or directed by Communist or totalitarian

organizations. The same prohibition extends to racket-controlled unions. If a union is found to be dominated either by totalitarian or racketeer rule, it can be suspended by a two-thirds vote of the executive council.

The question of jurisdiction is dealt with through a complaint procedure. Other provisions deal with discrimination and an organizing program.

Still to be settled is the problem of a name for the new organization. While a small matter of itself, it may cause difficulties because the AFL wants to preserve its name as is, while CIO representatives want their organization recognized through a change in the name of the combined organization.

## As I See It . . .

Paul Hall



SOME STIRRING UP OF STAGNANT WATERS IS TAKING PLACE in the shipping industry as the result of new proposals, particularly in the passenger business. These proposals involve exploring and developing sources of business which have been neglected because of the mossback, horse and buggy-type thinking which dominates industry.

Certainly there is room for experimentation and a fresh approach in both freight and passenger fields. In other transportation industries, such as airlines for example, and in shoreside production industries new developments are welcomed with eagerness as companies strive to outdo each other to introduce a superior product while reducing cost to the customer. When a man comes along with a new idea in the shipping business the tendency of the other operators is to try to sit on it before it gets started. That is one of the reasons why the industry is stagnating even where Government subsidies are available.

A sample of the do-nothing outlook of US operators is the fact that nobody under the American flag has yet announced any plans to develop the St. Lawrence Seaway trade. Meanwhile several foreign flags are building ships specifically for that purpose.

The new approaches in the passenger field involve the idea of low-cost transportation instead of luxury travel for a few. Airlines have done this through their aircoach system and railroads and busses are equally concerned with broadening their business. This kind of approach is considered the American way of doing things, but in shipping, the Europeans have captured what there is of a mass market, leaving the US with a piece of the luxury trade. The result is, for example, that US ships carried little more than 10 percent of the transatlantic passenger totals of 939,000 last year (inbound and outbound) and that 10 percent was practically all in the luxury bracket.

↓ ↓ ↓

A FULL DESCRIPTION OF THE PRESENT WELFARE BENEFITS of the SIU and the new benefits that have just been added is contained in a special section in this issue. Seafarers are advised to save this section or give it to their families so that all hands will know what to do in case of an emergency. Those who want additional copies will be able to get them from headquarters or from the outports.

In establishing these new benefits through the Welfare Plan, your Union has made every effort to design them to help the man who needs help the most. Just to take an example, the country's biggest hospitalization outfit does not protect an individual who has to go back to a hospital a second time for treatment of the same disease for a second round of surgery. The SIU hospital and surgical benefits for the family will cover such cases so that the family faced with a long-term hospital problem is well-covered. And, of course, for the Seafarers themselves, the SIU is continuing the practice of hospital benefits for as long as a man is in drydock, while increasing the amount paid to \$21 a week.

In increasing benefits all around, your Union has raised them to the point where they are superior to practically any other welfare plan in or out of the maritime industry. The disability pension benefit, which comes out to slightly more than \$150 a month, represents more than the base wage of the average seaman just a few brief years ago.

Those disabled Seafarers who happen to be over 65 can collect as much as \$275 a month between the SIU disability pension and their social security payments. Certainly in days when a \$100 a month pension is considered exceptional, this represents a superior type of benefit.

With the long list of benefits now available under the Welfare Plan, Seafarers would be well advised to study them carefully so that they will be fully familiar with what they are entitled to.

# YOUR DOLLAR'S WORTH

## SEAFARERS GUIDE TO BETTER BUYING

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

### Vets—Know Your Benefits

An increasing number of Seafarers can now count service in the Armed Forces among their varied experiences. Veterans of both world wars and the Korean conflict are entitled to valuable benefits for themselves and families. But sometimes vets or their widows pass up their rights because they are not aware of them, just as people sometimes forfeit all or part of their Social Security benefits because of lack of knowledge.

Here is a checklist of important benefits every man with war service should know, and see that his wife knows about them too. In fact, it would be wise to clip this list and keep it with the family's insurance policies and other documents.

**Non-Service Connected Disability:** Any veteran of either World War, or who served during the Korean conflict, is entitled to a monthly pension from the Veterans Administration if he becomes totally and permanently disabled in civilian life to the extent where he can no longer work at a full-time job. Remember, this is not the disability compensation paid to veterans who were injured in service but is payable for non-service connected disability. A disabled vet is eligible as long as he does not have income from all other sources of over \$1,400 a year if he has no dependents, or \$2,700 if he is married or has a minor child. Thus a disabled Seafarer who is a veteran would be eligible for the VA pension in addition to the disability payment of \$35 a week (\$1,820 a year) under the SIU's own welfare plan.

**Death Benefits:** Dependents' pensions often are payable to the widow, surviving children and dependent parents

of war veterans, even if death is non-service connected, but under different conditions. Most widows and minor children of World War I vets are eligible if their annual incomes don't exceed the limits described above.

The Government also will pay up to \$150 for funeral expenses on the death of any honorably-discharged vet.

**Medical Care:** Outpatient medical treatment is also available for men with service-connected disability. The VA also supplies disability aids in such cases, such as prosthetic appliances, eye-glasses, hearing aids, etc.

Dental care now is available only if applied for within a year of discharge. But recently-discharged men should take advantage of this valuable provision.

Hospital care in VA or other authorized institutions is available for vets with service-connected disability, and also to others who had war service even if the illness was not incurred in service if the vet signs an affidavit that he is unable to pay for his own hospital expense, and if facilities are available. But in emergency cases, a veteran can be taken right to a VA hospital.

**Vocational Rehabilitation:** Veterans with at least ten per cent service-incurred disability are eligible for vocational rehabilitation. This includes monthly allowances and expenses for job training, and vocational guidance.

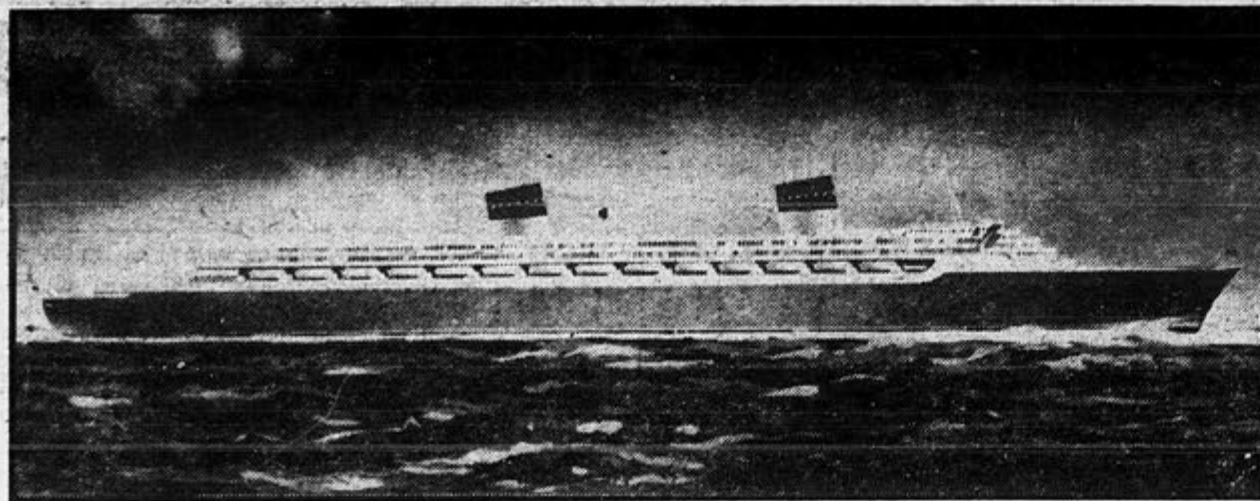
**Social Security Credit:** Social security credits are granted for any service between Sept. 16, 1940, and June 30, 1955. The credit is given at the rate of assumed earnings of \$160 a month no matter what the serviceman's actual pay was. This is a valuable provision because it will help many men, or their surviving families, establish their rights to Social Security payments, and increase the amount they get. An ex-serviceman doesn't have to take

any action now to establish these military Social Security credits. When he or his family become eligible for Social Security benefits because of age or death, it is only necessary to show proof of the military service to the Social Security office, and these military credits are then added to the man's civilian Social Security credits.

**Insurance:** World War II vets who let their GI life insurance policies expire now cannot reinstate them, but any that have been recently let lapse can be reinstated before the end of the period of the policy by meeting health requirements and paying a number of back premiums. It is vital to keep GI insurance in force because you cannot buy it for anywhere near the same cost from private companies. If your GI insurance is in force, you can have added to it a valuable disability-payment feature at small cost. It is especially desirable for a Seafarer to add this disability clause to his GI insurance policy because, in some job classifications especially, Seafarers usually have to pay more than many land workers for disability insurance from private companies.

**Educational Benefits:** Most World War II vets may no longer begin education and training courses under the GI Bill, although some later ones, and Korean and post-Korean vets are still eligible, as is any present serviceman who was in service on or before Jan. 31, 1955.

**State Benefits:** Besides Federal benefits, veterans are eligible for many benefits provided by state and local governments. It is not possible to list them all, but among those provided by various localities are property-tax exemptions; employment preferences; educational benefits for children of deceased vets; domiciliary care; state and county hospital privileges and land settlement benefits.



Artist's conception of proposed US-flag trans-Atlantic superliner with a displacement of 105,000 tons and air-conditioned accommodations for 9,000 passengers. The 34-knot ship would be 1,250 feet long and 144 feet in the beam, and would enable travelers to get a brief look at Europe on a two-week ship-shore vacation trip. Promoters of the giant ship are meeting with the Government to discuss possible construction subsidy arrangements.

## Propose 1,250-Foot 'Dreamboats' Carrying 9,000 Low-Cost Berths

An adventurous proposal for construction of two 1250-foot passenger superliners designed to carry over 10,000 passengers and crew has been put forth by a New York hotel man. The proposal calls for construction of one-class liners selling sleeping space after the fashion of railroad trains, at the rate of \$50 a head and upwards. Food costs would be extra, with food for sale at shipboard cafeterias, coffee shops and restaurants.

The radically-new superliner idea is the brainchild of H. B. Cantor, president of the Carter Hotel chain, which operates the Governor Clinton Hotel in New York City. He bases its hopes on the appeal of a European vacation to hundreds of thousands of middle-income families who could not afford the cost of regular passenger service. In addition, the ships

would be fast enough to go to Europe and back, and allow for time ashore within the normal two-week vacation which most working people receive.

### No Operating Subsidy

A key feature of the plan would be service without benefit of any operating subsidy. Cantor believes that by operating a utility-type ship for a mass trade, he will be able to clear a profit on the basis of low-cost rates, without any financial assistance from the Government.

While the ships will be designed for utility and minimum upkeep costs, in line with the low fares, the plans call for air-conditioning throughout.

Specifications for the ships are such as to stagger the imagination and arouse considerable skepticism among people in the industry. The vessels would be 1,254 feet long with a 144 foot beam and would displace 105,000 tons. Normal speed would be 34 knots based on 268,000 shaft horsepower, but the ship could be stepped up to 38 knots and 380,000 shaft horsepower for emergency purposes.

By comparison, the largest existing ocean-going ship, the Queen Elizabeth, is 1,031 feet long from bow to stern, but only 118.6 feet in the beam. Gross tonnage figures for the Elizabeth are 83,000 tons (displacement tonnage is pretty much in the same area).

The Elizabeth as a four-class passenger ship, carries approximately 2,300 passengers and 1,200 crew. During the war she packed in upwards of 15,000 troops sardine fashion. Obviously, Cantor's proposed superliner would

involve a minimum of cabin space per passenger although the plans call for 5,000 cabins, each with bath and twin beds.

### Swimming Pools Too

Other features of the proposed ships would include 375,000 cubic feet of dry cargo space and 100,000 cubic feet of reefer space, 20 watertight compartments, theaters, skating rinks, swimming pools, gyms, nightclubs and shops. The ships will be designed for use in the convention trade so that meetings and conventions can be held on shipboard.

With an eye toward emergency wartime use, Cantor claims that the ship can be designed for use as a plane carrier, through telescoping funnels, lowering masts and collapsing ventilators. This would create a flying deck with an 800 foot runway.

The estimated cost of these vessels would be in the vicinity of \$140 million. Cantor reports that negotiations are underway with the Government for construction subsidies.

## '50-50' Law Under Fire By Stassen

WASHINGTON—More administration criticism of the vital "50-50" shipping law was expressed to Congress, this time from Harold Stassen, head of the Foreign Operations Administration. Stassen told the Senate Foreign Relations Committee that the "50-50" law was being carried "too far" if it applied to carrying of aid cargoes from one foreign nation to another.

He complained that "50-50" was holding up movement of tobacco, coal and other commodities. "On the other hand," he said, "we realize we must maintain a strong merchant marine. So we have to fit the two objectives together and strike a balance."

The "50-50" law—of utmost importance to US seamen—has been under fire ever since the Administration announced its agricultural surplus disposal program. Foreign nations with shipping interests have been attempting a boycott of the program in the hope of winning repeal or amendment of "50-50."

Representatives of some foreign nations, with the unofficial blessing of the State Department, have been approaching farm bloc Congressmen promising huge purchases from the Congressman's particular area if "50-50" is repealed.

Evidence that the boycott was breaking up was seen in the conclusion of two agreements for sale of US surplus cotton to Finland for over \$5 million and of surplus tobacco to Great Britain for \$15 million.

## Pan Atlantic Adds Tanker

Continuing to build up his ocean-going fleet, Malcolm McLean, operator of the SIU-contracted Pan Atlantic steamship company, has purchased the tanker Whittier Hills from National Bulk Carriers.

This is the second tanker purchased by McLean, the other one being the Potrero Hills, which had been owned by an SIU-contracted company but had been in lay-up for some time.

McLean got in the shipping business originally through the purchase of Pan Atlantic and its seven ships in the coastwise trade from the Waterman Steamship Company.

## SIU Fights Ship Inspections Cut

WASHINGTON—Representatives of the SIU and other maritime unions have pledged a knockdown fight against a bill to cut out the annual inspections of merchant ships in favor of inspections every two years, which may come up for action in the Senate before long.

The bill was favorably reported a week ago by the Senate Committee on Interstate and Foreign Commerce. It has the backing of the Coast Guard and virtually all major shipowner groups.

During the hearings on the measure last month, the Coast Guard contended that biennial inspections would tend to increase ship safety, rather than lessen it. A spokesman for the agency claimed that more could be accomplished if its personnel could be freed from having to inspect the ships once a year, as now required by law, and could devote more of their energies to unscheduled re-inspections of regularly-inspected vessels.

The theory was that the "surprise" inspections would keep the shipowners on their toes, and would "induce" them to put the vessels in A-1 condition immediately because of the threat of an inspection at any time.

Union spokesmen, however, discounted the whole notion of increased safety resulting from fewer inspections. They pointed to the acknowledged practice in the industry to let everything go until the inspection.

The implied "threat" of an inspection anytime, they charged, would still cause things to be left to the last possible moment.

As a case in point, SIU officials cited the still-unexplained disappearance of the SIU-manned LST Southern Districts last December with a crew of 23 men.

Testimony at the Coast Guard inquiry into the disaster later exposed an "arrangement" between the CG, American Bureau of Shipping and the Southern Trading Company, operators of the ill-fated vessel, under which the ship was allowed to "get by" with patched plating instead of new plates because of the expensive repairs that would be involved.

## Our Disabled Brothers

Enjoying the blessings of a peaceful old age with the help of the SIU disability benefit of \$25 per week, Seafarer William Girardeau celebrated his 75th birthday last April 2.

Now living at home in North Harwich, Massachusetts, Girardeau sailed actively with the SIU until the age of 72. A shoreside accident suffered in Amsterdam finally put an end to his career.

Girardeau was aboard the David S. Terry on January 29, 1952, when the accident occurred. He was returning to the vessel after shore

leave when he fell into a coal pit and fractured his spine. He spent seven weeks in the Red Cross hospital at Beverwyck, Holland, after which he was repatriated to the States, entering Staten Island hospital for further treatment.

### Permanent Injury

Subsequently, it became obvious that the injury would not heal completely and Girardeau applied for the SIU disability benefit. He was accepted and put on the SIU benefits list on March 3, 1953.

### In SIU Since 1940

A veteran SIU member who joined the Union in January, 1940, Girardeau is well-known to Seafarers who worked the Evangeline, Yarmouth, Acadia and other passenger vessels of the Eastern Steamship Company. He spent virtually his entire seagoing career with Eastern, sailing with that company for 40 years.

Girardeau is proud of his growing family which includes nine grandchildren and one great-grandchild. He has three daughters living in New York and a son and daughter in Savannah, where he came from originally.

"I am getting along very well," he writes, "although I am handicapped so. I am feeling very good and receive the LOG each month, also my welfare benefit which is a blessing to me. Thank you for everything."



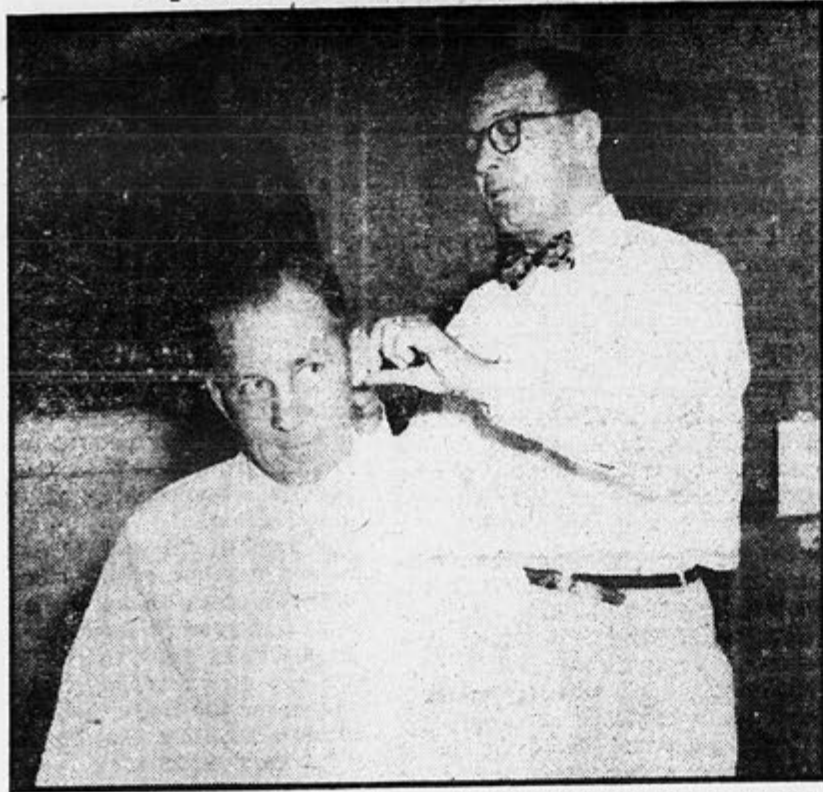
Seafarer William Girardeau prepares to take a slice out of his 75th birthday cake as his wife stands by in their North Harwich, Massachusetts, home. Girardeau is on an SIU pension.

## 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: May 18, June 1, June 15.

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

**Operation Spic-And-Span**



MOBILE—Seafarer E. L. Walker, chief electrician, gets expert hair-cutting job from union barber J. E. Busy in Mobile SIU hall's new air-conditioned barber shop. Mobile membership finds shop a big convenience enabling them to stay in cool of hall in between job calls.

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In the Steel Admiral incident, the ship was searched by authorities in Saigon on February 16. The three seamen were found with undeclared currency amounting to \$73, \$447, and \$60 each. They were fined \$37.22, \$234.32 and \$31.42 each in addition to having the currency confiscated.

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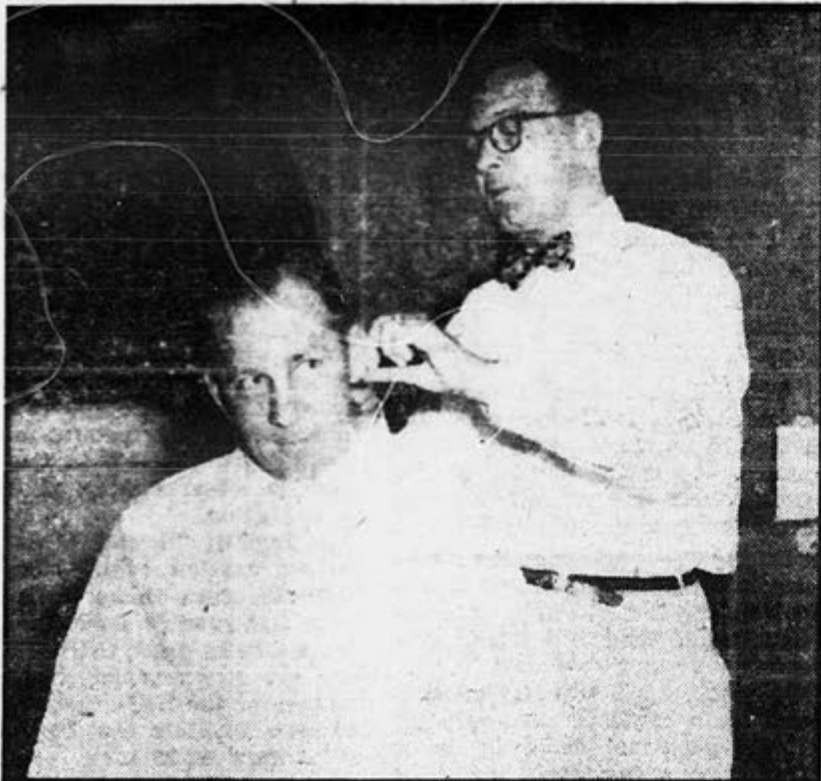


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# SIU NEWSLETTER from WASHINGTON

In spite of opposition from some elements in Congress, the proposed atom-powered merchant ship will be constructed by the US. It will be built within two years so that mid-1957 will see the first nuclear-propelled merchant ship start on its cruises in the interest of speeding the development of atoms for peace.

It's expected that a somewhat smaller number of men will be employed on the atom-powered ship than on the conventional type of the same size.

The subsidized segment of the American merchant marine is particularly interested in the outcome of the atom-powered merchant vessel because they have replacement obligations to the US Government running to about \$1.6 billion.

Private operators cannot finance the exploratory work to develop the ship so that this becomes the duty of the Government.

Several thousand more tons of cargo can be carried on the ship than on the conventional vessel of the same size, because bunker space and the propulsion plant will be so much less bulky.

The atom-powered merchant vessel, although it will be owned by the Government and operated by the Maritime Administration, will employ civilian officers and crewmen. The Government will train the crew to man the ship—this training may take up to a year.

Senate and House Committees will push forward to final approval the legislation just introduced dealing with transportation, and recommended by the special Presidential advisory committee. The legislation will affect railroads, coastwise-intercoastal steamship lines and trucks.

However, in the proposed change in the national transportation policy, the legislation is definitely pro-railroad. It would remove the restrictions formerly in the law as to unfair and destructive competition, thereby leaving the transcontinental rails completely free to charge any rate they wish provided only that the rate is not below a minimum reasonable rate.

Hardest hit by the new transportation legislation, which has the blessing of the Eisenhower Administration, would be the trucks.

Currently, 11 maritime nations lead the US in ship construction. These are Russia, Britain, Germany, The Netherlands, Japan, France, Sweden, Italy, Norway, Spain and Denmark. Russia has 66 merchant ships on order in yards of the Western world.

As to the US, the overall picture in shipbuilding and ship repair is taking a turn for the better as a result of maritime legislation passed and proposed.

The prospects, at least for shipbuilding, are brighter now than they have been for several years. Ship construction authorized last year, coupled with that proposed in this year's budget, if approved by Congress, and further programs outlined by the Maritime Administration and the US Navy, give indications of at least a start on a sound long-range ship construction program.

Unfortunately, time has been running against the shipbuilding industry in that progress on the authorized programs has been slow—too slow to halt the downward trend in employment. However, the prospects are still there and it is anticipated that eventually the difficulties encountered to date will be resolved and substantial work will get under way.

More ships went to wrecking yards to be broken up for scrap the world over during 1954 than in any year since 1935. Tankers accounted for half of the 1,219,000 gross tons of merchant shipping sliced up by the cutting torch last year. More than one-tenth of the world's tanker fleet went to the scrap yards.

The US almost displaced Italy for third place, by putting the scrapper's torch to some 94,000 gross tons of vessels. In order of tonnage scrapped during 1954, the United Kingdom was first, with Panama following closely.

A review of the Federal budget for the coming fiscal year indicates that one of every five dollars of proposed expenditures will go for programs with economic or social objectives.

Here's a quick preview of Government aids (subsidies) proposed for agricultural pursuits as compared to merchant shipping. Agricultural activities will receive \$2,355,120,289 as compared to \$194,901,314 for the US merchant marine.

Pan Atlantic Steamship Corporation is seeking to take over the spot in the intercoastal trade formerly held by Waterman's subsidiary Arrow Line. Pan Atlantic was purchased from Waterman earlier this year by the McLean Securities Corporation, which has now bought out Waterman itself.

In any event, most of the existing intercoastal carriers will vigorously fight Pan Atlantic's efforts to get into the intercoastal trade, and it'll be some time next year before the Interstate Commerce Commission will get around to a final ruling on the matter.

As previously reported by the LOG, those seamen entitled to detention benefits must now act quickly under the law. Only five months more remain within which to apply.

Any individual who was employed as a seaman of a vessel registered under the US law or under the laws of friendly allies, and who was a citizen of this country on and after December 7, 1941, is entitled to apply. Such seamen must have been captured, or interned, or held by the government of Germany or Japan, in World War II for any period of time after December 7, 1941, as a prisoner, internee, hostage or in any other capacity.

Applications should be filed with the Foreign Claims Settlement Commission of the United States, Washington 25, DC. Detention benefits are payable at the rate of \$60 for each month of internment, if the seaman was over 18 years of age at the time, or at the rate of \$25 for each month if he was less than 18 years old.

Your SIU Washington Reporter

## Cargo: Monkeys From India: Seafarers Aid Salk

For the past two years, SIU crewmen have watched Isthmian ships at Indian ports load deck cargoes of monkeys for the US, and countless times have asked themselves, "What do they do with all those monkeys?"

With the recent release of the Salk polio vaccine story, it now becomes clear that Seafarers have in their own way helped along an important discovery, for these are the Rhesus monkeys, used to develop the new wonder vaccine.

During the past two years Isthmian ships have brought back an estimated 15 to 20 thousand monkeys. Scientists report that the organs used from each of these animals eventually can provide vaccine for nearly 1,000 persons.

But the rise in the use of the Rhesus for research has its handicaps to pleasant living for crews aboard ship, according to Seafarer Jack "Aussie" Shrimpton, steward, who has made a half dozen or more trips with monkey cargoes aboard the Steel Traveler.

### Zillions Of Flies

In the first place, there is the smell. Then there are flies. "All the way home from India there are flies, millions, no, zillions of them," he said. "Of course, when we didn't know what these shipments were all about, we didn't take to the chimps too kindly. Now, at least, we know it was for a damn good reason. Life with monkeys cannot, by any stretch of the imagination, be called good living," he added.

"All Seafarers on Far East runs become more or less immune to stinks in general, but living in close proximity with 500 simians, herded in small cages on deck, has to be sniffed at to be believed," he commented.

The method of shipping them is primitive. They are confined to small wooden cages that hold about 30 each, and according to the estimates of SIU crewmembers, casualties ran 20 to 40 percent each trip, depending on the season.

"The chief mate would always appoint one of the men in the deck department the 'monkey man' and his job was to look after them during the voyage. If he lost ten percent or less, he received a bonus from the company.

"Most deaths occurred because of exposure and 'boy wants gal'



Typical of animals used for polio virus are these two Rhesus monkeys.

fighters." Shrimpton pointed out that no attempt was made to segregate the sexes at any time, and that if this was done prior to loading, the casualty rate could be cut considerably.

"Directly the ship leaves the Indian Ocean and gets into the Red Sea, a following wind always develops. Then the flies come. Because it is absolutely impossible to keep the cages clean, the flies breed in the filth and finally take over the ship. They swarm on deck, they get into the galley, messhalls and fo'c'sles, and within a couple of days, all hands are 'fly-happy.'

"Then, invariably, dysentery breaks out and the crew demands the steward's head hung on a pole. This situation is good for the next three days until the ship hits the Gulf of Suez, when the wind always changed to head-on, and from there the fly menace can at least be kept to the after end of the ship. The stench still remains.

"As always happens, one or two of our little Rhesus friends manage to gnaw their way out of the cages and have themselves a ball. This entails a monkey-hunt by all hands which can last sometimes

up to a week. On a recent trip we had one sturdy individualist who defied all efforts to catch him and while the ship was in transit through the Suez Canal he made his getaway by jumping overboard and swimming for shore. When last sighted, he was heading across the Sinai Desert in search of a palm tree.

### Communist Outcry

"The Rhesus monkey is common throughout India, but like most other forms of animal life, it is sacred to the Hindu religion. Increased importation of them to the US has already caused a public outcry against the practice, and the Communist Party in India is trying to make the most of the situation to stir up anti-American feelings," Shrimpton concluded.

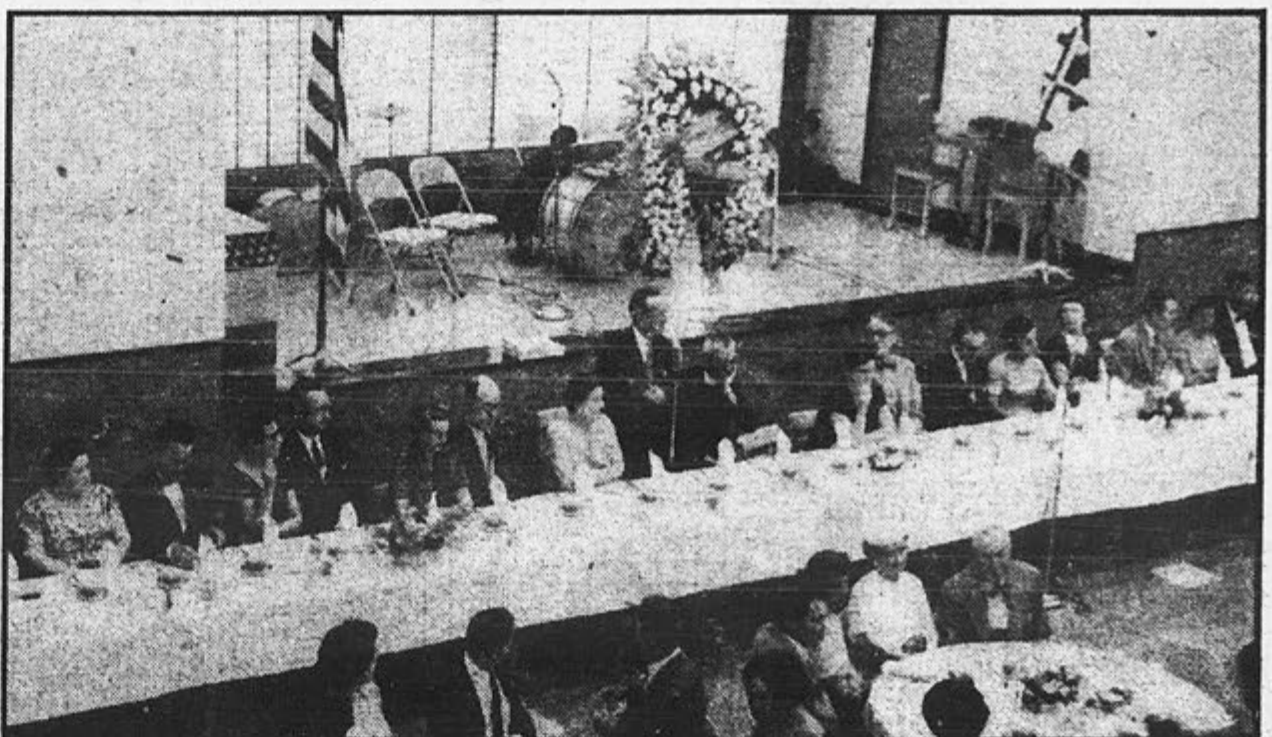
After the ship's arrival in the US, the monkeys are unloaded down South, in ports like Wilmington, NC, and Savannah, Ga., for transfer to the Polio Foundation's conditioning center, at Okatie Farms, Pritchardville, SC. Here they are observed, tested and checked regularly, until they go to the research centers and labs.

Use of the Rhesus monkey in polio research followed attempts with every known domesticated animal, including cows, chickens, goats, sheep, and even some birds. When the results were negative, the scientists had to turn to the jungle.

The problem, as explained by researchers at the National Foundation for Infantile Paralysis, is that the root of all evil as far as polio is concerned is a virus, which must have living tissue in order to grow. This is where the monkey comes in.

For the manufacture of the Salk polio vaccine, the virus is grown in a liquid solution of which a primary ingredient is tissue from the kidney of a monkey which has been inoculated with the virus. It will grow and multiply perhaps 100 times while in this state. Afterwards it is rendered non-infectious by treatment with formaldehyde and stored for use later in making the vaccine itself.

## Pressmen's Affair At SIU Baltimore Hall



More than 250 members and guests attended the banquet of AFL Printing Pressmen in Baltimore, which was held at the new SIU hall in that port. The festivities, catered in the shipping hall of the SIU building, were sponsored by the local union. The SIU Baltimore hall is headquarters for the AFL in Baltimore, which has offices in the building.



# MARITIME

The world's biggest tanker, the Onassis-owned Al-Malik Saud al-Awal, was due in Philadelphia this week on her maiden voyage from Hamburg. The giant ship, with an oil capacity of 46,550 tons, will run from the Persian Gulf to US ports under charter by the Socony-Vacuum Oil Company. . . A new radar monitor that detects objects within a 30-mile range and then automatically buzzes for the navigator has just been put on the market. The \$1,500 installation also polices itself and will issue a signal when it is not operating properly. It was developed by Miller Associates of Lakeville, Conn.

Although most of her 800 passengers weren't aware of it, firefighters were busy all day battling a serious blaze in No. 4 hold while the 27,666-ton Cunard liner Britannic continued on course three days out from New York City recently. Detectives boarded the ship on arrival in Liverpool to investigate possible causes of the fire. Considerable damage was reported. . . Japan, formerly in sixth place among the world's shipbuilders, moved into fourth place during the quarter ending March 31, as Great Britain, despite declining orders, maintained her lead. The US trailed in 11th place. The US total of 113,760 tons of shipping being built at home is just a little more than half what American owners are building abroad.

Arosa Line will add a third ship to its passenger service between Canada and Europe this July, when the 17,080-gross-ton former French liner Felix Roussel will complete her overhauling. Due to be renamed the Arosa Sun, the 575-foot liner will have accommodations for 1,000 tourist-class travelers and 100 first-class passengers. . . Arrival of the 258-foot Swedish motorship Monica Smith last month marked the opening of the 1955 overseas shipping season in Detroit, Mich. The ship came in without any fanfare, but the next day got a big reception and a trophy for winning the annual race into port.

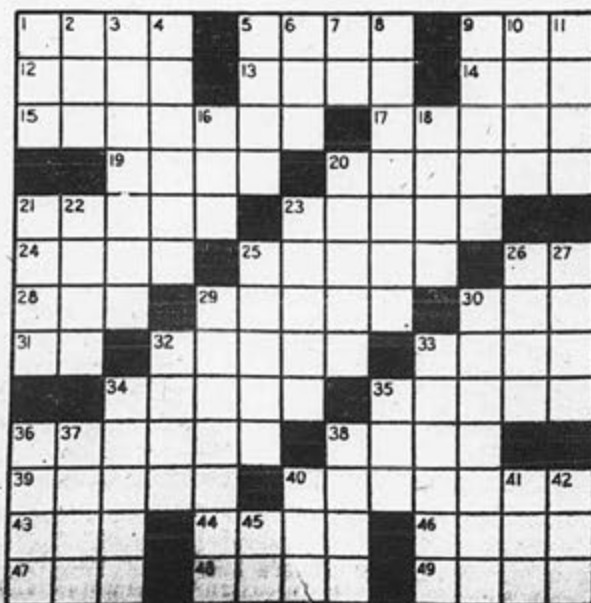
The disabled Swedish taker Pegasus had to be towed nearly 800 miles to the Dutch West Indies after her rudder jammed amidships while she was passing through the Panama Canal. Two tugs took the 12,300-ton ship under tow and brought her into port for repairs. . . Union-Castle Mail Steamship Company has ordered a new 28,000-ton passenger ship for its South African mail service, which will be built in Belfast, Northern Ireland. The vessel, similar to the new Edinburgh Castle, will be the ninth added to the Union-Castle fleet since 1945. She will carry 700 passengers, 225 of them in first-class.

Panama Line's SS Panama has been reinstated as a passenger vessel after a short-lived one-month career carrying cargo only. The switch-back is caused by increased traffic resulting from new legislation that provides free home-leave travel for Government employees in Panama. . . Ship traffic through the Suez Canal topped the 100-million-mark for the first time in its 85-year history during 1954. The 102.5 million-ton volume last year exceeded the 1953 figure by nearly 10 million tons, and was accounted for almost entirely by increased oil shipments.

Fewer icebergs than usual will get in the way of North Atlantic shipping this season, according to a Navy Hydrographic Office expert. The decrease is forecast as a result of temperature studies and other data gathered far South, in the Gulf Stream off Kew West, Fla., which affects the movements of the Labrador Current off the Grand Banks at Newfoundland. . . Officers and crewmembers of a Swedish motorship which collided with a yawl that sank with five persons aboard have refused to testify in Los Angeles at US Coast Guard hearings into the disaster. The Swedish owners of the Parramatta challenged the authority of the CG to look into the matter. An immediate application for a hearing in a US District Court was filed by the CG.

## The Seafarers Puzzle

- ACROSS
- Life
  - Man in the galley
  - Chemical symbol for lead: Pl
  - City in Samoa
  - Cape
  - Meadow
  - SIU member
  - Periods of time
  - Enough: Poetic
  - Anchors
  - "Holiday"
  - Where Mantle plays
  - Near East country
  - Not tidy
  - Louisiana: Abbr.
  - A destroyer
  - Judith
  - Mountain pass
  - Indefinite article
  - River in France
  - It's in the wake
  - Make drunk
  - Island in Canary group
  - Small European herrings
  - Alto
  - Where Berra stands
  - Member of the crew
  - Roman bronze
  - Russian mountain range
  - River in Spain
  - Hearland
  - Danger spot
  - Place to anchor
- DOWN
- Run into
  - Wallaha
  - Member of the crew
  - City on Formosa coast
  - It mans a ship
  - Sweep
  - Ocean: Abbr.
  - City on island S of Florida
  - Kind of cloth
  - Hazard to ship
  - Edge of window
  - Prefix for "not"
  - Hard to pin down
  - River in France
  - Coast
  - North African port
  - Sly move
  - Philippine natives
  - Rich earth
  - mater
  - 30,000-ton
  - French ship
  - Port in Ceylon
  - Product of the galley
  - Costa
  - North African port
  - It needs polishing
  - Fathers
  - Boom
  - Urgent request
  - Loot
  - Ship of the Bull
  - Macaw
  - Bow head
  - Musical note



(Puzzle Answer On Page 19)

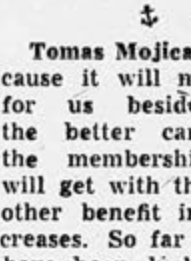
## THE INQUIRING SEAFARER

Question: How do you feel about the new dependents' hospital and surgical benefits?

Fred D. Bentley, MM: In my opinion it will be nice to have protection for a man's family whether he is ashore or at sea. I can remember one time when I was out at sea and my wife had to go to the hospital. When I got back from the trip I had to dig down real deep to pay the bill.



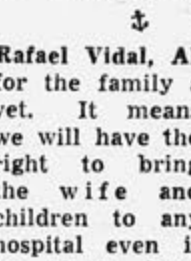
Tomas Mojica, OS: I'm for it because it will make things better for us besides the better care the membership will get with the other benefit increases. So far I have been lucky and have not had any family problems with hospitals but you can never tell about the future.



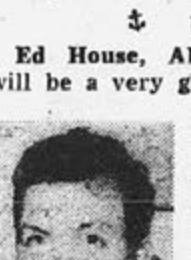
Valentins Jansons, ch. electrician: This is the most important single benefit that seamen can get. When you are out at sea, it is no fun for the family to be left in a spot without being able to get help. This is the biggest achievement of the Welfare Plan.



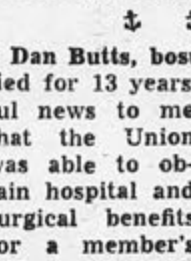
Rafael Vidal, AB: The benefits for the family are the best idea yet. It means we will have the right to bring the wife and children to any hospital even if we don't have the money on hand to pay for it. It will certainly make the family enthusiastic for the Union.



Ed House, AB: This certainly will be a very good thing for the married seaman. Most seamen can't get hospitalization through Blue Cross, so the Union Plan will take care of that problem. Just recently I qualified for the SIU maternity benefit myself.



Dan Butts, bosun: I've been married for 13 years and it's wonderful news to me that the Union was able to obtain hospital and surgical benefits for a member's wife and children. It will make the married men feel at ease on a long voyage knowing that the benefit is available.



## MEET THE SEAFARER



GENE LA CHAPPELLE, AB

Getting ready to head back home to the "north woods," his home town of Marquette, Michigan, is Seafarer Gene La Chappelle. Gene recently paid off the Republic (Trafalger) after a six month tour of the oil terminals. With plenty of tank-cleaning money in his pockets, he bought himself a 1955 Oldsmobile. He intends to take off any day now for a visit home and a vacation with his family. When he returns to New York, he's going to try to grab himself a Robin Line ship to see what the South African run looks like.

"I've heard the Robin Line run recommended by many shipmates," he said, "and I want to try it to see if it's as good as they claim it is."

Normally Gene doesn't ship out of New York, preferring to sail out of ports like Galveston and Mobile. But he thought he would try South Africa for the first time in his sailing career, so he intends to look for a good berth when he gets back.

### Started At 16

Although he's only 26 years old, La Chappelle got an early start at going to sea. He was just past his 16th birthday when he enrolled at the Sheepshead Bay training center in late 1944. At that time the maritime service was the only Government service which accepted candidates at age 16. Shortly after he enrolled, the Maritime Commission hiked the age floor because too many of the 16-year-olds were getting homesick and dropping out before they completed the course and did Uncle Sam any good.

His first trip to sea was on a Sun Oil tanker, signing on March 17, 1945. Subsequently he caught an NMU ship and got an NMU full book. The ship was the J. L. Luckenbach and the trip, as he recalls it, was a real lulu. When he paid off he dropped his NMU book and started sailing with the SIU. He's been with the Union ever since. As far as he is concerned, dropping out of the NMU was a wise decision.

### Worked As Logger

Gene spent the next several years sailing a variety of SIU ships

and occasionally knocking off summers and working as a lumberjack on Michigan's heavily-forested north peninsula. That work pays well, he said, provided a man is on piecework production with power saws. Not the least of the spice of lumberjacking is the presence of plenty of game, including bears, who like to raid the meatbox at night if they can.

Unfortunately, he said, not everybody in a logging crew gets to work the power saws and some property owners object to their use because the equipment tends to destroy young timber that's in the way. Logging is far from peaches and cream in any event.

### Sailed As Organizer

In June, 1952, Gene started sailing as an SIU organizer in Atlantic. He spent over two years in that fleet during the SIU campaign, serving as the SIU delegate on one ship for the greater part of the time. After a long spell on the tankers, he's out to try freight ship runs for a while now.

As he sees it, freight and tanker runs both have advantages, depending what the seaman is looking for. "If its money you want, you can't beat a tanker job," he said. "But on the other hand, the tankers seldom stop at any of the good ports and you don't have the same amount of time ashore. It all depends what's important to you." Personally, he enjoyed the old Waterman run into North Europe and rates Hamburg as his favorite port, with Trieste a close second. Like many other Seafarers he was sorry to see this run go by the boards because of cut-rate competition from runaway-flag operations and the low cost foreign operations generally.

In the future, Gene hopes to invest in a shoreside enterprise which will give him a steady bread and butter income, so that he could spend most of his time ashore. "I know of one Seafarer who bought himself a small apartment house" he said, "and it seems to be working out pretty well for him. Anyway, I would keep on sailing a couple of trips a year because you can't do as well ashore as you can going to sea with the SIU."

## LABOR ROUND-UP

A New York State court has ruled that refusal to join a union where a union shop contract is in effect is the same as quitting a job without good cause. The case involved the unemployment insurance claim of a machinist who was denied benefits after he lost his job for refusal to join the International Association of Machinists (AFL).

Bank employees are the targets of a new organizing drive being conducted by the Office Employees International Union in New York. Recent mergers of large banking firms have had the effect of depriving many employees of benefits and job opportunities they formerly enjoyed.

While negotiations with Ford and General Motors approach the crucial stage, the United Automobile Workers has extended its contract with American Motors until August 12. No announcement has been made as yet of any settlement on the UAW's demand for a guaranteed annual wage.

With President Eisenhower on hand, the AFL led the corner-

stone for its new Washington headquarters building. The building was planned before merger talks with the CIO, but is expected to serve as headquarters for the combined AFL-CIO organization.

Missouri "right to work" law advocates took a severe setback when state legislative committee voted the measure out with a "do not pass" recommendation. The vote was seven to two. Farm groups supported labor's stand on the bill.

A \$1,250,000 loan has been advanced to the Communications Workers of America by its parent organization, the CIO, to help it fight out the Southern Bell Telephone strike. The strike has been on for over eight weeks in nine southern states with no break in sight. Loan money will be used to provide relief and assistance to strikers.

An agreement on arbitration of their disputes brought to an end one of the South's major strikes, the 57-day walkout on the Louisville and Nashville Railroad. Several railroad brotherhoods were involved.

# SEAFARERS LOG

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## Welfare Milestone

The brand new package of welfare benefits voted by SIU Welfare Plan trustees rates as a milestone in the Union's drive to cushion the disastrous impact of injury and illness on Seafarers and their families. Hospitalization and surgical expenses for the family have been a heavy burden for all American workers. For Seafarers the problem has been aggravated by the fact that all too often they have been out at sea when a medical emergency has arisen. Time after time it meant they had to leave the ship and fly home from far away ports so that they could attend to the needs of their families. Even then, without a payoff in their pockets, they often had a tough time meeting cash demands of hospitals, surgeons and doctors.

From now on Seafarers will be able to go to sea knowing that no matter what happens, their wives and children are protected through the Welfare Plan.

One of the features of the new dependents' benefits is the \$50 deductible provision on the allowances for the hospital bed and hospital expenses. The reasoning behind it is simply explained. It was felt that a bill up to \$50 would not constitute an unbearable burden on a Seafarer, but that heavy bills running into several hundred dollars or more were the ones that hurt the most.

If the Plan had contracted to pay all hospital bills from \$1 up, it would not have been able to make such generous allowance for hospital care, hospital expenses, surgical care and doctors' visits. The result is that the Seafarer faced with the really big expense would not have been covered as fully as the man with the minor bill. With the \$50 deductible feature, the man who needs help the most will get the most help, which is as it should be.

Ordinarily, the addition of these generous dependents' benefits would be considered an ample achievement. But the Welfare Plan did not stop there. Very substantial increases were also made in Seafarers' hospital benefits, in the disability-pension for Seafarers who can no longer work, and in the death benefit.

It all adds up to a package that every Seafarer can be proud of, because it represents just about the best combination that any welfare plan can offer anywhere.

## An SIU Habit

Lending a hand to other unions in beefs is an old SIU habit. The stack of plaques on the wall in headquarters and the many letters of thanks on file from other unions, both AFL and CIO, testify to that fact. Workers in unions in the maritime industry and those shoreside have been given considerable assistance in a wide variety of legitimate economic beefs.

Right now, it's the CIO telephone workers who are in need of help. They are locked in a grim battle with the Southern Bell Telephone Company, and the company gives every indication that it is aiming for destruction of the union, the Communications Workers of America.

Realizing this as a threat to all of labor, Seafarers have been out on picketlines in various Southern ports, have demonstrated on behalf of the strikers and have protested the company's union-busting attitude in communications with state officials.

The roster of unions aided by the SIU is a long one. The Union is happy to add the southern telephone workers to the list.

## Vaccine And Monkeys

When the details of the Salk anti-polio vaccine were announced several weeks ago, a number of Seafarers learned for the first time that they were cogs in the machine which promises the conquest of polio. They were the men on SIU-manned Isthmian ships who "delivered the goods"—the dirty and unpleasant task of carrying enough monkeys from India to supply vaccine which will protect millions of America's children.

Monkeys, as the story in this issue shows, are just about the most unpleasant cargo ever devised. The men who worked the "monkey run" are entitled to commendation for enduring its discomforts.

It's an interesting coincidence that the March of Dimes campaign of the National Foundation for Infantile Paralysis has been for years the only fund-raising campaign officially endorsed by the SIU, and Seafarers have contributed heavily out of their pockets to that campaign.

# LETTER of the WEEK

## Sick Seafarers Hail SIU Plan

To the Editor:

Whenever the representatives of our Union sit down with the ship-owners to work out a new contract, one thing is sure: the SIU will come out of the conference with a working agreement that will become the standard for the maritime industry.

On June 15 of this year, representatives of another big maritime union will begin negotiations for a new contract. A condition being sought calls for eliminating the "inequities" in its present agreement. This is another way of saying, "We want an agreement as good as the SIU's."

We mention this because the same thing holds true for the SIU Pension and Welfare Plan.

### Others Follow SIU

In 1950 when our Plan first became operative, it was the first Welfare Plan worthy of the name. Other unions, following in the wake of the SIU, used our plan as a model not only for maritime but in other industries as well.

Perhaps the most outstanding feature of the SIU Plan is the fact that it is self-administered.

Under this type of administration, the needs of the membership are quickly recognized, with the result that no time is lost in making adjustments in our Plan to meet changing conditions. Hospitalized or disabled members never lose touch with their Union. Should an emergency arise, personal contact with representatives of the Union is easily arranged.

There are no long waits, as there are in some other unions, while members' problems go through a maze of insurance company red tape.

To those of us here at Manhattan Beach, the announcement of a probable increase in the weekly hospital benefits, disability and death benefits, and the family hospital plan, comes as exceedingly good news.

Many of us have been here for five years, some for far longer. Never in that time has our Union failed to provide for us financially.

### Welcome Surprise

When our weekly benefits reached the sum of \$15 for as long as we were hospitalized, we felt that they would remain there permanently. Now with talk that they will rise to \$21 per week for the duration of our stay at the hospital, it is difficult for us to express our gratitude—not only for this increase but for others.

We wish we could personally thank all the brothers responsible for providing for us in the past and in the days that lie ahead.

Consequently, at a meeting held here on the afternoon of May 4, the membership unanimously agreed to have a letter drafted to express our thanks, to be signed by each member at the hospital.

Some day medical science will probably find the answer to tuberculosis as it has to polio. Until that day it is a source of hope and encouragement to know that we have the SIU in our corner.

Signed by 27 Seafarers at Manhattan Beach Hospital. Forwarded by hospital delegate Vic Millazzo.



## Vote of Thanks

Seafarers in New Orleans are sure to have another festive afternoon some day this summer thanks to the generosity of the Del Sud crew. At last report, the crew had \$458 tucked away in the picnic fund, and as the time for the annual event grows near, this figure is sure to go up.

The Del Sud gang started these picnics a couple of years ago and they proved to be so popular that they've quickly become a traditional SIU event. It's one of the few occasions that many of the Seafarers in and around New Orleans have a chance to get together socially with their shipmates and families for an afternoon of good eating, dancing and entertainment. It's all a lot of hard work for members of the Del Sud gang who handle the arrangements, so here's a vote of thanks to them in advance.

One item that's always welcome,

particularly on a long ocean voyage, is a motion picture projector and a few reels of movie film. Movies can be the highlight of any long trip because after a while, checkers, cards, records and books start getting pretty stale. Crewmembers of the Robin Kettering were fortunate in that their chief electrician, Fred L. Travis, handled the movie projection problem in fine style.

Travis, a New Yorker by birth and residence, joined the SIU in Savannah on July 2, 1941. He will celebrate his 53rd birthday this month.

On-the-beam steward departments were a favorable shipboard feature of the Del Aires (Mississippi) and the John B. Waterman (Waterman). The galley gang, on the Del Aires was given a "rousing vote of thanks," while the Waterman crew commented on the "excellent job" done by the steward department. These two sound like good feeders off the face of it.

A headquarters trial committee last week had a real Gordian knot to untangle, but after hearing claims and counter-claims, listen-

ing to witnesses and reading written depositions into the record, was able to arrive at a decision involving two related sets of charges.

In the first instance the 3rd cook of an SIU ship was accused by a shipmate, not a member of the galley gang, of not performing his duties properly, leaving dirty pots lying around in the galley and falling short on the job in other respects. In his defense the 3rd cook offered depositions from the chief steward and others that he performed all his duties regularly and that the galley was kept in tip-top condition. The steward also expressed the opinion that the charges were a personal beef involving friction between individuals and having nothing to do with the man's work.

After hearing testimony from all parties concerned, the committee was of the opinion that the charges were frivolous and should never have been brought before it under the Union constitution. Acquittal of the defendant was recommended.

The committee then had to consider charges that were filed against the accuser in the above case. He in turn, was accused of unauthorized interference with the work of the galley force as well as a second charge of assault on the chief steward.

In this instance the defendant was found guilty on both counts and subject to fine. The committee emphasized that the nature of the charges ordinarily might justify a severer penalty but that the good record of the defendant was considered.

The committee further stressed that it was Union policy not to tolerate fights and violence while crewmembers were working aboard ship, and recommended that the Union seek out another crewmember who was believed to have provoked the assault and notify him that his behavior was not to be tolerated.

The membership-elected committee members who handled the case were Seafarers E. C. House, Sam Phillip, N. Gaylord, S. P. Shrimpton and Nick Omicos.



Travis



Gaylord

# "Last of the Windjammer

**L**ONG after the age of sail is supposed to have ended on the seas, a number of die-hard windjammers are still to be seen from time to time along the ocean highways.

Some are naval or merchant marine training ships; others are traders, some are deep sea trawlers, and a few are sailing yachts.

Strangely enough, one of these vessels is a fairly new ship and she flies the American flag, the only squarerigger under American registry.

This "newcomer" to the ranks of sail is the 295-foot bark Eagle, which is sailed out of New London, Conn., during the summer months by cadets of the US Coast Guard Academy on transatlantic cruises.

One of two large steel barks built in the 1930s by Adolph Hitler for naval training, Eagle was named Horst Wessel before the United States acquired her as war reparations. This steel bark is a lofty and fine-lined vessel with a diesel for auxiliary power.

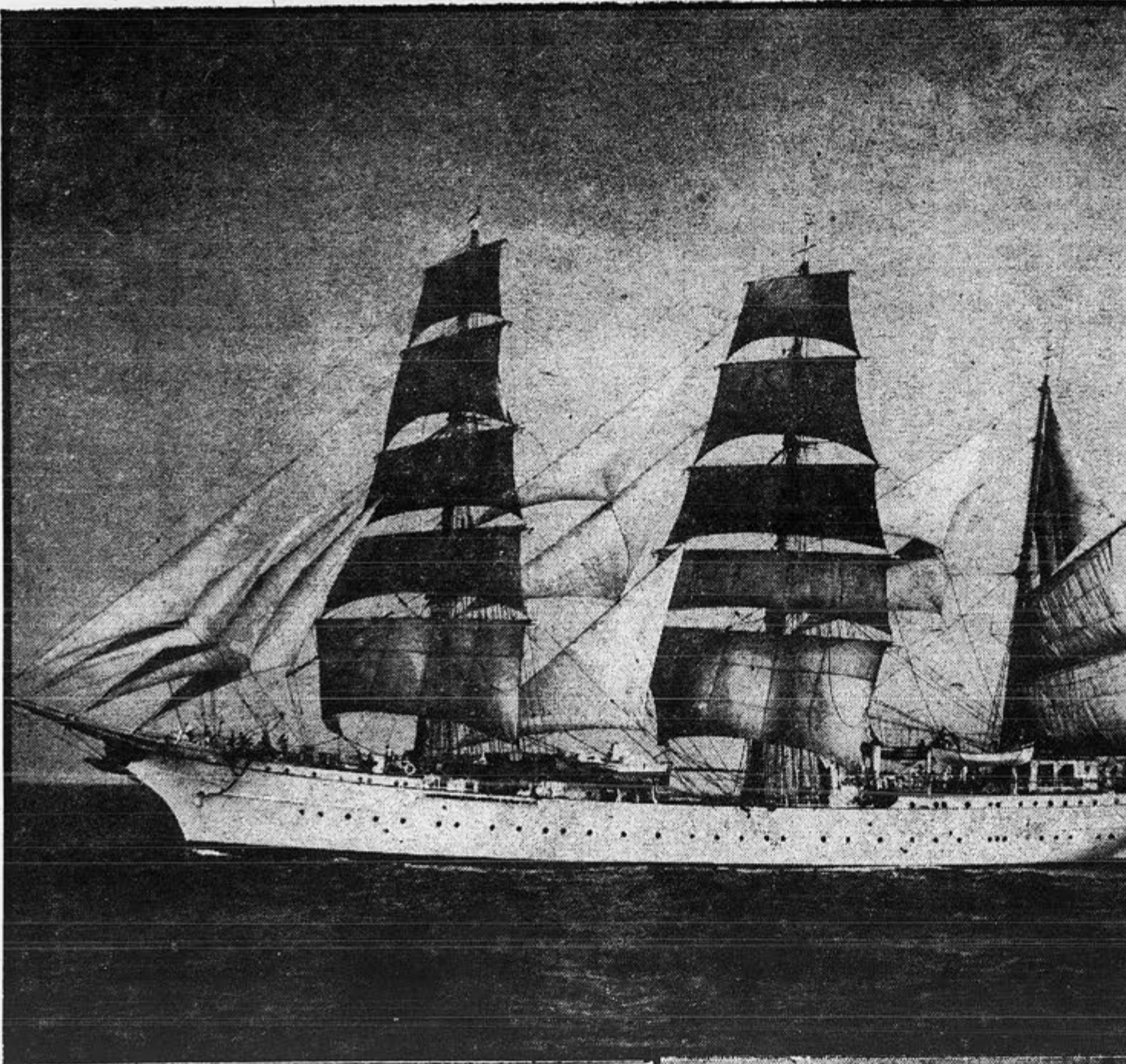
#### Ambassador's Yacht

Until recently one of the world's finest sailing ships was the diesel auxiliary bark Sea Cloud, owned by Mr. and Mrs. Joseph Davies of Washington, DC. He was the former Ambassador to Russia. For about three years now, Sea Cloud has been tied up—a victim of high costs and high taxes.

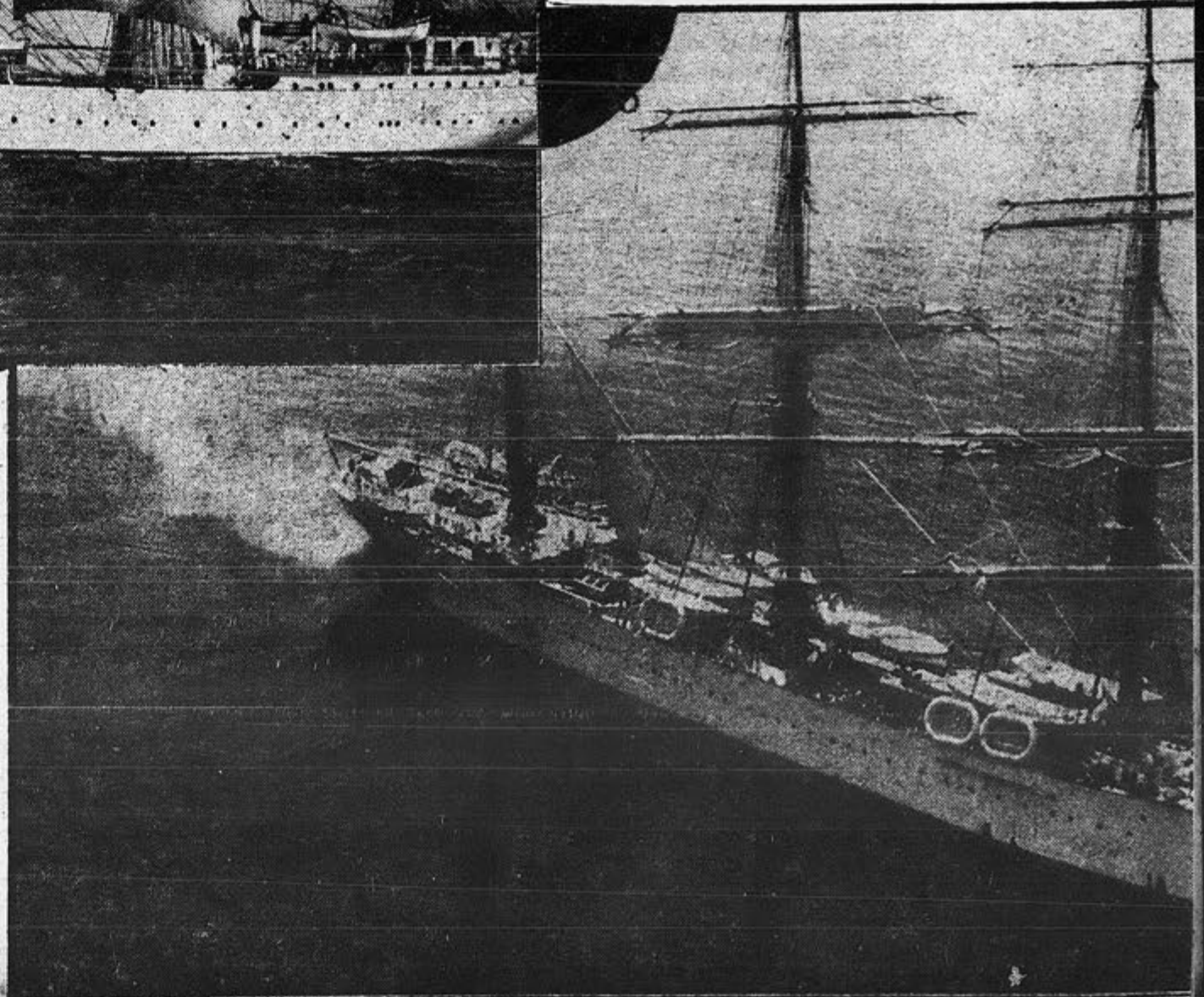
Another pre-war, German training ship, the Magdalen Vinnen, was taken by the Russians after the war and is probably still being used by them in some capacity or other.

Norway has two handsome sailing ships for merchant marine officer training; the three-mast bark Sorlandet and the 192-foot, full-rigged ship Christian Radich, both built in 1937. During the war the Germans used the Radich as a depot ship for U-boats. She survived the war and, upon extensive reconditioning, again became the "Queen" of the Norwegian merchant marine. She visited New York in 1948 on a cruise with cadets.

Another notable Norwegian windjammer is the three-mast auxiliary bark Statsraad Lehmkuhl of Bergen, a 258 footer built in



While the age of the windjammer is long since past, these two barks are among several that are still in active use. Above is the bark Eagle, the only square-rigged ship under the American flag, which is used by the Coast Guard as a training ship. The Eagle sails out of New London each summer with a shipload of Coast Guard cadets. At right is the steel-hulled bark Sagres, a Portuguese ship which toured New England ports some years ago and received a rousing reception. Most active windjammers are either private yachts or training ships.



# ners "

1914. This ship has turned out 5,000 cadets since the Norwegians acquired her from the Germans in 1920. For auxiliary power the Statsraad Lehmkuhl has a 600 hp diesel.

Until recently the Abraham Rydberg Foundation of Sweden operated the three-mast auxiliary schooner Sunbeam as a training school for merchant marine cadets, but reports are that it has been laid up for lack of trainees. Sweden also has a four-mast bark named Albatross, a training ship operated by the big Brostrom Shipping Lines of Gothenberg for schooling their own officer trainees.

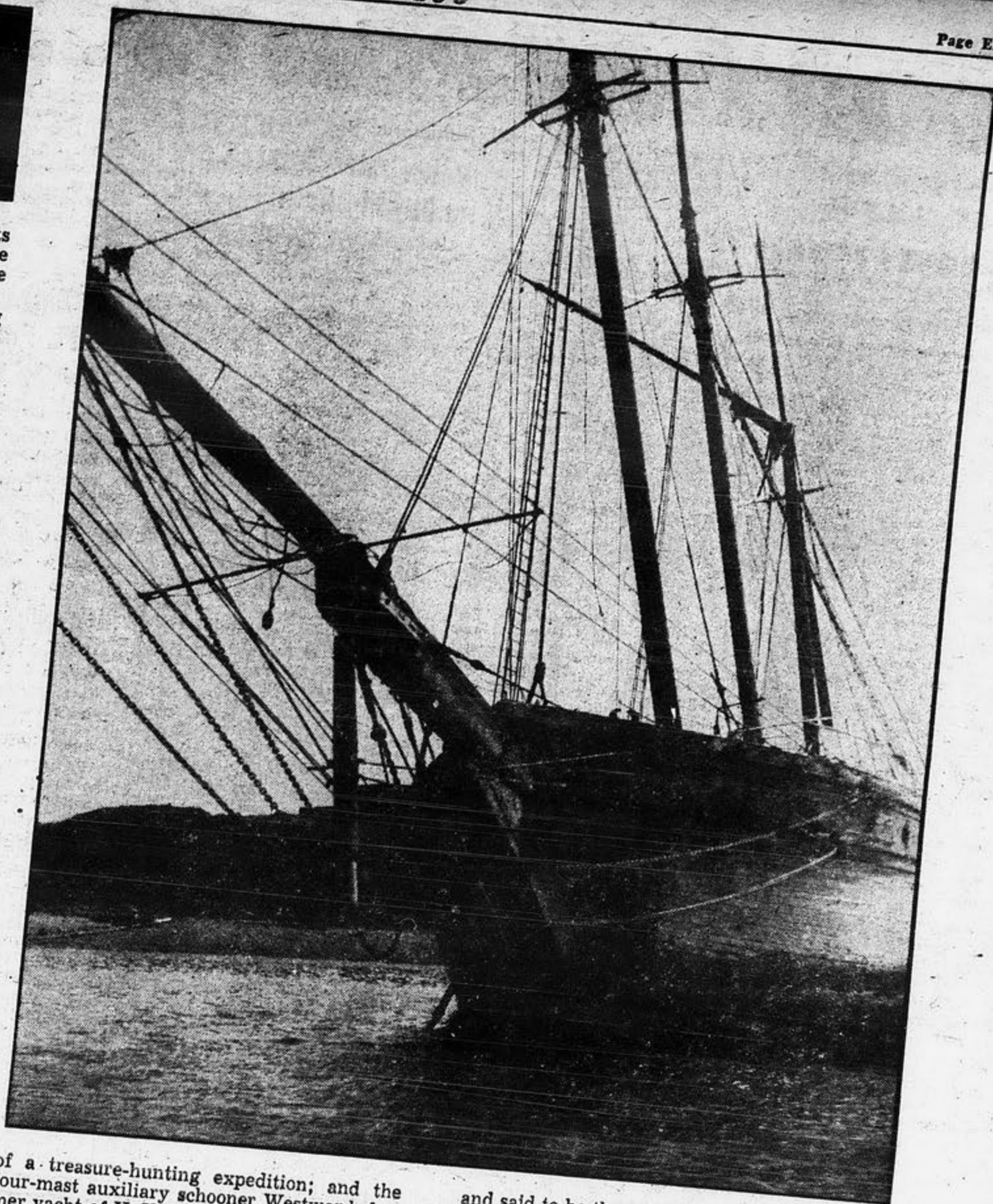
### 'Manning The Yards'

Spain operates a barkentine named the Sabastian Elcano for training naval officers and Portugal has the beautiful, old bark Sagres, which toured New England ports several years ago and amazed all places she visited with the old tradition of manning the yards while entering and leaving harbor. An age-old custom which has all but disappeared, the technique of manning yards, with crewmen standing high up on the yards, holding on to each other's shoulders for support, is a touch of old-fashioned naval courtesy kept alive by the last of the windjammer school ships.

A trio of former German squareriggers, the Maipo, Tellus and Oceanic are said to be still plying the west coast of South America carrying cargoes of nitrates under the Peruvian flag.

Unique among windjammers is the big ketch Atlantis, which sails the seas on voyages of oceanographic research out of Woods Hole, Mass. Although this steel-hulled, Danish-built vessel has an auxiliary engine, much of her time is spent under sail and crewmen are supposed to be proficient in the old-time skills of marlinspike seamanship.

Among big sailing yachts which have dropped out of the news lately but which may still be plying the seas are the 700-ton Fantome, which was tied up at Seattle and is reportedly now chartered to carry members



of a treasure-hunting expedition; and the four-mast auxiliary schooner Westward, former yacht of H. K. Hales, donor of the Hales North Atlantic speed trophy now held by the liner United States.

### Portuguese Trawlers

The Portuguese still use schooners, including three and four-masters, for dory trawling on the Grand Banks. One of these is the 209-foot steel schooner Argus, of which the sailing ship enthusiast Allan Villiers has written so well. The Libson firm which owns the Argus also sails the barkentine Gazela in the Grand Banks fleet of auxiliary windjammers.

In 1945 Indian owners built the 127-foot, three-mast, teak bark Alexandra at Moulmein, Burma, and she is probably still freighting out of Rangoon. These waters held quite a few squareriggers before the war.

The 146-foot, steel, three-mast auxiliary schooner Oiseau Des Isles is a regular trader out of Tahiti in the South Seas.

Unique among the world's remaining windjammers is the diesel auxiliary training ship Amerigo Vespucci of the Italian Naval Academy at Leghorn. Measuring 330 feet overall—from the gilded stern to the tip of the long bowsprit, Amerigo Vespucci is a sister ship of the Cristoforo Colombo. They were built in 1930. "Vespucci" visited American east coast ports in 1951 and received a tremendous reception from Italo-Americans in every port of call.

Only commercial squarerigger calling at American ports is the brigantine Madalan, which runs to Providence, RI from the Cape Verde Islands with passengers and freight. Once an American millionaire's luxury yacht

and said to be the only brigantine left on the high seas, this graceful little ship now flies the Portuguese flag and accepts passage from any venturesome travelers who yen to make an Atlantic crossing under sail.

### Windjammers Down To Two

Out of scores of big windjammers that were still on the ocean trade routes in the 1920s, storms, high crew costs, fires and war casualties have whittled the number down to two.

Rescued from the wrecker's yard after the war, the big barks Pamir and Passat were purchased by a German firm, crewed up with youngsters eager for experience on a windjammer, and put in the cement trade between Germany and Brazil.

Built in 1905 at Hamburg for the famous Laeisz Line of German sailing ships in the South American trade, Pamir spent World War I as an "internee" in a Chilean port. For many years she was in the Australian grain trade under the Finnish flag but was seized by New Zealand during World War II and operated, at a very nice profit, between the west coast of North America and New Zealand ports as a cargo carrier.

For many years the Board of Foreign Missions of the Congregational Christian Churches, Boston, has maintained windjammers as missionary ships in the South Seas. The latest of these mission craft, the little schooner Morning Star VI, sailed from Boston to the Caroline Islands and did yeoman service among the islands until she foundered in a heavy sea and became a total loss. Reports are that the church hopes to replace Morning Star VI if it can find a suitable schooner, thus adding another windjammer to the small but hardy band of sailing vessels still cruising the seas.

# PORT REPORTS

## Lake Charles:

### Metal Trades Seek GS Refinery Pact

Things are moving along very nicely down here, as shipping has more than held even with the number of men registered during the last two weeks.

This activity was caused by the arrival of the following Cities Service wagons: Bradford Island, Winter Hill, Fort Hoskins, Logans Fort, Archers Hope, Chiwawa, Cantigny, plus the Bradford Island, Fort Hoskins and Chiwawa again. We also had the Del Valle (Mississippi) in Port Arthur, Texas; Val Chem (Valentine), in Orange, Texas, and the Del Rio (Mississippi) right here. All the above each took a few men.

Locally, the Metal Trades Council (AFL) is still locked in a dispute with the Cities Service refinery over a new contract, but is determined to keep plugging away until it is signed.

The telephone workers are still out in this area as well as the rest of the state, and have the support of all labor groups behind them. The Lake Charles Central Labor Council (AFL) is already on record to give them all-out aid where and whenever it is needed.

For our "Seafarer of the Week" we nominate Brother Herbert Strickland, who was very active during the Atlantic drive and is now sailing coastwise on a Cities Service tanker. Born in the great state of Texas, he holds the rates of OS, wiper and 3rd cook and is quite a versatile guy. His shipmates say he can fill in any place and do a top job at it.

We are happy to report that we have no brothers in any of the local hospitals.

We also don't have many on the beach either, but among those here are J. F. Mapp, Johnny Mitchell, Dugie Cox, "Doc" Peralta, "Big Otto" Pedersen, Nick Manuel, Jake Nash, Tex Alexander and our old standby, "Swede" Hellman.

Leroy Clarke  
Lake Charles Port Agent

## New York:

### All's Well; Weather, Shipping Both Good

We are pleased to report that everyone is happy around this port. The weather is fine and shipping is good. The boys on the

beach here seem to be living well and enjoying their stay ashore.

In addition, for the first time in some months we have jobs remaining on the board for two and three calls with no takers, which is very unusual to say the least. We only hope things continue this way.

Almost all of the ships are coming in now in very good shape, with the crews doing a bang-up job and taking an active interest in their Union's affairs. Most of them are receiving the new minutes' forms which are being sent out by headquarters and are holding meetings and taking action on all items as they come up.

If all of the crews on SIU ships will follow these forms and take the proper action by sending in their recommendations and beefs, we will be able to screen these minutes and, in turn, take action to provide the best possible representation ashore.

#### New System

We are now in the process of setting up a new system for handling these beefs and answering the communications as they come in from the ships, so everything should be operating smoothly from here on in.

On the waterfront end, we paid off a total of 24 ships in the past 2 weeks, signed 6 on foreign articles and serviced 10 in-transit ships. There were no major beefs on any of these ships and everything was settled at the point of production.

The following were the ships paid off: Seatrains Georgia, Savannah, Louisiana, New Jersey, New York (Seatrains); Sea Cloud (Seatrader); Ranger, Roamer (Alcoa); Queenston Heights (Seatrader); Val Chem (Valentine); Robin Kettering, Robin Doncaster, Robin Trent (Seas Shipping); Jefferson City Victory (Victory Carriers); Val Chem (Valentine) Steel Rover, Steel Executive, Steel Admiral (Isthmian); Angelina, Kathryn, Suzanne (Bull); Logans Fort, Cantigny, Bradford Island (Cities Service).

Ships signed on were the Pegasus, Ranger, Roamer (Alcoa); Robin Sherwood (Seas Shipping); Jefferson City Victory (Victory Carriers) and Steel Worker (Isthmian).

In transit to the port were the following: Puritan, Planter, Partner (Alcoa); Bethcoaster, Yorkmar, Portmar (Calmar); Iberville, Chickasaw (Pan Atlantic); Edith (Bull); Seatrain Texas (Seatrains).

Claude Simmons  
Asst. Sec'y-Treas.

LET 'EM KNOW!  
Write TO THE LOG

## Baltimore:

### Union Votes Count In City Elections

A new service has been added at the hall for the convenience of the membership, and that is a 24-hour laundry and dry cleaning facility. All you need do is drop your laundry down the drop and save all unnecessary handling of it. In the recent municipal election here, all SIU-supported candidates went into office—100 percent.

Shipping in Baltimore has declined slightly, primarily because crews seem to be remaining on board longer. We have hopes of several ships crewing up in the near future, and others stopping over in transit which may need replacements.

Ships paying off recently were the Elizabeth, Mae, Emelia and Evelyn (Bull); Bethcoaster, Portmar (Calmar) and Oremar, Cubore, Baltore, Marore, Santore, Chilore and Oremar (Ore).

Signing on were the Oremar, Cubore, Venore, Baltore, Marore, Oremar (Ore); Bethcoaster, Texmar (Calmar); Steel Rover, Steel Executive (Isthmian), and Seacloud (American Merchant Marine).

Making stopovers were the Bethcoaster, Yorkmar and Pennmar (Calmar); Roamer, Partner, Ranger and Puritan (Alcoa); Ocean Nora (Ocean Transportation); DeSoto, Iberville (Pan Atlantic); Santa Venetia (Elam); Fairisle (Waterman); Dorothy, Hilton, Jean (Bull); and Robin Doncaster (Seas Shipping).

Baltimore's "man of the month" is Joseph Lewallen, who sails in the deck department. Brother Lewallen has been sailing as an AB for a number of years on SIU-contracted ships and has always conducted himself as a real union man should.

He has just been released from the marine hospital and is very enthusiastic about the new increase in benefits. He says that it will undoubtedly come in mighty handy for the boys, especially those who have families.

Speaking of hospitals, let's give a thought to those less fortunate than ourselves and drop a note or card with a cheering word to some of the brothers at the USPHS Hospital, Wyman Park Drive, Baltimore 18, Md.

Those still on the sick list are: John Schultz, Fred Pittman, Robert Lipscomb, William Mellon, John Simpson, Juan Parodi, George Anderson, Leslie J. Brilhart, Charles Jenkins, E. Rhoads, Thom-

as Mungo, Robert Kennedy, Curt Borman, John Powers, Jessie A. Clarke, V. B. Cooper, Ben L. Bone, N. M. Jones, Raymond Solheim, Norman Jackson, C. Virgin and S. A. Rodgers.

Earl Sheppard  
Baltimore Port Agent

## Houston:

### Old ILA Barred From AFL Parade

Shipping perked up quite a bit during the past period as we crewed up the Marie Hamill (Bloomfield) and the Royal Oak (Cities Service).

We now have two bids on the installation of an air-conditioning unit at the hall. As soon as we get the third one, we will submit them all for approval by headquarters, so that we can get this hall cooled off in the near future.

A proposal at the last Central Trades (AFL) meeting in this city had quite a few of us worked up, but we finally squelched it to stop it from getting any further. The idea was to allow the old ILA and some CIO unions to take part in an AFL parade. We wouldn't endorse ILA participation at all and we non-concurred to kill the idea.

Future shipping out of here looks questionable as far as regularly scheduled payoffs are concerned, although the Oceanstar (Dolphin) and a few surprise visits could change all that.

During the past period, the Catherine (Dry Trans) also paid off and signed on, and we had the following ships in transit: Stony Creek (American Tramp); Del Viento, Del Rio (Mississippi); Republic (Trafalgar); Alexandra (Carras); Seatrains Texas, Savannah, New Jersey, New York (Seatrains); Steel Architect (Isthmian); Fairisle (Waterman), and Royal Oak (Cities Service).

C. M. Tannehill  
Houston Port Agent

## San Francisco:

### CG Clamping Down On Blue Ticket ABs

Shipping for the past two weeks has been very good in this port as we shipped more men than we registered. It should remain good since we have several payoffs scheduled and one tanker due in by next week.

The Coast Guard is actively enforcing its new rule of permitting only one blue ticket AB on deck, so those men who have not gone up for their green tickets should do so immediately. Some of the brothers have missed out on good jobs because they didn't have one.

We find a lot of ships coming in lately with a bunch of petty beefs that could be handled right on the ship by the delegates. Since we have a new set-up on delegates, and there are more of them elected

on each vessel, delegates should be able to handle many of these minor items on the spot.

Ships that paid off here during the last period were the Chocotaw (Waterman) and the George A. Lawson (Pan-Oceanic). The Choctaw and Coeur d'Alene Victory (Victory Carriers) signed on.

We also had a good share of in-transits, including the following: Seamar, Massmar, Marymar (Calmar); Ocean Dinny, Ocean Ulla (Ocean Trans); Wacosta, Fairland, Beauregard, City of Alma, Bienville, Jean Lafitte (Waterman).

Among the brothers of our last meeting was Seafarer Wallace K. Simpson, who is now attending Stanford University at Palo Alto as one of four winners of a \$6,000, four-year scholarship awarded by the SIU Welfare Plan last year.

Marty Breithoff  
West Coast Rep.

## Seafarers Enjoy Good Shipping In All Ports

Shipping for Seafarers under the new seniority hiring system was very good throughout the A&G District during the past two week shipping period. Jobs went a-begging for Class A and Class B men. Total jobs shipped were 1,053 against 1,156 men registered. Seven out of every 100 jobs shipped went to Class C men. Of

these, the greater proportion—59 out of a total of 83 Class C men shipped—got their jobs in the West Coast ports of Wilmington, San Francisco and Seattle, where job opportunities for SIU Class A and Class B men were especially abundant this period.

Overall, the figures show that 649 Class A men and 321 Class B men shipped out, with the 83 Class C men taking jobs which A and B men had turned down.

On the basis of shipping figures Class A men have far more jobs available to them than takers and thus have the best job protection in the industry. Class B men in the SIU are equally fortunate, with more jobs for them than takers as well.

Under the SIU's new hiring system, the job security and protection of Class A and Class B men ensures them of continued preferential shipping on the basis of their security under the Union contract.

## A & G District Shipping Record

PORT	Registered										Shipped												
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B	Total A	Total B	Total Reg.	Total	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	3	3	2	6	4	18	9	27	7	1	0	0	5	3	2	3	1	15	5	3	23	
New York	81	21	49	25	60	24	190	70	260	83	24	4	45	24	3	63	13	1	191	61	8	260	
Philadelphia	23	7	13	6	14	11	50	24	74	12	3	0	11	8	0	6	4	0	29	15	0	44	
Baltimore	51	15	46	20	38	21	135	56	191	33	10	0	26	14	2	25	14	1	88	38	3	127	
Norfolk	8	2	4	6	4	3	16	11	27	3	5	4	0	3	1	0	3	0	3	11	5	19	
Savannah	5	3	7	4	3	2	15	9	24	8	1	0	4	0	0	4	1	0	16	2	0	18	
Tampa	10	6	4	8	11	15	25	26	51	8	2	0	5	7	0	5	5	0	18	14	0	32	
Mobile	22	4	26	7	16	6	64	17	81	14	4	0	12	2	0	9	2	0	35	8	0	43	
New Orleans	36	8	23	13	34	22	93	43	136	31	8	0	25	5	0	31	10	0	87	23	0	110	
Houston	25	11	10	10	6	7	41	28	69	33	10	2	17	14	1	11	12	2	61	36	5	102	
Seattle	17	26	9	19	8	10	34	55	89	17	11	11	10	17	11	9	10	8	36	38	30	104	
San Francisco	20	11	17	11	14	15	51	37	88	22	13	11	18	11	3	17	19	4	57	43	18	118	
Wilmington	10	5	6	9	8	1	24	15	39	6	7	3	6	8	4	3	12	4	15	27	11	55	
<b>TOTALS</b>	<b>317</b>	<b>122</b>	<b>217</b>	<b>137</b>	<b>223</b>	<b>141</b>	<b>756</b>	<b>400</b>	<b>1,156</b>	<b>277</b>	<b>99</b>	<b>35</b>	<b>186</b>	<b>116</b>	<b>27</b>	<b>189</b>	<b>106</b>	<b>21</b>	<b>649</b>	<b>321</b>	<b>83</b>	<b>1,053</b>	

# PORT REPORTS

### Mobile:

## Strikes Due To 'Work' Law, Governor Says

New recreational facilities have been added in our new building since our last report to the LOG. Three new pool tables are in the downstairs recreation deck and also other new gear. The barber shop and shoeshine stand are operating from 8 AM to 5 PM on the ground floor, where the lounge and TV room have been completed.

As soon as materials are available, we will complete the second deck lounge and TV room and the top deck facilities. Supplies are being held up by the freight strike on the railroad.

This strike, on the L & N, and the telephone strike, are still going on, and both these unions say they will stay out until they win their demands. Alabama's Governor Folsom has spoken out in favor of the strikers, urging them to try and get together with the company without sacrificing any of their demands. He blames both strikes on the infamous "right-to-work" law and has urged its outright repeal.

We have pledged all-out support to both of these unions in their fight to obtain better conditions and wages.

### Payoffs

Paying off here in good shape were the Monarch of the Seas and Golden City (Waterman); Gulfwater (Metro) and the Corsair and Polaris (Alcoa).

Signing on were the Golden City, Polaris and Cavalier. The Steel Age (Isthmian) was in transit. Prospects for the next two weeks look a little brighter.

Waterman business has been at a virtual standstill pending the sale completion, and is expected to pick up when it is settled.

The Gulfwater (Metro) is laid up, and is expected to take a crew shortly. Due to hit port for payoff or in transit are the Monarch of the Seas; Corsair, Pennant, Pilgrim, Pegasus, Pioneer, Patriot, Partner, Clipper, Corsair (Alcoa) and the Afandria and Claiborne (Waterman).

The Mobile branch wishes to extend its deepest sympathy to Brother Claude "Lefty" McNorton and his family, as his mother passed away last week, and to the family of James E. Rounsavall, who died recently. Brother Rounsavall sailed in the steward department and is survived by a wife and two children.

For "Seafarer of the Week" we nominate Brother Lawrence Russell, who has been with the SIU since 1938. He is single and makes his home on the outskirts of Mobile, where he indulges his favorite sport of fishing when on the beach.

Having seen all the SIU headquarters buildings since its inception, Brother Russell is extra proud of our new building, which he says is one of the finest union halls in this section of the country. His favorite among the Union benefits is the disability care. He



Russell

says it assures a man that he will be taken care of in his later years.

Felipe Reyes, chief steward of the Snack Bar, has been pepping up the appetites of the members on the beach with such dishes as chop suey and Chinese fried rice, which are added to the menus along with the regular items such as steak and ham and eggs.

Cal Tanner  
Mobile Port Agent

### Seattle:

## Beefs Are Settled On Overtime, Storing

Approximately 80 hours of overtime was disputed when the Jean Lafitte (Waterman) paid off here, but the overtime has been collected. It was for the deck department standing watches in holds to prevent pilfering of the cargo by natives overseas.

On the John C. (Atlantic Carriers), there was a question about company promises regarding storing and repairs at the sign-on, and this also was settled to the crew's satisfaction.

Both the Jean Lafitte and the John C. paid off and signed on, as did the Warrior (Waterman). The John C. had made an eight-month trip.

Prospects for the future here also look good, with three payoffs coming up.

Ships in transit were the Raphael Semmes, Fairland and Choctaw (Waterman); Seamar (Calmar) and Lewis Emery Jr. (Victory Carriers).

Oldtimers on the beach at present are C. Wallick, H. Peeler, W. Bilger and G. Glennon.

Men in marine hospitals are P. Cogley, J. Dewell, W. Fick, A. L. Grillo, S. Johannessen, M. Musashi and U. K. Ming.

Jeff Gillette  
Seattle Port Agent

## Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of May 12, 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.

### New Orleans:

## Seafarers Aid Labor's 'Phone Strike Parade

Seafarers who were on the beach and aboard ships in the harbor on April 28 are entitled to a big hand for the manner in which they pitched in to help make the united labor parade on behalf of the striking workers of Southern Bell Telephone a success.

The telephone workers in nine Southeastern states have been on strike for nine weeks and are deserving of the fine support they are getting from other unions in this beef. The life of their union is on the line.

From all accounts, Mississippi Shipping Co. is doing all right in the financial department. At the annual meeting of stockholders, the company reported 1954 was a "very satisfactory" year. Earnings were \$2,237,405 in 1954 as compared with \$1,489,198 in 1953. Gross revenue in 1954 amounted to \$20.6 million as compared with \$18.6 million in the previous year.

As for other news of Seafarers in this port, we hear that Brother Donald Dambrino is preparing to do something about a steadily expanding waistline. Dambrino now weighs in at a robust 282 pounds and is reported to be preparing to go into the USPHS hospital here and stay on an enforced diet until he drops down to an even 230.

Edward J. Brevier, Paul Turner, Frank Edmonds, Edward H. Burns and Erskin Sims were admitted to the hospital recently. We hope they will be able to report complete recovery soon.

William Grimes, George King, James O'Keefe and Harvey E. Shero are still convalescing, but hope to be able to make the shipping list soon. James Mason, Harry Wolowitz and Michael Romalho were discharged from the hospital and are waiting their turn to ship out.

Shipping continues on the slow side. Since our last report we have 5 payoffs, 3 ships signed on and 14 hit here in transit.

The Del Valle and Del Sud (Mississippi), Madaket (Waterman) and Chickasaw and DeSoto (Pan Atlantic) paid off. The Del Viento, Del Sud and Del Rio (Mississippi) signed on.

Ships that called here in transit were the Clipper, Patriot, Corsair and Polaris (Alcoa); Lawrence Victory, Del Viento and Del Rio (Mississippi); the Seatrains Georgia and Louisiana (Seatrains); Monarch of

the Seas, Golden City and Claiborne (Waterman); Margaret Brown (Bloomfield), and the Edith (Bull).

Lindsey J. Williams  
New Orleans Port Agent

Tampa: New Meeting Forms Greeted Favorably

The new ships' meeting forms and bulletins sent out from headquarters every two weeks are making a hit with the crews coming in to this port. There has been a lot of talk on the subject and the reaction is all favorable.

One of the main reasons they like the idea is that now all the news and beefs from the ships will be easier to explain at their end and simpler to interpret when they come ashore.

The new welfare increases announced at the meeting also got a great reception and the membership adopted a vote of thanks to all officials.

Shipping is fair and is expected to remain fair for the coming period. Although we had no payoffs and sign-ons for the second two-week period in a row, we did have a few in-transits.

The DeSoto and Iberville (Pan Atlantic) were both in twice, along with the Chiwawa (Cities Service); Golden City, Fairisle (Waterman), and Chickasaw (Pan Atlantic).

Tom Banning  
Tampa Port Agent

Boston: Roamer to Launch Alcoa PR Service

Alcoa will start a new service from here May 20 with the sailing of the Alcoa Roamer. Ports of call at Puerto Rico have been named as San Juan, Mayaguez and Ponce. Alcoa advised that the move to Boston is made by the company to provide one of the nation's main manufacturing centers with export transportation to supply Puerto Rico's expanding consumer market.

Quite a few ships have been in transit, and most of them took on a few men. Generally, shipping has slowed down in this port.

There were three recent payoffs, by the SS Ann Marie (Bull), SS Republic (Trafalgar) and the SS Alexandra (Carras).

Ships in transit were the Robin Kettering and Robin Doncaster (Seas Shipping); Fairisle (Waterman); Winter Hill (Cities Service), and Steel Rover, Steel Admiral and Steel Seafarer (Isthmian).

Boston weather has finally changed to the better after 17 days of rain.

James Sheehan  
Boston Port Agent

### Savannah:

## Coast Guard Now Checking Old Logs

We were called on to represent one of our members before a US Coast Guard hearing officer recently. Sentence was suspended, but the interesting part of this hearing was the fact that the offense occurred over three years ago and was just brought to a hearing. This serves as a warning to all to keep out of the official log, as the Coast Guard is really cracking down.

The Southstar and Southport (South Atlantic) paid off here, and the Southstar signed on.

Ships in transit were the Chiwawa (Cities Service); Robin Sherwood (Seas Shipping); Steel Rover (Isthmian), and Seatrains Georgia and Louisiana (Seatrains).

Shipping looks dismal for the coming two-week period.

One beef, regarding the bosun and deck maintenance men sanding, scraping and removing varnish from wheelhouse doors, was settled on the Southstar in favor of the men involved.

At the last meeting, a motion was made by Herman "Buster" Bryant to the effect that headquarters should have reprints of the record of the Senate Labor Committee hearings on the Cities Service organizing drive given wider distribution. He pointed out that all the membership should read about the battle the SIU waged to bring Union conditions to this fleet. He suggested copies be put on all SIU-contracted ships and in all SIU halls.

Brother Bryant is a comparative newcomer to the SIU, having been around about six years, but he has seen his share of action on many picket lines and has engaged in some of the Union's toughest beefs.

He was highly pleased with the announcement of the new Welfare benefits that SIU members will now receive.

On the beach at present are R. C. Grimes, Steve Poole, M. J. "Shorty" Akins, Jimmy Lee, Bob Fagler, Charlie Lee, Aubrey Smith, Ed Searcey, Johnny Bragg, Tony Parker, Bill Hamilton and G. B. Gapac.

Men in the marine hospitals are Rufus L. Fields, Jimmie Littleton, Tommie Moore, Ernest Webb, John H. Morris, Gerald Perdomo, William G. Gregory, Lucius De Witt, Henry "Skeets" Lanier, Clyde Jernigan, Albert H. Schwartz and Jack Henley.

A. Michelet  
Savannah Port Agent

Bryant

Director of SIU Branches

<b>SIU, A&amp;G District</b>	<b>Canadian District</b>	<b>Great Lakes District</b>
BALTIMORE.....1216 E. Baltimore St. Earl Sheppard, Agent E.Astern 7-4900	MONTREAL.....634 St. James St. West Plateau 8161	ALPENA.....133 W. Fletcher Phone: 123W
BOSTON.....276 State St. James Sheehan, Agent Richmond 2-0140	HALIFAX, N.S.....128 1/2 Hollis St. Phone: 3-8911	BUFFALO NY.....180 Main St.
HOUSTON.....4202 Canal St. C. Tannehill, Acting Agent Preston 6558	PORT WILLIAM.....118 1/2 Syndicate Ave. Phone: 3-3221	CLEVELAND.....734 Lakeside Ave. NE Phone: Main 1-0147
LAKE CHARLES, La.....1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744	PORT COLBORNE.....103 Durham St. Phone: 5591	DETROIT.....531 W. Michigan St. Headquarters Phone: Woodward 1-6857
MOBILE.....1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1754	TORONTO, Ontario.....272 King St. E. EMpire 4-5719	DULUTH.....531 W. Michigan St. Phone: Melrose 2-4110
NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113	VICTORIA, BC.....617 1/2 Cormorant St. EMpire 4531	SOUTH CHICAGO.....3261 E. 92nd St. Phone: Essex 5-2417
NEW YORK.....675 4th Ave., Brooklyn HYacinth 9-6600		
NORFOLK.....127-129 Bank St. Ben Rees, Agent MADison 2-9834		
PHILADELPHIA.....337 Market St. R. Cardullo, Agent Market 7-1639		
SAN FRANCISCO.....450 Harrison St. Douglas 2-5479		
Marty Brothers, West Coast representative		



**Seafarer Visits Pisa**



SIU member Melvin L'Esperance (right), carpenter on the SS Lawrence Victory (Mississippi), sees the sights in Pisa, Italy, with Ernest J. Hendry (left), Lawrence Victory 2nd mate, and radio operator Howard Stuart. In the background is the Baptistery of the cathedral at Pisa. The famed Leaning Tower is located near-by behind the cameraman taking the picture.

**Lifeboat Gives Way During Sea Fire Drill**

A defective lifeboat davit was revealed during a recent fire and boat drill aboard the Queenston Heights (Seatrade).

During the drill, at sea, on April 19, the lifeboats were being swung over the side in the customary manner when the number four boat carried away.

The incident is reported in the minutes of the latest Union meeting aboard the Queenston Heights. Brother Daniel Sheehan reports that the bolts on the foot of the boat were crystallized.

**Crashed Into Sea**

"The forward davit carried into the sea as soon as the lifeboat was put into motion," Sheehan reports. It took the boat with it.

"The after davit bent up like a pretzel," he went on. "The engines were stopped and we managed to salvage the boat and the davits."



Sheehan

The boat was stove-in and had been held by the sea painter.

Fortunately no one was injured, although if the same thing had happened during a genuine emergency, the result may have been tragically different.

"The above was mentioned," Brother Sheehan notes, "to alert the brothers and to stress the necessity of maintaining annual inspections by the Coast Guard."

"These tankers are getting old and are in rather poor shape."

**Vigilant Crew**

He went on to say that the Seafarers aboard the Queenston Heights have always been especially vigilant in matters of safety, but had to do a lot of serious thinking when the lifesaving equipment suddenly gave way before their eyes.

"There is no way a Seafarer can protect himself when something like that is going to happen," Sheehan said. "Faulty equipment can be prevented from endangering lives only by having it tested and spotted through regular, strict inspection by experts."

The incident brings to mind a current Coast Guard proposal to abandon annual inspections and substitute a system of regular inspections at two-year intervals plus spot-checks of occasional ships.

James Kelly served as chairman for the meeting.

**Control Pets, Shipmates Told**

Pets can be a great pleasure aboard ship, as most Seafarers will agree, but occasionally they can cause problems on ship-board as well as on shore.

The SS Sea Cloud (American Merchant Marine) recently took actions which indicate that it may be having animal problems. The minutes of the last Union meeting, at sea, show that the Seafarers resolved that the ship's dog be kept out of the galley and that specified portholes be kept closed to protect linen from the ship's monkey.

The crew notified men in the galley to chase the dog out of those spaces whenever he appeared, or face the possibility of stern crew measures.

Crewmembers expressed the opinion that the dog's presence in the galley could lead to unsanitary conditions through petting of him by food-handlers, and also is a disrupting influence since men who must keep an eye on the pet cannot devote their full attention to the preparation of meals, according to N. W. Wexler.



Wexler

Presence of the monkey in the galley was also discouraged.

Since the wanderings of the monkey are more difficult to control, no one was assigned to regulate its activities. But crewmembers urged that everyone make an effort to take maximum security measures against the tricky animal's raids on sleeping compartments and the galley.

**OFF WATCH**

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

Due to the season and the long list of jobs yet to be done by home craftsmen and "do-it-yourself" addicts, a number of new products to get the work done easily are flooding the market. Offered generally with a specific task in mind, they can readily be adapted to a number of jobs with the same show of ingenuity which created the home craftsman hardware boom in the first place.

Owners of a standard or heavy-duty quarter-inch electric drill can now adapt this tool into a neat grass trimmer or floor polisher in just a few seconds. The "Powerwand" is a long steel handle with wheels and a clamp arrangement that grips the drill for floor polishing with a circular brush that is included as part of the kit. The brush can be replaced with a rotary steel cutter (also included) for trimming the grass in hard-to-reach spots near fences and trees without back-bending effort. The kit has a list price of \$8.95 complete and can probably be gotten at most large hobby or hardware shops. Apt Products, Inc., 665 Lexington Ave., Brooklyn 21, NY, is the manufacturer.

Those "do-hickies" and "gismos" of wartime fame have come to life in the form of the Do-Hicky, Inc., which apparently is devoted to that sort of thing out in Rockville Centre, NY. The company has a new lever-action nail driver to

keep the fingers intact and tempers calm when driving small nails and brads into hard-to-squeeze-into places. Pressure on the handle of the "Rammer-Hammer" drives the nail while a pressurized nozzle holds it. The item is \$2 postpaid.

A new plastic pipe has appeared on the market as part of a kit for putting in an under-lawn sprinkler system without finally calling in a plumber to do the job. The pipe hooks to an outdoor faucet and is guaranteed not to rot, crack or freeze. Kits include the pipe, sprinkler heads, couplings and complete instructions. The average installation of 1,000 square feet costs around \$16, according to the manufacturer, Industrial Plastic Co., Plainfield, NJ.

The "Sportsmen's Safe-Tee Water Purifier" is recommended to seamen by Brother S. C. Konzen, OS, of Chicago, as an item with which he has had "wonderful" success. According to him, it's an easy means of assuring safe drinking water for hunters, fishermen, campers, hikers and—he adds—seamen. The special mineral mixture provides about 1½ quarters of water, free of taste, odor and bacteria, in just a few minutes, and can be used about 100 times (150 quarts) before the mineral loses its force. An added advantage is that it weighs less than four ounces and will fit right into a shirt pocket.

**Grabs Nap On Ship, Wakes Up Far At Sea**

An unexpected passenger was the "guest" of the SS Steel Artisan (Isthmian) after a stopoff in a Middle-Eastern port during its current voyage.

The sudden "shipmate" is an Iranian longshoreman who turned up the morning after the ship sailed from Khurramshahr, Iran.

Brother Leo L. Seleskie, who forwarded news of the incident to the LOG along with the accompanying photograph, reports that the man's story is as follows:

He had been working long and hard as a longshoreman, loading a German ship docked nearby. He was weary and came aboard the Steel Artisan to catch a nap. Native workmen were then busy loading the Isthmian ship. The man asked one of them to wake him up when they finished up and were ready to quit the ship. No one did.

One established fact is that early the following morning, at sea, the cook was attracted to number three hold by shouts of "Somebody, please let me out."

**Made Comfortable**

The man was given a place to sleep aft and his Seafarer hosts kept him generously supplied with smokes and meals.

Brother Seleskie says that in spite of this, the man appeared very worried, insisting that he wanted to be back in Iran, with his wife and family.

Not necessarily out of cynicism, but as a handy identification, the crewmen usually referred to the unfortunate one as "the stowaway."

Since the schedule of the Steel Artisan called for several stops in the Red Sea area before entry into the Mediterranean, the man from Iran was expected to be deposited

as close to Iran as possible, and arrangements made for his return to his old Khurramshahr home.



This unhappy Iranian turned up on the SS Steel Artisan after it sailed from Iran.

**USPHS Has Last Say On Duty Slip**

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

**LOG-A-RHYTHM:**

**A Dreamer**

By John F. Wunderlich, Jr.

*I'm just a dreamer,  
I'm no one but me,  
Standing at my post  
Gazing at the sea,  
Dreaming, just a dreamer, still,  
I wouldn't be  
Anybody but me.*

*As dreamers are,  
In their dreams,  
I am a conquerer,  
Great, invincible,  
Of mighty words and fearless  
deeds,  
When really I am  
Nobody but me.*

*While dreaming  
I watch the ocean,  
Where green, breaking, turns to  
white foam.  
The derelict becomes a warrior  
Proud with honors  
But really the derelict  
Is no one but me.*

*Despair comes, leaves,  
Dreaming, I send a message  
Across the star-flecked blue.  
A dispatch begging, praying  
Confessing  
My deep and tender love—and  
true,  
And in my loneliness I long  
For none but you.*

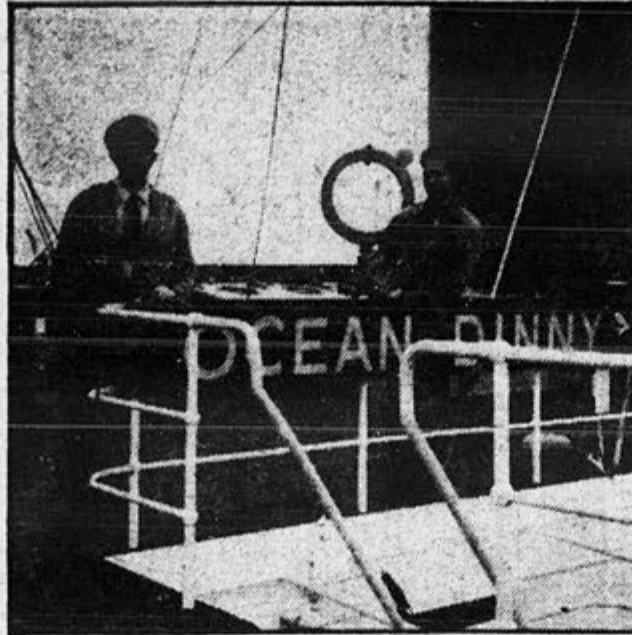
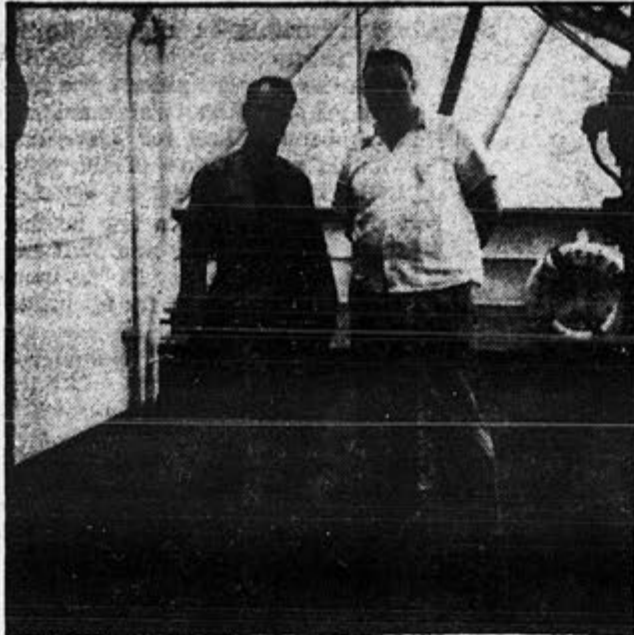
*Still dreaming,  
I build castles, giant towers,  
A cottage meant for two.  
To be president! Leader of my  
fleet,  
So fast, so clean, so free,  
Plowing the sea.  
Then I awake, and  
I'm nobody but me.*

**Quiz Corner**

- (1) The bombardment by the British of what fort was the inspiration for the "Star Spangled Banner?"
- (2) What have the following in common: (a) horse-chestnut, (b) fragrant crab, (c) honey locust?
- (3) A man decided to donate \$450 to five organizations to be split up in portions of one-third, one-fourth, one-fifth and one-sixth, with the remainder going to the fifth organization. How much did the last group receive?
- (4) Rearrange the word slatenart to spell a word meaning interpret.
- (5) Which is higher in rank, an earl or a marquis?
- (6) According to the nursery song, where was the queen while the king was in the counting house counting out his money?
- (7) What is the name for the soft fatty substance enclosed in the interior of bones?
- (8) Which is farther north, Seattle, Washington, or Nova Scotia?
- (9) Among what group of people did the swastika symbol originate?
- (10) Is the "Milky Way" a small portion of the sky or does it completely encircle the Earth?

(Quiz Answers on Page 19)

# Picture Visit to Ocean Dinny



Seafarers aboard the SS Ocean Dinny (Ocean Transport) relay these pictures of life aboard the SIU-contracted ship. Above, left, First Assistant Macon A. Rowse and engine department delegate William R. Thompson strike a harmonious pose.

Above, right, Captain D. D. MacClennan poses with ship's delegate Walter D. Milne (right), with the ship's name in foreground.

Lined up in the picture at left are the departmental delegates for the Ocean Dinny. They are (left to right), deck delegate David Bass, ship's delegate Walter Milne, steward delegate Wilson B. Yarbrough and engine delegate William R. Thompson.

### Was War Hawk

The Ocean Dinny was formerly the SS War Hawk (Waterman) and was taken over by Ocean Transport Co., in Mobile, in December. It took on its new SIU crew at Mobile.

Pictures were taken especially for the LOG on a ship's recent voyage.

# The SPORTS LINE

By Spike Martin

"What would happen," they used to wonder in Brooklyn, "if our pitching was solid and our relievers were reliable, if we had a left fielder, if Furillo started fast and Campanella regained his touch, if Robinson could play regularly—wouldn't we run away with it?"

They can stop wondering right now. The baseball fever is still in the incubation stage, but all these things are happening at once, with the result that the Brooklyn club is showing some of the fastest early footwork any team has ever displayed.

By taking 21 of their first 24 games, Brooklyn clamped a solid, if temporary, headlock on first place. They did so simply by play-

ing on the ballfield the kind of game they always played on paper but seldom in real life.

That doesn't mean of course that they can't turn around and revert to normal. Robinson's bad legs can act up, left-fielder Amoros may turn out to have feet of clay like all Brooklyn left-fielders before him. Loes and Meyer can become three inning pitchers again and the newly-found relief aces can wind up in Montreal before the season is over. It would surprise nobody because that is the Brooklyn way.

The Dodgers of recent years have always been the kind of club that looked solid, deeper and more resourceful than any in baseball. Why they never turned out that way is one of those mysteries that lie in what is known as "the murky depths of the human personality." In other words, like Tom Dewey, Sam Snead and Discovery, they couldn't win the real big ones.

### No Blaze-Power

As individuals, they've always been well-stocked in natural talent. As a team they never blazed up furiously the way the Giants did last summer. The Dodgers may overpower you but they will seldom outfight you, particularly on the pitching mound. Some bad management in recent years hasn't helped the club catch the spark either.

The difference between Brooklyn and the Giants in terms of combativeness last season was the difference between a backache-ridden Maglie fighting out of jam after jam and a Loes throwing half-heartedly because he was sulking that day. Only Erskine of the present day Brooklyn staff rates as a 14-carat pitching pro. There are other individuals on the Brooklyn club who have the fire but they have never been able to infect their teammates.

This club is so wealthy talent-wise, it can win on a half-throttle. It would be an interesting, though somewhat gory, spectacle to see the team really open up and turn on the heat.

## Beefs Come Out In Wash

A frequent source of minor beefs aboard ship is the washing machine.

It seldom causes major trouble, but many crew meeting minutes deal with keeping the washing machines in proper order. The constant attention shows its value to the crew.

Recent minutes of meetings from the SS Seastar (Mercador) and the SS Marymar (Calmar), for instance, report that the crews gave serious attention to keeping washing machines in proper trim.

The Seastar Seafarers were interested in having a hot water pipe adjustment on their machine, and instructed their ship's delegate to investigate the matter.

C. Saunders served as chairman of the Seastar meeting, with E. Pappas handling the secretary's chores.

Aboard the Marymar, the crew requested that a tray be fixed under the wringer, for more efficient operation. They also agreed among themselves to make efforts to keep the washing machine cleaner, and to handle it carefully.

Both meetings stressed the importance of each man passing on the machine in as good a condition as he found it, which is necessary when a number of men are using any facility in common.

Chairman for the Marymar meeting was Andy Reaska. Frank Fletcher was secretary.

## SIU Gourmet Gives Eatery Tips

(Ed. note: The following article was submitted by Honest Al Whitmer, the Duncan Hines of the SS Neva West (Bloomfield). Brother Whitmer here describes his adventures in sampling the offerings of restaurateurs along the Texas Coast).

I don't profess to be an epicure, but I would like to pass on a few of my gastronomical adventures. I won't attempt to name all of the establishments wherein I have indulged myself in masterpieces of the culinary arts, but here are a few I have had the good fortune to learn about.

One delightful place in Corpus Christi, Texas, is Don Pedro's. Here one does not break bread, he rips tortillas in a frantic

effort to put out the fire built by abundant use of pepper sauce on enchiladas and tamales.

Take it on the slow bell when

it comes to the hot sauce and, should you go too far, take a little salt. Never use water to put out the fire. Bring your own extinguisher if you choose, but try Don Pedro's if you like your chili hot.



Whitmer

Also in "Corpus" Another place in "Corpus" that I liked was the Ship Ahoy. Service is good and a specialty is sweet, crisp fried shrimp.

Next we move to Brownsville, Texas, where a must on the tourist itinerary is Landrum's. It is at the foot of the International bridge to Matamoras, Mexico, and affords first class food designed to fit the average pocket-book. Stop by after visiting Matamoras, where the tequila will sharpen your appetite for good food.

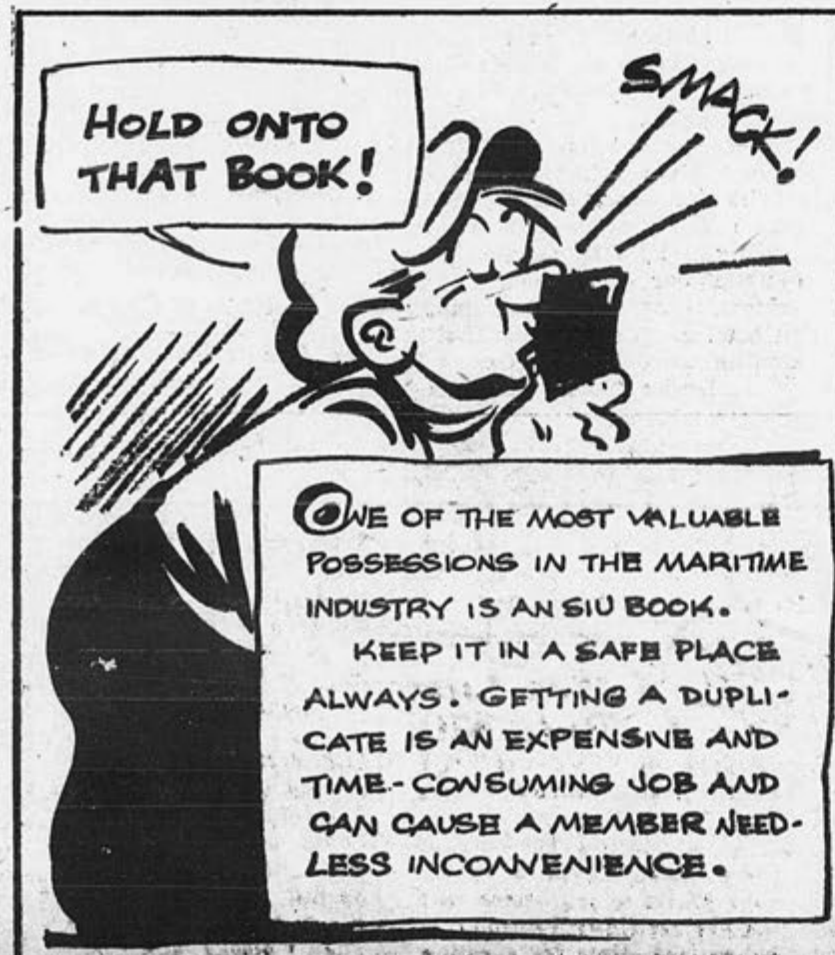
In Matamoras itself, a little-known but fine eatery is the Patio. Here you get both Mexican and American dishes and a complete meal costs less than a dollar, including wine, beer or tequila. Frogs legs are a house specialty, along with filets done over charcoal.

### Charcoal Galley

Up the Texas coast, on the treasure isle of Galveston, a number one spot is Jack Tar's charcoal galley, out near Stewart Beach. Prices are rather steep, but you get your money's worth.

This covers a few ports, and I'll be glad to explore some others for you at a later date.

## Seafarer Sam Says



ONE OF THE MOST VALUABLE POSSESSIONS IN THE MARITIME INDUSTRY IS AN SIU BOOK. KEEP IT IN A SAFE PLACE ALWAYS. GETTING A DUPLICATE IS AN EXPENSIVE AND TIME-CONSUMING JOB AND CAN CAUSE A MEMBER NEED-LESS INCONVENIENCE.

## GALLEY CLEANINGS

The LOG conducts this column as an exchange for stewards, cooks, bakers and others who'd like to share flavored recipes, little-known cooking and baking hints, dishes with a national flavor and the like suitable for shipboard and/or home use. Here's Seafarer James Hendley's recipe for "crab gumbo."

You have to go way South of the Mason-Dixon Line to learn about gumbo and the use of same. Some folks only know it as "okra" from its use in crossword puzzles, but it's gumbo just the same.

According to the Seafarer James Hendley, 2nd. cook, who's had a chance in 15-odd years of cooking, both ashore and aboard ship, to use his share of this vegetable, gumbo has a unique taste and flavor which characterizes a lot of Louisiana cooking.

He's been using it now and then aboard SIU ships for the past five years and finds it has appeal to all kinds of appetites. He hasn't lost a "customer" yet.

To make "crab gumbo," here's

what you need: 2 cups sliced fresh okra, 1/2 cup diced ham, 6 diced tomatoes, 1 pound crabmeat, 1/2 clove garlic, 6 peppercorns, and salt; bay leaves and thyme to taste.

Fry the ham, garlic and okra in lard or oil. When the mixture is well-coated with fat, but not brown, add all the rest of the ingredients except for the crabmeat. Include a cup of hot water when combining in these items.

Cook about 20 minutes more, then add the crabmeat and cook for another 15 minutes. When the cooking is completed, and the aroma begins to tell on you, it's ready. Serve on mounds of steamed rice. (Feeds four; increase proportionately for any number of portions.)





### Thanks Portmar Crew For Help

To the Editor:

My wife and I want to thank the crew and officers of the Portmar (Calmar) for the way they came through when I received bad news out on the West Coast.

Most of the crew didn't know me from "Adam," as the saying goes. Shoreside folks just don't know how big-hearted seamen are when someone is in trouble.

Anyway, everything is coming along fine now with us, and I hope to see all of you real soon. Good luck and good sailing to a fine bunch of men.

J. Welsh

### Counting Days 'Til His Return

To the Editor:

I'm writing to let you know of another change of address. It seems like I've done nothing but move around in this Army. But that suits me fine because it helps the time go faster.

I can't wait to get back on a good old SIU ship again. I'm stationed about 19 miles outside of Tokyo right now and lots of times when I go down to Yokohama I see that big, beautiful "W" on those Waterman scows and they sure look good. It's a little touch of home.

I've managed to transfer from the artillery to a post engineer outfit and I'm a steamfitter right now. It's about as close as I could get to what I used to do when I was sailing as an oiler. Just nine months and 16 days and I'll be back on the shipping list.

I received a copy of the LOG today and read about the new shipping set-up. I like it a lot better than the old one. I'm sure that as long as the SIU does as well as it has done, there will be no shortage of jobs for anyone.

I also read that the SIU won the West Coast election and I'm glad to hear that. Things get better all the time.

The best of luck to the best of unions and to all my old shipmates.

Henry J. Kowalski

(Ed. note: The LOG will be sent to your new address.)

### Wants LOG Sent To New Address

To the Editor:

This is to thank you for the LOGs I have received in the past. I enjoyed reading them and watching the progress the SIU is steadily making. I have seventeen months more to go in the service and when that is finished, I will be around to pick up my book and start back at sea under the best contract in the maritime industry.

My address has been changed and I hope you will continue to

# LETTERS

send the LOG, to my new address.  
Fred G. Oestman  
(Ed. note: The LOG will be sent to you at your new address.)

### Warm Monkeys: Cool OT Cash

To the Editor:

On behalf of the SIU crew of the SS Wacosta (Waterman), I am writing to tell all the brothers about our last voyage and recent payoff.

Soon we are leaving Seattle for Formosa, Manila, Saigon and Bangkok. On the last trip, we picked up a small zoo in Bangkok. It consisted of seven elephants, several monkeys, pythons, rare birds, wildcats and hyenas.

The voyage to Seattle, via Formosa, took 28 days, and the animals were in number four hold.

After we left Formosa, it got very cold. To keep the animals

warm, the engineers put steam pipes and heating lamps in the hold. The mate ordered the watches from 8 PM to 8 AM to check and see if the animals were warm and the steam lines in order. The boys put down for four hours overtime each watch, and the mate disputed it, claiming the safety of the ship was involved in checking the steam lines.

Upon arrival in Seattle on April 10, the deck delegate, Herman Christensen, contacted the SIU port agent and explained the case. Next day the agent came aboard to pay off the ship.

Naturally we expected arguments and trouble, but the SIU official went topside to see the captain. He handled the beefs so smoothly that everything was quickly settled to the crew's satisfaction.

Deck delegate Christensen and the whole crew requests me, as secretary-reporter for the SS Wacosta, to write the LOG expressing our thanks to Seattle agent Jeff Gillette for settling all beefs to our satisfaction.

Peter Loleas

### 'Mom' Misses Old Friends

To the Editor:

I want to thank the boys who sent me the LOG recently. It means a lot to me and I enjoy it very much.

I am away from the docks now, but still miss seeing the boys who used to come to the cafe I ran in Texas City. I would very much like to hear from some of them who were my friends and used to come around regularly.

Most people used to call me "Mom." My address now is 107 East Hopkins St., Mexia, Texas.

Allene Watson



Seafarers in the Baltimore Marine Hospital gather to draw their weekly hospital benefits. They are (left to right): Joe C. Lewallen, S. A. Holden, Stanley Rogers, an unidentified Seafarer, E. H. Hulzena and N. T. Jackson. Seated is Tony Kastina, SIU representative, making the payments.

### Balto Men Laud SIU Hospital \$

To the Editor:

SIU men in the Baltimore Marine Hospital (USPHS) receiving the weekly hospital benefit given by the SIU are really pleased to hear that it has been agreed to raise the payments in the near future.

All SIU men will be glad to know this, I'm sure, for you never know when the best and healthiest of us will have to hit the old hospital unexpectedly.

We receive our payments from our Union welfare representative, Tony Kastina, who comes by the hospital every Tuesday.

We always have our regular coffee time in the Baltimore Hospital, the way we do on all of the SIU contracted ships—thanks to the very good contract and conditions we have now aboard all of them.

Joe C. Lewallen

### Mobilize Now For Hospitals

To the Editor:

I see where the Hoover Commission on Government Reorganization is trying to put over the same thing the "Hobby-Dodge" group failed in doing in mid-1953.

They advise shutting down all US Public Health Service hospitals, with the exception of four to remain open.

Not only does the Hoover Commission want to close the hospitals, but it wants to cut the budget of various other Governmental Institutions concerned with medical care, including those for the armed services and Civil Service workers.

But with the backing of our Union officials, Seafarers and their families and friends, the Hoover group will have a hard time trying to freeze seamen out of medical

care, after taking care of same for 157 years.

Was Tried Before

In mid-1953 Mrs. Oveta Culp Hobby, Secretary of Health, Education and Welfare, and Joseph Dodge, budget director, pushed a drive to shut down all Public Health Hospitals, with the exception of the same four to remain open. Their bill was voted down in the 83rd Congress in 1954, due to the efforts of our Union representatives and others who wrote to Congress protesting the injustice.

We won a victory there. The Congress appropriated thirty-three million dollars in the budget for the period of June 30, 1954, to June 30, 1955. Now we have another battle on our hands.

This Hoover Commission is trying to do the same identical thing that the Hobby-Dodge combination tried.

Letters Help

During the previous fight, all Seafarers were worried about the proposed closing of the Marine Hospitals. At that time I wrote the Democratic Senators from Louisiana, the Hon. Russell Long and the Hon. Allen J. Ellender, pleading with them to fight in Congress to keep the hospitals open, and I must say that I received most encouraging letters from both of them.

Now this threat is on us again, this time through the Hoover Commission. But they won't catch our Union napping.

We can count on our Union representatives being on the job to fight this thing. But the membership as a whole and all its friends can help by starting now to write our Congressmen and Senators, concerning this important beef. Let's show them that in unionism there is strength.

Duska "Spider" Korolla

### Steward Gives Serving Ideas

To the Editor:

I'm writing in regards to the new set-up on shipboard feeding. I am the steward aboard the Monarch of the Seas (Waterman) and have been sailing for some time. This is my opinion of the steam table vs. galley serving question.

I have talked to a few brothers from various Alcoa and Bull Line ships and they say it is inconvenient to the cooks for everything to be served from the galley.

I think all roast meats are best served from the galley.

The fried and breaded meats, and vegetables, should be served from the steam tables. I have found that vegetables and breaded meats put in the steam tables are much better. They are kept hot and the steam tenderizes them more.

This doesn't mean for the cooks to put the food on the steam tables in the morning for the whole day.

Defends Steamtable

Steam tables are more efficient in keeping food hot than ranges are, where it gets direct heat which causes food to stick to the pots, especially food which has cheese in it.

If the change is for reasons of economy, I don't agree that it will work. Serving food from the galley doesn't cut down on how much food is cooked.

The steward could make checks to see if any food is being wasted and then tell the cooks about it. The steward should also check the steam tables at every meal to make sure the food is hot.

Individual serving dishes are okay. It makes the food look better when it is served and the crew is better pleased.

This is just my own opinion about the serving. I would like to get the ideas of some other stewards on the matter.

C. L. Stringfellow

### Shows Promise As LOG-A-Rimer

To the Editor:

I am sending you this corny poem I wrote when I had nothing to do. Maybe if you have space you can put it in the LOG.

"Stranger in Town"

There he stands on the corner, so blue.  
Maybe he's thinking of someone like you.  
He's just a stranger in this here town.  
Just standing there with a face afrown.  
He'll most likely walk down Main Street  
Looking for you, a girl so sweet.  
I hope he finds you because he's all alone;  
So if you see him hanging around,  
Treat him right, this stranger in town.

Charles Ludwick

### Burly

### Never Look Back!

### By Bernard Seaman



# SEEIN' THE SEAFARERS

With WALTER SIEKMANN



It was no surprise to your Union to find that the Seafarers in the hospitals were pleased as punch with the increases in benefits negotiated by the Welfare Plan and the new benefits that were added.

There've been several new arrivals at the Staten Island hospital lately, but fortunately it appears as if none of the boys has anything too serious to worry about and most of them should be up and around before long.

The Sandcaptain was his last ship. H. Hanlin, AB off the Texmar, got his jaw broken and entered the hospital for treatment on April 30.

Other Seafarers in the hospital are Daniel De Marco off the Steel Fabricator; L. Labrador, Mary Adams; S. Kadziola, Robin Doncaster; Duska Korolia off the Robin Kettering, Gus Kounavis, DM off the Robin Hood, and Albert Nelson, AB off the Alcoa Pilgrim.

Rafael Padilla, 3rd cook on the Seatrain Savannah, and Carl Ernest, messman on the Michael, are both being treated for heart conditions. Sam Vandal, baker off the Seatrain Texas, and Fred Delaphena, steward from the Steel Navigator, have both been readmitted for further treatment.

We're sure all the brothers in the hospitals were happy to learn that the Union is always considering means to improve our Welfare Plan. Your Union was the first with the unlimited hospital benefit as it was first with many other Welfare Plan features.

## Seafarers In Hospitals

- USPHS HOSPITAL BALTIMORE, MD. George Anderson, Robert Lipscomb, Ben Bone, William J. Mellon, Curt Borman, Thomas Mungo, L. J. Brillhart, Juan Parodi, Jessie A. Clarke, Fred Pittman, Victor B. Cooper, John Powers, Gorman T. Glaze, Edwin B. Rhoads, Norman T. Jackson, Stanley Rodgers, Charles E. Jenkins, John Simpson, Melvin H. Jones, R. H. Solheim, Robert Kennedy, C. A. Virgin

- USPHS HOSPITAL SAN FRANCISCO, CALIF. Marcello B. Belen, John F. Murphy, Max Byers, Joseph Ferreira, Harry J. Cronin, W. Timmerman, Frank Kubek, Norman West, Robert Lambert, Joseph R. Wing

## Speak Your Mind 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.

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.

- USPHS HOSPITAL MEMPHIS, TENN. Charles Burton
- USPHS HOSPITAL LEXINGTON, KY. George O. Chaudion
- USPHS HOSPITAL MANHATTAN BEACH, NY. Fortunato Bacomo, Kaarel Leetman, Frank W. Bemrick, James R. Lewis, Claude F. Blanks, Arthur Lomas, Robert L. Booker, Francis F. Lynch, Joseph G. Carr, Joseph D. McGraw, Jar Chong, A. McGuigan, Gabriel Coloni, Harry F. McDonald, Walter W. Denley, Vic Milazzo, John J. Driscoll, Melvin O. Moore, Bart E. Guranick, Eugene T. Nelson, Talb Hassen, Joseph Neubauer, Joseph Isitte, D. F. Ruggiano, Thomas Isakson, G. E. Shumaker, John W. Keenan, Henry E. Smith, John R. Klemowicz, Harry S. Tuttle, L. Kristiansen, Virgil E. Wilmoth, Frederick Landry, Chee K. Zai, James J. Lawlor

# 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:

Robert Kenneth Griffith, born March 28, 1955. Parents, Mr. and Mrs. Jesse Griffith, Baltimore, Md.

Kathleen Ann Wessel, born March 29, 1955. Parents, Mr. and Mrs. Thomas Wessel, Braddock, Pa.

Dawn Lee Williams, born April 4, 1955. Parents, Mr. and Mrs. Roland R. Williams, Baltimore, Md.

John Calvin Kalmick, born February 13, 1955. Parents, Mr. and Mrs. John Kalmick, Meriden, Conn.

Donald Union Sanders, born March 16, 1955. Parents, Mr. and Mrs. Union H. Sanders, Jr., Bay Minette, Ala.

Jennie Diaz, born April 2, 1955. Parents, Mr. and Mrs. Domingo Diaz, Bronx, NY.

Nell Alan Blonstein, born March 11, 1955. Parents, Mr. and Mrs. David Blonstein, Brooklyn, NY.

Raymond Joseph Roney, born April 12, 1955. Parents, Mr. and Mrs. Clarence Roney, Chickasaw, Ala.

Gene David Ballance, born March 17, 1955. Parents, Mr. and Mrs. Suny B. Ballance, Norfolk, Va.

Beth Wargo, born April 9, 1955. Parents, Mr. and Mrs. Allen Wargo, Danville, Pa.

Michael Rocco O'Neil, born April 11, 1955. Parents, Mr. and Mrs. Francis O'Neil, Philadelphia, Pa.

Albert Alfred Bagley, born April 15, 1955. Parents, Mr. and Mrs. Albert Bagley, Flushing, NY.

Diane Consalvo, born April 12, 1955. Parents, Mr. and Mrs. Gaetano Salvatore, New Brunswick, NJ.

Elida Marie and Elexis Del Carmen Kothe, born March 12, 1955. Parents, Mr. and Mrs. August Kothe, Baton Rouge, La.

Philip Alvin Mauffray, born April 15, 1955. Parents, Mr. and Mrs. Funston Aloysius Mauffray, Philadelphia, Pa.

Thomas Earl Campbell, born April 19, 1955. Parents, Mr. and Mrs. Thomas J. Campbell, New York, NY.

Dennis Pantoja, born March 9, 1955. Parents, Mr. and Mrs. Evaristo V. Pantoja, Bronx, NY.

Gregory Joseph Duchmann, born April 17, 1955. Parents, Mr. and Mrs. Fred Duchmann, Jr., New Orleans, La.

Susan Shu Pow, born April 20, 1955. Parents, Mr. and Mrs. Jerry Pow, South Ozone Park, NY.

# FINAL DISPATCH

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

D. E. Kelley: Brother Kelley died in Alameda, California, on February 9, 1955, of a respiratory ailment. The SS Hastings of Waterman Steamship was the last SIU ship Brother Kelley sailed aboard. He is survived by his mother, Virginia E. Kelley, of Concord, Mass.

Luther C. Seidle, 51: On March 2 of this year Brother Seidle died of a heart ailment in New Orleans. Place of burial is not known.

Walter J. Byrne, 52: Brother Byrne died on February 16, 1955, in the Kings Park State Hospital in Suffolk, New York. Burial took place at St. Charles Cemetery in Farmingdale, NY. Joining the Union in 1952, in New York, Brother Byrne had been sailing in the deck department. Brother Seidle is survived by his brother, W. H. Seidle, of New Orleans, La.

Brother Seidle is survived by his brother, W. H. Seidle, of New Orleans, La.

had been sailing in the engine department. He is survived by his wife, Helene B. Byrne of Brooklyn, New York.

Carl Jefferies, 50: A member of the SIU since 1946, Brother Jefferies died of acute bronchitis on March 27, 1955, in New Orleans, La. He sailed as a member of the engine department from New Orleans and is survived by his mother, Allie Jefferies, of Dallas, Texas.

Sotirios Gelardmos, 22: Brother Gelardmos was lost at sea aboard the MV Southern Districts, which was last heard from on December 6, 1954. He joined the Union in Norfolk in 1951 and had been sailing in the deck department. Brother Gelardmos is survived by his father, Niko Caos, of Norfolk, Va.

James R. Frotton, 49: A member of the engine department, Brother Frotton died of asphyxiation by smoke on March 6, 1955, in Wilmington, Mass. He had joined the Union in 1941 in Philadelphia. Burial took place at Wildwood Cemetery in Wilmington, Mass. Brother Frotton is survived by his wife, Patricia Frotton, of Wilmington, Mass.

Stephen T. Harris, 43: Brother Harris was reported missing at sea while serving aboard the SS John B. Kulukundis. Brother Harris joined the Union in New York in 1945 and had been sailing in the steward department. He is survived by his wife, Freddie Harris, of New York.

Henry W. Parsons, 61: Brother Parsons died aboard the SS Golden City at Brunsbuttelkoog, Germany, on January 26, 1955, of a heart disorder. Place of burial is not known. He joined the Union in Mobile in 1951 and had been sailing in the engine department. Brother Parsons is survived by his wife, Agnes Parsons, of Mobile, Alabama.

# SEAFARERS CASH BENEFITS

## REPORT ON BENEFITS PAID April 22 to May 6, 1955

Number of Seafarers receiving benefits this period..... 963
Average benefits paid each Seafarer..... \$59.91
Total benefits paid this period..... \$57,689.43

WELFARE, VACATION BENEFITS PAID THIS PERIOD
Hospital benefits ..... \$4,110.00
Death benefits ..... 8,942.50
Disability benefits ..... 2,400.00
Maternity benefits ..... 4,800.00
Vacation benefits ..... 37,436.93
Total ..... \$57,689.43

WELFARE, VACATION BENEFITS PAID PREVIOUSLY
Hospital benefits paid since July 1, 1950..... \$662,125.50
Death benefits paid since July 1, 1950..... 1,209,859.88
Disability benefits paid since May 1, 1952..... 93,145.00
Maternity benefits paid since April 1, 1952..... 268,800.00
Vacation benefits paid since February 11, 1952..... 4,312,969.92
Total ..... \$6,646,900.30
(Dates are when benefits began.)

WELFARE, VACATION PLAN ASSETS
Cash on hand—Vacation ..... \$718,028.33
Cash on hand—Welfare ..... 449,186.14
Estimated accounts receivable—Vacation ..... 161,185.05
Estimated accounts receivable—Welfare ..... 145,991.85
US Government bonds (Welfare)..... 1,720,696.88
Real estate (Welfare) ..... 240,894.70
Other assets—training ship (Welfare)..... 117,803.40
Total Assets ..... \$3,553,786.35

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

**STEEL CHEMIST (Isthmian), February 27**—Chairman, E. Lessor; Secretary, A. Martinelli. Suggestion made that new refrigerator be ordered. Steward reported that grade of meat was poor this trip and that the patrolman should check with the port steward on this matter. Balance in the ship's fund is \$56.33.

**SALEM MARITIME (Cities Service), February 22**—Chairman, Andy Gowder; Secretary, William P. Miskde. One man missed ship in Boston and three men missed ship in Lake Charles. No beefs reported.

**SUZANNE (Bull), March 4**—Chairman, H. Orlando; Secretary, C. Rawlings. Few repair items brought up and added to the repair list. Vote of thanks for chief cook in preparing the food properly.

**LAWRENCE VICTORY (Mississippi), March 5**—Chairman, W. Meehan; Secretary, S. Rivers. A few members of the steward department were logged for failing to perform their duties in accordance with the Union agreement. They were apparently under the influence of alcohol. Motion carried to have a special meeting with the patrolman before payoff. The washing machine should be overhauled.

**JOHN KULUKUNDIS (Maritis), January 5**—Chairman, C. Tobias; Secretary, E. Pinnell. A letter drafted by ship's delegate and sent to headquarters was read to meeting, and an answer to same was also read. Report on telegram concerning draw in Calcutta. Beef about somebody using yellow laundry soap in washing machine. Thanks to steward department for a good job during the holidays. February 13—Chairman, C. Tobias; Secretary, E. Pinnell. Repair list turned in. Crewmembers in the messroom were asked to make less noise. Laundry should be kept cleaner.

**SEA COMET II (Seatraders), January 2**—Chairman, C. Andrews; Secretary, Goncalves. Old repairs were all taken care of. A vote of thanks was given to the steward department for a grand Christmas and New Years dinner. Agent in States will be contacted about pest control aboard ship.

February 9—Chairman, W. Rogers; Secretary, C. Edwards. Meeting was called for the purpose of electing a ship's delegate to replace Brother Andrews who went to hospital in Yokohama.

**OCEAN DEBORAH (Ocean Transportation), February 2**—Chairman, L. Johnston; Secretary, R. Hernandez. Crewmembers should not go to the pantry and serve themselves at meal hours. Someone will go to the union hall at San Francisco to see if there is a possibility of getting books and magazines replaced. It was agreed that each department take care of cleaning the ship's laundry room as well as the sink in crew quarters on weekly rotations. Pictures will be taken of the ship and crew and sent to the LOG.

**INES (Bull), February 19**—Chairman, H. Long; Secretary, J. Bergeria. Ship's delegate elected. Motion made to make up a pool for arrival in San Juan and the money left over will go into the ship's fund. The TV will be repaired. Crewmembers were asked to keep the laundry clean and take care of the washing machines.

February 27—Chairman, C. F. Aycock; Secretary, C. Andrews. Ship's delegate asked department delegates to make up and turn in all repairs. The washing machine should be secured firmly to deck and bulkheads. Steward department was given a vote of thanks for the fine chow that was served on this voyage. Captain sent the crew a message thanking them for being such a good bunch of men and telling them that it was a pleasure to sail with a crew that doesn't fout up.

**QUEENSTON HEIGHTS (Seatrader), February 27**—Chairman, D. Sheehan; Secretary, R. Jernigan. Motion made and carried to replace steward. Menus below SIU standard. The refrigerator on this ship has been repaired on four different occasions. Company has promised to put a new one aboard next trip.

**ALCOA PIONEER (Alcoa), February 15**—Chairman, G. Mitchell; Secretary, J. Tilley. Ship's delegate had a talk with the captain before the meeting and promised a draw if crew cleared for shore leave in Pedro. He handed out repair list forms to each delegate and asked

for an early return on them. Motion made and carried to ask for a new washing machine. Installation of an extra tub in laundry room. The brand of soap powder, evaporated milk and coffee on board now is unsatisfactory. Discussion on receiving narrow sheets and bath towels.

**ALAMAR (Calmar), December 13**—Chairman, L. Horton; Secretary, James McPhaul. Discussion on food preparation. Suggestions made to keep washing machine and laundry clean.

**ALCOA CORSAIR (Alcoa), March 13**—Chairman, Buster Young; Secretary, James Nelson. Ship's delegate checked up on the fines imposed on crewmembers last trip. Crew wishes newly-elected Galveston agent the best of luck. Financial report made and accepted. Crew commended the messmen on the fine job they did.

**SEAMAR (Calmar), March 13**—Chairman, J. Marshall; Secretary, F. Miller. Repair lists should be turned in to the ship's delegate before completion of the voyage. Motion made that the patrolman in New York and the patrolman in the port of payoff be contacted regarding the shortage of hot water in showers. A vote of confidence given to the ship's delegate for his splendid cooperation and tactful handling of the job.

**EMELIA (Bull), April 10**—Chairman, A. Campbell; Secretary, J. Eddins. Repair lists to be given to departmental heads. Headquarters report was accepted by crew. Communications read and discussed and a motion was made by W. Steward to accept and concur. Written resolutions on CAMU dispute and approval of new hiring system adopted unanimously. Motion made by L. Coffin that a telegram of support be drafted and sent to Harry Lundeberg. Carried. Linen will be changed on Fridays. Washing machine needs repairing and the first assistant will take care of same. Ship's secretary-reporter requested that the ship's minute forms be printed so the lines fit the average American typewriter.

**CUBORE (Ore), April 11**—Chairman, R. Forest; Secretary, R. Colyer. Resolutions adopted supporting position taken by AFL unions on CAMU as well as SIU's recently established hiring system. A motion was made by Richard Faust and carried that a telegram be drafted and sent to Harry Lundeberg.

**ALCOA PLANTER (Alcoa), April 13**—Chairman, M. Reed; Secretary, G. O'Neil. Motion made by W. Perry to accept and concur in resolution pledging full support of AFL position on CAMU. Brother Novack made a motion that resolution giving full endorsement to new hiring system in SIU be adopted. A telegram was sent to Harry Lundeberg assuring him of crew's full cooperation and support on stand taken in Washington.

**ALCOA PIONEER (Alcoa), April 14**—Chairman, R. Himel; Secretary, J. Tilley. The headquarters report was discussed enthusiastically by the membership and we decided to go down the line with complete acceptance on this matter. The membership aboard expresses a vote of thanks to the negotiating committee and wishes the Arthur SS Company and the SIU a long and successful association. Crewmembers were fully united on resolutions dealing with new hiring set-up in SIU and stand taken by AFL unions on CAMU.

**ALCOA CAVALIER (Alcoa), April 13**—Chairman, W. Tatum; Secretary, T. Rodgers. Discussion on seniority shipping. Two resolutions were accepted unanimously. First gives crew's full support in CAMU dispute; second, crew pledged full support to SIU's new hiring plan. Foc'sles painted in engine and steward department quarters.

**MONARCH OF THE SEA (Waterman), April 12**—Chairman, R. Eckhoff; Secretary, A. Clements. Headquarters report was read and accepted. Crew voted to give AFL unions full backing in CAMU dispute, and is in favor of Union's new hiring system.

**DEL NORTE (Mississippi), April 10**—Chairman, Wessels; Secretary, Zimmer. Brother Veiner reported smooth sailing and then went on to give the brothers a detailed account of the new Ship's Committee to be set up, and the procedure that should be followed in conducting a

meeting. Brother Crane read resolutions dealing with SIU stand on CAMU dispute, and the Union's new seniority hiring system. The company should give larger bath towels to crewmembers.

**SANTA VENETIA (Elam), April 15**—Chairman, F. Nolan; Secretary, E. Black. Crew took unanimous action in giving support to the AFL on CAMU, and pledged full support to SIU's new hiring plan. Telegram drafted and sent to Lundeberg.

**ARLYN (Bull), April 12**—Chairman, C. Kreiss; Secretary, W. Donald. No disputes aboard and ship had a clean payoff. All repairs will be taken care of at once. Crew voted 100 percent in favor of SIU's new hiring system and were in agreement with AFL's stand on CAMU dispute.

**ALCOA PARTNER (Alcoa), April 16**—Chairman, V. Quinn; Secretary, A. Aaron. Crew will elect treasurer at first meeting and set up a ship's fund. Communications were read and discussed. Resolutions were adopted pledging 100 percent support to SIU in CAMU dispute, and all brothers were in favor of the newly-inaugurated hiring set-up. Motion was made by Nicholson to pledge support to SUP in CAMU dispute, and all brothers were in favor of the newly-inaugurated hiring set-up. Motion was made by Nicholson to pledge support to SUP and Lundeberg on issue regarding bulk carrier contract that was signed, and to send a telegram to Lundeberg regarding action taken. Carried.

**SEATIGER (Colonial), April 13**—Chairman, T. Patriguin; Secretary, A. Carpenter. Resolutions adopted supporting position taken by AFL unions on CAMU as well as SIU's recently established hiring system. There was some discussion on the new hiring system and everyone is in accord with same.

**SEAGARDEN (Paninsular Nav.), March 26**—Chairman, B. Adams; Secretary, W. Cunningham. Crewmembers were asked to dump garbage aft. Shaft alley doors should be left open for ventilation. Discussion on washing machine, and care of recreation and messrooms.

**OCEAN DEBORAH (Ocean Trans.), March 26**—Chairman, J. Gunter; Secretary, R. Hernandez. Delegates were asked to have repair lists ready before arrival in port. No one aboard got any mail forwarded from the company office in New York. For this reason a letter was sent to the New York port agent hoping that he will be able to contact the company office in New York. A vote of thanks was given to the steward department for a job well done and, in particular, to the night cook and baker for the coffee cake he put out at coffee time. Crew needs a new washing machine as the one now being used is in very bad shape.

**STEEL FLYER (Isthmian), April 6**—Chairman, T. Hirsch; Secretary, J. Vazquez. Crew voted unanimously to support AFL unions' position on CAMU. Crew, likewise, voted full support to new SIU hiring program.

**STEEL KING (Isthmian), April 5**—Chairman, J. Misner; Secretary, E. Delany. Headquarters report read and discussed. Motion carried to concur. Resolution adopted backing SIU hiring setup and AFL action on CAMU. After discussion a telegram was sent to Harry Lundeberg backing his stand and actions on CAMU.

**STONY CREEK (Maritrade), April 11**—Chairman, C. Gibbs; Secretary, W. Snell. Chief engineer claims we are to carry three wipers, Union to clarify. Reports and communications read. Crew unanimously voted to support AFL unions' stand on CAMU. Also voted unanimously to support SIU hiring program based on seniority.

**SUNION (Kea), April 8**—Chairman, G. Mathair; Secretary, C. Unadiss. Motion made and accepted to accept and post headquarters report. Resolutions adopted supporting position taken by AFL unions on CAMU as well as SIU's recently-established hiring system.

**TOPA TOPA (Waterman), April 4**—Chairman, A. Meglio; Secretary, D. Wagner. Ship's communication read and discussed. Motion made and carried to send Harry Lundeberg a wire assuring him of this crew's support on CAMU. Crew also voted full support of SIU's new hiring system.

**YAKA (Waterman), April 4**—Chairman, B. Payne; Secretary, R. Darling. Motion made by H. Henry and carried to send a wire to Harry Lundeberg backing AFL on CAMU and supporting SIU's new hiring set-up. Motion made by J. Martin that this crew send Harry Lundeberg a wire pledging support. Carried.

**VAL CHEM (Valentine), April 7**—Chairman, L. Hagman; Secretary, J. Parker. Motion made and carried unanimously that a wire be sent to Lundeberg pledging support on CAMU issue. Crew also voted unanimously full support of new seniority hiring program.

**WINTER HILL (Cities Service), April 6**—Chairman, C. Hensley; Secretary, D. Collins. Motion made and carried to send a wire to Harry Lundeberg backing his stand on CAMU dispute. Crew also voted full approval of new seniority hiring system.

**SUZANNE (Bull), April 6**—Chairman, H. Orlando; Secretary, C. Rawlings. Delegates reported everything running smoothly. Ship's treasurer reported the fund has \$10. Crew voted full support on CAMU and on new hiring set-up.

**FREDERIC C. COLLIN (Dry-Trans), April 12**—Chairman, H. Mesford; Secretary, A. Smith. Some disputed overtime which will be taken care of at payoff. A telegram was sent to Harry Lundeberg

giving him this crew's full support on CAMU. Resolution adopted, pledging crew's support to new seniority hiring set-up.

**COEUR D'ALENE VICTORY (Victory Carriers), April 14**—Chairman, H. Mesford; Secretary, D. Ikirf. Motion made and carried unanimously to support A. 7. position on CAMU and SIU's new hiring set-up. A telegram was drafted and sent to Harry Lundeberg, pledging our support. Headquarters report and communications read and accepted.

**STEEL CHEMIST (Isthmian), April 14**—Chairman, E. Lessor; Secretary, R. Burns. There is \$54.35 in the ship's fund at this time. Deck delegate reported that he had spoken to the chief mate about painting out the quarters and was told this will be done the first time the weather gets better. The steward delegate reported that the steward department got a chief cook on arrival in Long Beach and now they have a full department. Crew voted unanimously support to SIU's new hiring set-up and the stand taken by AFL unions on CAMU. Motion made by H. Paschors that a wire be sent to Harry Lundeberg backing him on his stand of walking out of CAMU. Motion carried unanimously.

**AZALEA CITY (Waterman), April 15**—Chairman, J. Mann; Secretary, J. Wiltchen. Motion made by Wiltchen that the SS Azalea City crew go on record to concur and accept resolutions pledging full support of AFL position on CAMU. Motion made by Charles Ross and carried that a telegram be drafted and sent to Harry Lundeberg. Crew voted full approval of new hiring set-up in SIU.

**BALTORE (Ore), April 14**—Chairman, J. Mehalow; Secretary, W. Rogawski. Motion made by J. Lakym to support AFL position on CAMU as well as SIU's new hiring program based on seniority. A telegram was drafted and sent to Harry Lundeberg supporting him on the CAMU issue.

**SEA MONITOR (Excelsior), April 13**—Chairman, J. Risbeck; Secretary, R. Brown. Everything running smoothly aboard ship. Motion made by J. Smith that a telegram be sent to Harry Lundeberg, giving him crew's full support on CAMU issue. Several delegates elected at this meeting. Crew also pledged full support to new hiring plan.

**QUEENSTON HEIGHTS (Seatrader), April 5**—Chairman, J. Kelley; Secretary, D. Sheehan. Crew's position on hiring hall seniority system and CAMU read and carried unanimously. Motion made to send a telegram from ship's crew to Harry Lundeberg supporting him 100 percent in this beef.

**ROBIN MOWBRAY (Seas Shipping), April 6**—E. O'Brien; Secretary, H. Bilde. Communications were read to crew by the reading clerk and there was some discussion. Crew voted 100 percent in backing up Harry Lundeberg in the action concerning CAMU. Resolution adopted supporting SIU's new seniority system of hiring.

**ROBIN SHERWOOD (Seas Shipping), April 6**—Chairman, J. Rivera; Secretary, E. Erzo. Motion carried unanimously to support AFL unions on CAMU issue. Also voted unanimously to support Union's new hiring set-up.

**SEATRAN GEORGIA (Seatrains), April 8**—Chairman, W. Newberg; Secretary, P. McBride. Communications read and accepted. Crew voted unanimously to support position on CAMU; also voted 100 percent in favor of SIU's new hiring system. Motion made that crew send a wire to Harry Lundeberg supporting him in his beef with Curran.

**SEATRAN LOUISIANA (Seatrains), April 8**—Chairman, G. Kaufman; Secretary, B. Moya. The crewmembers of the SS Seatrain Louisiana go on record 100 percent in support of Union's stand on CAMU and in support of newly-established seniority hiring system.

**SANTORE (Ore), April 4**—Chairman, R. Cole; Secretary, T. Hansen. Everything on board shipshape with no beefs. Motion made by John Niemiera to accept headquarters report, carried. Motion made by Max Steinsapir to adopt resolutions supporting AFL stand on CAMU and SIU's new hiring system. Carried unanimously. A wire was sent to Harry Lundeberg regarding position on CAMU issue.

**SEATRAN NEW JERSEY (Seatrains), April 5**—Chairman, H. Kirk; Secretary, E. Jones. Motion made and carried to accept headquarters report as read and post same. Crew voted to give AFL unions its full backing in CAMU dispute. Resolution adopted also to back Union's new hiring system.

**SEATRAN NEW YORK (Seatrains), April 7**—Chairman, J. Cole; Secretary, F. Sullivan. Headquarters report carried unanimously. Resolutions were adopted pledging 100 percent support to SIU in CAMU dispute. Motion made and carried to send a wire to Harry Lundeberg to assure him that the crew is 100 percent behind him in this smear campaign. Crew voted unanimous approval to newly-inaugurated hiring set-up.

**SEATRAN SAVANNAH (Seatrains), April 6**—Chairman, J. Pullen; Secretary, S. Johnson. Headquarters report read and accepted. Two resolutions adopted. First gives crew's full support to AFL position on CAMU; Second, pledged full support to SIU's new hiring plan.

**SOUTHLAND (South Atlantic), April 5**—Chairman, T. Constantini; Secretary, A. Groover. Motion made by R. White to accept and concur with resolutions supporting AFL on CAMU and SIU on new hiring program. Carried unanimously. Motion made to send a wire to Harry Lundeberg.

**SOUTHWIND (South Atlantic), April 5**—Chairman, H. Jones; Secretary, R. Mar-

tain. Discussion on the ship's communications. Voted to send a telegram to Harry Lundeberg backing him on his action concerning CAMU. Crew also voted 100 percent support to new seniority hiring system.

**STEEL APPRENTICE (Isthmian), April 6**—Chairman, J. Diabakis; Secretary, H. Kirkwood. Crew took unanimous action giving support to AFL on CAMU and to SIU on new hiring system.

**CITRUS PACKER (Waterman), April 5**—Chairman, R. Wilderson; Secretary, C. Graham. Resolution discussed and a motion was made and seconded to accept and concur in support of AFL position on CAMU. Resolution on SIU hiring set-up was explained to all members and was carried unanimously. Wire sent to Harry Lundeberg expressing support and confidence. There was a discussion on the new seniority system.

**CITY OF ALMA (Waterman), April 7**—Chairman, R. Mitchell; Secretary, C. Lee. Motion made and carried that a telegram be sent to Brother Harry Lundeberg pledging support to him in CAMU beef with the CIO maritime unions, carried. Crew gave unanimous support to new hiring program.

**CLAIBORNE (Waterman), April 4**—Chairman, H. Andrews; Secretary, C. Turner. Headquarters report and communications accepted. Unanimous support voted AFL unions in position on CAMU. Crew also gave full endorsement to SIU's new hiring program.

**DEL ALBA (Mississippi), April 5**—Chairman, J. King; Secretary, E. Riviere. Ship's treasurer Riviere reported that there is a total of \$60.25 in the ship's fund. Crew gave SIU full vote of confidence in new hiring set-up, crew voted on same. Communications read and voted on by entire crew, accepted. Motion made and carried to send a telegram to Harry Lundeberg giving support in CAMU beef.

**DEL CAMPO (Mississippi), April 5**—Chairman, H. Troclair; Secretary, R. Vaughn. Communications read and carried unanimously. Motion made and carried that a telegram be sent to Brother Harry Lundeberg expressing sentiments of crew in support of CAMU position. Union's new set-up on hiring given approval.

**DEL MAR (Mississippi), April 4**—Chairman, E. Bates; Secretary, V. Romolo. Headquarters report read and accepted. Communications carried unanimously. Crew voted to support SIU hiring program. Motion made by Brother McFall and carried that a telegram be sent to Brother Harry Lundeberg giving support on his position regarding CAMU.

**FAIRPORT (Waterman), April 5**—Chairman, J. Parks; Secretary, B. Shuler. After discussion on CAMU a telegram was sent to Harry Lundeberg assuring him of their full support on action taken in Washington. \$26.00 in the ship's fund. Resolution carried unanimously to support new SIU hiring plan.

**KATHRYN (Bull), April 11**—Chairman, F. Harper; Secretary, R. Adamson. Crew adopted 100 percent resolutions giving support to stand on CAMU and new hiring plan.

**EDITH (Bull), April 11**—Chairman, Fred Davis; Secretary, Charles Starling. There is a balance of \$31.53 in the ship's fund. Communications and resolutions 100 and 100-A were read and accepted. Motion

(Continued on page 19)

## PERSONALS

**Benjamin W. Sumaski**  
Your wife requests you to contact her at 41 Marvin St., Buffalo 4, NY.

**James Mathews Moran**  
Your daughter, Mrs. Betty Moran Hennecke, is anxious to hear from you; her address, Box 12, Shively, Kentucky.

**Alvin Carl Olander**  
Please write to your mother, in New Sweden, Maine, and pick up mail at Houston, Texas.

**James H. Darrow**  
Please contact Florence Hoover, now Florence Slates, at Box 682, Wilmington, Calif., or c/o Ernest B. Tilley, SIU Hall, Wilmington.

**John W. Smith**  
Contact Amersea Corp. for refund on money confiscated in Japan last July.

**Bill O'Connor**  
Please get in touch with Tom Cozzo, Ordway 3-4040, San Francisco, on an important matter.

**Herman Rogge**  
Bill Parks asks you to get in touch with him on the Bradford Island, Cities Service Co., 70 Pine Street, NY.

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)

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

(Continued from page 18)

made by D. Keddy that R. Arlegue be elected as ship's secretary reporter, carried unanimously. A motion by C. Starling was made and carried unanimously that a telegram be drafted and sent to Harry Lundberg thanking him for a job well done.

**FLORIDA**, April 6—Chairman, H. Shaw; Secretary, L. McCoy. Communications from headquarters read. Crew of the SS Florida sent a telegram to Harry Lundberg supporting his action on CAMU. A report from Bob Matthews read concerning ship's status.

**FELTONE (Ore)**, April 5—Chairman, R. Murry; Secretary, C. Clark. Foc'sles need painting and deck should be repaired in laundry. Motion made by William Sharp and carried unanimously that a telegram be drafted and sent to Harry Lundberg pledging him support of crew in CAMU dispute. New hiring set-up given full approval.

**FRANCES (Bull)**, April 12—Chairman, W. Smith; Secretary, E. O'Rourke. Resolutions were discussed on supporting position on CAMU and SIU's new hiring method. Accepted unanimously by the crew.

**GREECE VICTORY (South Atlantic)**, April 6—Chairman, N. Jaklan; Secretary, H. Guinier. Motion carried unanimously to support Lundberg position on CAMU; crew also gave full support to seniority system now in operation.

**HURRICANE (Waterman)**, April 4—Chairman, M. Longfellow; Secretary, R. Davidson. Motion made to send telegram to Harry Lundberg supporting his stand on CAMU. Resolution adopted pledging backing to new seniority system. No beefs pending aboard.

**JOHN B. WATERMAN (Waterman)**, April 5—Chairman, S. Furtado; Secretary, E. Hansen. Headquarters report and communications were read and carried unanimously. Crew voted full support to new seniority hiring system. Motion made by J. Kennedy that a supporting telegram be sent to Harry Lundberg on his position in CAMU. Carried.

**KYSKA (Waterman)**, April 7—Chairman, H. Mesford; Secretary, P. Huggins. All communications read and then posted on the bulletin board. Motion made and carried to unanimously support SIU's new hiring system. Motion made by C. Moose and carried to send Harry Lundberg a telegram giving him full support in CAMU issue.

**GEORGE A. LAWSON (Pan Oceanic)**, February 2—Chairman, M. Smith; Secretary, J. Hauser. Discussion on proposed Coast Guard taking over physical and mental health program. Letter from secretary-treasurer regarding same was read, and all hands were urged to write to their Congressmen. Vote of thanks to the captain for his cooperation and to the steward department for high quality and variety of food. Discussion on GIs being in recreation room, and if they can't keep it clean they should be kept out.

**DESOTO (Pan-Atlantic)**, February 6—Chairman, P. Reyes; Secretary, R. Hampshire. Crewmembers were informed that the hospital would not be used for a storeroom in the future but should be ready at all times for emergency, as the law specified. Motion made and carried that a ship's fund be established and every member donate at least \$2. Election results reported and members are satisfied.

**LONGVIEW VICTORY (Victory Carriers)**, February 26—Chairman, N. Kirk; Secretary, A. Kessen. Ship's delegate talked to captain about getting motor for washing machine fixed. Motion made and carried that all overtime be paid at payoff time and not carried over to the next trip. Chief electrician said he had some spare motors that should be replaced upon arrival in United States port. Two men in the steward department were hurt on company launch going ashore in Sasebo, Japan.

**MARY ADAMS (Bloomfield)**, February 12—Chairman, Al Wiles; Secretary, O. Smith. Motion made and passed that ship's delegate report any fights that take place aboard ship at meetings. The steward department was given a vote of thanks for a job well done.

**ANTINOUS (Pan-Atlantic)**, February 27—Chairman, Robin; Secretary, H. Bjerring. Air conditioning pertaining to the regulation of heat and cold was discussed. \$31.81 in the ship's fund, and money will be used for chain and links for crew's swing and games. A vote of thanks given to the baker for a job well done, and the new chief cook.

**BEATRICE (Bull)**, February 20—Chairman, J. Bernard; Secretary, P. Reyes. Ship's delegate resigned and a new one was elected. Suggestion made that the steward department wear white jackets. Crewmembers were asked to keep mess-hall locked while in port. Any beefs or complaints should be reported to the delegates.

**INES (Bull)**, March 13—Chairman, W. Millison; Secretary, H. Long. Money for TV repairs taken out of the ship's fund and \$31 remains. All crewmembers agreed to keep laundry room clean. Ship's delegate reported that one man missed ship in Baltimore. Motion made and carried that this man be given every consideration shore-side as crew does not believe him to be at fault.

**SEATIGER (Orion)**, February 6—Chairman, W. Tkach; Secretary, W. Colard. The members voted thanks and confidence for the much-improved menus and quality of food and service. March 10—Chairman, G. McCarthy; Secretary, T. Bolton. Patrolman will be contacted regarding ship sailing short of men from Texas City. Beef on rusty water and no hot water in showers. Crew requested that a public exterminator be called on board to kill cockroaches and bugs in next port of call.

**CAROLYN (Bull)**, March 13—Chairman, E. Abuly; Secretary, W. Ludam. Balance of \$1 in the ship's fund. Steward department given a vote of thanks by entire crew. Repair lists should be turned in. Crew agreed to compensate 2nd cook for radio damaged during chipping on vessel.

**YORKMAR (Calmar)**, February 27—Chairman, G. Leoffer; Secretary, R. McNeil. New air vent in baker's room still leaks after being replaced in Baltimore. Members asked to try and keep down noise in passageways so men off watch can get some sleep.

**STEEL FLYER (Isthmian)**, March 13—Chairman, C. Bush; Secretary, S. Neilsen. Delegates were asked to turn in repair lists so most of repairs can be taken care of before ship gets into port. Crew's radio needs fixing and will be taken care of out of the ship's fund. Arrival pool will be taken care of by the ship's delegate.

**BALTORE (Ore)**, March 9—Chairman, B. Calvey; Secretary, H. Wheeler. Ship's delegate given a vote of thanks for a job well done. Motion made and carried to contact New York for clarifications regarding contract. Ship's fund \$16.19.

**CHILORE (Ore)**, March 6—Chairman, D. Pontes; Secretary, H. Leiby. Overtime for Saturday and Sunday sanitary work on bridge will be taken up with the patrolman. There was some discussion of why the bookmen on board will not accept the jobs as delegates. Passage-ways are to be more quiet as men are sleeping throughout the day. Library books should be returned to the library. The recreation hall is not being kept as clean as it should be after the nightly games that are played. Each crewmember was asked to keep the pantry clean after using. All beefs will be brought to the attention of the patrolman by the ship's delegate.

**EDITH (Bull)**, February 27—Chairman, F. Davis; Secretary, Ralph Tyree. Ship's delegate reported \$76 in the ship's fund. Motion made that the ship's delegate contact the captain and patrolman asking for statements to be issued to each crewmember before the payoff, itemizing his earnings. A patrolman will be contacted concerning delayed sailing.

**ROYAL OAK (Cities Service)**, March 5—Chairman, J. Wilson; Secretary, J. Spivey. A vote of thanks was given to the 3rd mate for fixing the radio. Crewmembers were asked to return cups to the sink. The chief cook was reported to headquarters for stealing ship's gear.

**SEATRAN LOUISIANA (Seatrains)**, February 20—Chairman, H. Minkler; Secretary, G. Vinson. Motion made and carried to contact a patrolman regarding heating problem in crew's quarters. The retiring ship's delegate was given a vote of thanks for a job well done. Requests made that the night lunch have more of a variety. Treasurer reported \$40.70 in the ship's fund.

**SANTORE (Ore)**, February 19—Chairman, C. Stroud; Secretary, E. Potts. The ship's delegate was requested to see a patrolman about having sufficient aprons and jackets aboard ship. Some of the fans need repairing. Discussion on menus.

**SHINNECOCK BAY (Veritas)**, February 26—Chairman, H. Pruitt; Secretary, V. S. Kuhl. Several inquiries made as to why showers have been turned off. This matter will be turned over to the patrolman at payoff. Other than the repairs, everything is going along pretty smoothly.

**FRANCES (Bull)**, March 3—Chairman, E. O'Rourke; Secretary, P. Gonzales. Work done by deck department which they claim is longshore work will be

referred to the patrolman. A motion was made that delegate be rotated every payoff. After some discussion it was agreed that this was not necessary if the man in question was doing a good job, therefore, the motion was defeated by vote.

**SEATRAN GEORGIA (Seatrains)**, March 13—Chairman, Walter Newberg; Secretary, Beckerlich. Discussion on the str scoop in the messhall. Discussion regarding literature harmful to Union coming aboard ship. Said mail was taken to the hall. Discussion on the missing iron; a new one will be purchased.

**SEATRAN TEXAS (Seatrains)**, March 20—Chairman, J. Allen; Secretary, Sir Charles. Treasurer reported \$50.75 in the ship's fund, and crewmembers will donate \$1 to same. Motion made and carried to buy a booster for the television.

**ARCHERS HOPE (Cities Service)**, March 15—Chairman, B. Slaid; Secretary, C. Dwyer. Motion made and carried to see the patrolman about getting more variety in foods. Discussion held on repairs in general and all agreed that each delegate should submit a repair list on arrival in New York.

**JEFFERSON CITY VICTORY (Victory Carriers)**, March 7—Chairman, N. W. DuBois; Secretary, R. Morgan. Ship's delegate contacted master about slopchest, and sizes will be obtained if requested. A draw will be given if there is no payoff same day of arrival. Steward requested all extra linen be turned in.

**ROBIN MOWBRAY (Seas Shipping)**, January 9—Chairman, O. Raynor; Secretary, N. Remley. Ship's library was received. The washing machine has been fixed. Motion made and carried that crewmembers wear shirts in the messroom. Ice situation was discussed, and

since the captain refused to pay overtime to the wipers on weekends ice will be pulled twice on Thursdays and Fridays to have enough. Men asked to be more considerate of brothers sleeping while the ship is in port. Discussion on poor service given in the crew messroom.

**SEATRAN SAVANNAH (Seatrains)**, February 25—Chairman, J. Pullen; Secretary, S. Johnson. Ship's delegate called a special meeting for the purpose of electing a new ship's delegate. Motion made and carried that any more performing by crewmembers will be dealt with through membership adopted procedures. The ship's delegate was re-elected and given a vote of confidence and promised cooperation for the future.

**BIENVILLE (Waterman)**, February 27—Chairman, R. Hutchins; Secretary, J. Flood. One man missed ship in San Pedro and joined in Seattle. Motion made and carried that a patrolman come aboard in first port regarding repairs that have been promised several times with no results. Crewmembers were asked to bring all surplus linen to the steward.

**SEATRAN SAVANNAH (Seatrains)**, February 19—Chairman, McRay; Secretary, S. Johnson. Ship's delegate reported there is \$53.25 in the ship's fund. All repairs have been taken care of. Motion defeated to buy a TV set from the ship's fund.

**SEATRAN GEORGIA (Seatrains)**, February 13—Chairman, J. Long; Secretary, F. Johnson. A contribution was made to the American Seaman's Friend Society from the ship's fund. Three men missed ship in New Orleans. Discussion held on purchasing a record player. Ship's iron is missing, and Brother Long reminded the crew that four irons have been purchased in the past ten months and have disappeared.

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## Win Family Sick Care; Boost Other Benefits

(Continued from page 3)

then in subsequent successful Union contract negotiations.

Other benefits are provided as follows:—

• Seafarers in all ports who are on the beach waiting to ship out are entitled to assistance through the interest-free loan and meal-book program, and the use of dormitory facilities.

• The Andrew Furuseth Training School will be available to Seafarers for upgrading purposes at no cost to them.

• Special assistance in the form of wheelchairs, artificial limbs and other devices will be provided for individual Seafarers if the trustees so vote.

In announcing details of the Welfare Plan improvements, SIU Secretary-Treasurer Paul Hall told the membership, "Your Union has attempted to work out a program here which will offer the most protection possible to both married and single Seafarers. In drafting this program, your Union's Welfare Plan has designed the benefits to help those who need help the most. The trustees of the Plan and the headquarters officials of your Union believe that this package represents the best possible protection that could be obtained for all Seafarers."

Self-administration of the Welfare Plan by Union and employer trustees was a big factor in bringing the new benefits about, in that savings from bypassing insurance companies could be passed on to Seafarers and their families in the form of additional benefits.

**Eligibility**

Welfare Plan trustees also took important steps to assure that the wide variety of benefits under the Plan would be payable to professional seamen who make a living by going to sea. Changes were made in the eligibility requirements to meet that objective, but these changes will not affect any Seafarers who are already receiving any one of the existing benefits under the Plan. These men will also be entitled to the current increases in benefits.

The one day's seetime qualification for death, hospital and maternity benefits will also apply to de-

pendents' benefits as well, with one important difference. As of June 1, the qualification for all the above benefits will be one day's seetime in the previous 90 days, and 90 days on SIU-contracted ships in the previous calendar year.

The change is designed to give preference to the full-time Seafarer over the one-tripper and the emergency replacement. Under the old system such men were entitled to welfare benefits on an equal basis with professional SIU seamen.

Disability-pension qualifications have also been changed. Applicants will need 12 years' seetime, or 4,380 days, since January 1, 1934, one day of which must be within 90 days of the Seafarer's application for benefits. This is assurance that benefits will go to actively-sailing Seafarers, with those disabled in previous years already covered by the retroactive features of the original disability benefit.

Disability qualifications, aside from seetime, will consist of inability to work at sea for a living, no matter what the age of the Seafarer.

Scholarship benefit qualifications continue unchanged at three years' seetime on the part of the Seafarer or the Seafarer-father of the scholarship applicant.

In figuring the family hospital benefits, the Seafarer pays the first \$50 of the hospital room and extras expenses and the Welfare Plan picks up the rest of the tab up to \$10 a day for the hospital room and board and \$100 for expenses like x-rays, operating rooms, special nursing care and the like. The \$50 deductible feature enables the Plan to provide these generous benefits to help the family faced with a major hospital bill. The surgical schedule, as the special supplement in this issue shows, provides a specific benefit for each specific operation up to the \$300 maximum.

The hospital and surgical schedules, and the \$4 a day doctors' visit allowance, are based on national average cost figures supplied by the American Medical Association and other medical authorities. Fuller details as well as procedures for collecting benefits are described in the 8-page Welfare Plan supplement in this issue.

## SIU-NLRB Reach Accord To End Pending Cases

(Continued from page 2)

on the settlement stipulation with the NLRB, the Union representatives made it clear that in any event before any final agreement could be reached and signed, the entire matter would have to be presented verbatim to the membership at regular meetings and that SIU membership authorization be given before any Union official could sign the document. The membership authorized the action, after thorough discussion, at the May 4 meetings.

Net result of the signing of this stipulation is that the 23 men involved in the Board cases will be allowed to apply for the seniority rating they qualify for under terms of the Union's hiring agreement with the shipowners. Headquarters estimates that approximately 16 of the 23 men rate Class "C" seniority, 5 rate a Class "B", and the remaining two a Class "A" rating.

It is interesting to note that

### Quiz Answers

- (1) Fort McHenry, Baltimore, during the War of 1812.
- (2) All are American trees.
- (3) \$22.50.
- (4) Translate.
- (5) A marquis.
- (6) The queen was in the parlor, eating bread and honey.
- (7) Marrow.
- (8) Seattle.
- (9) The Hindus.
- (10) It completely encircles the Earth.

### Puzzle Answer

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

these individuals would have been entitled to, and received, the same seniority rating had they not filed complaints with the NLRB. Of the 23 men, only one is entitled to financial remuneration, amount of which is to be set by the regional director of the Board.

### Hiring Clause Defined

As in the case of any such agreement worked out with the Board under Taft-Hartley provisions, the stipulation repeatedly specifies that membership or non-membership in the Union shall not constitute the basis of a man's shipping rights. This proviso, of course, has no bearing on the present hiring system, inasmuch as shipping is done solely on the basis of seniority, in accordance with the contract.

The core of the SIU hiring system, which is part of the Union contract with the shipowners and which was negotiated some two months ago, involves three classes of seniority: Men who were sailing regularly on SIU vessels before Jan. 1, 1951, have the top "A" rating. Those sailing regularly on SIU vessels since Jan. 1, 1951, to the present are rated as Class "B." Men who had no time aboard SIU-contracted ships as of Jan. 1, 1955, or who have not shipped regularly during the periods described covering Class "A" and Class "B," receive a Class "C" rating.

### 90-Days A Year

Although never previously spelled out in detail, seniority has always prevailed in the SIU and thus determined a man's rights to ship. In effect, therefore, the new seniority system means that all Class "A" men are regular members of the Union. SIU permitmen constitute the great majority of those possessing Class "B" seniority ratings. Class "C" men are entitled to ship under the seniority method now in effect if after eight consecutive calls no "A" or "B" men take the job called. However, under terms of the contract hiring provisions, all Class "B" and "C" men must get off after 60 days aboard any vessel and re-register for a job. The job which they leave then goes on the hiring board and is re-shipped in the usual manner.

**SPECIAL 8-PAGE SUPPLEMENT**

*in this issue...*

"The surface of this new area of security for seamen has only been scratched as yet, but the vast potentialities that it has for seamen marks it second only to the Hiring Hall as an instrument of security for the men who go to sea. The Welfare Plan idea embodies all the elements of security heretofore undreamed of."

-Report of SIU • A&G District • To SIU of NA Convention, March 26, 1951, San Francisco, Calif.

*Now!*

## THE SEAFARERS WELFARE PLAN

with new  
**HOSPITAL AND SURGICAL BENEFITS**

... maximum protection for  
The Seafarer's family ...

plus

**INCREASES**  
in  
**DEATH BENEFIT**  
**HOSPITAL PAYMENT**  
**DISABILITY-PENSION BENEFIT**

**NEW!**

**NEW!**



**COMPLETE SEAFARERS WELFARE PLAN BENEFITS**

CENTER FOLD

SEAFARERS LOG • 2nd Section • May 13, 1955

**SEAFARERS INTERNATIONAL UNION • A&G DISTRICT**

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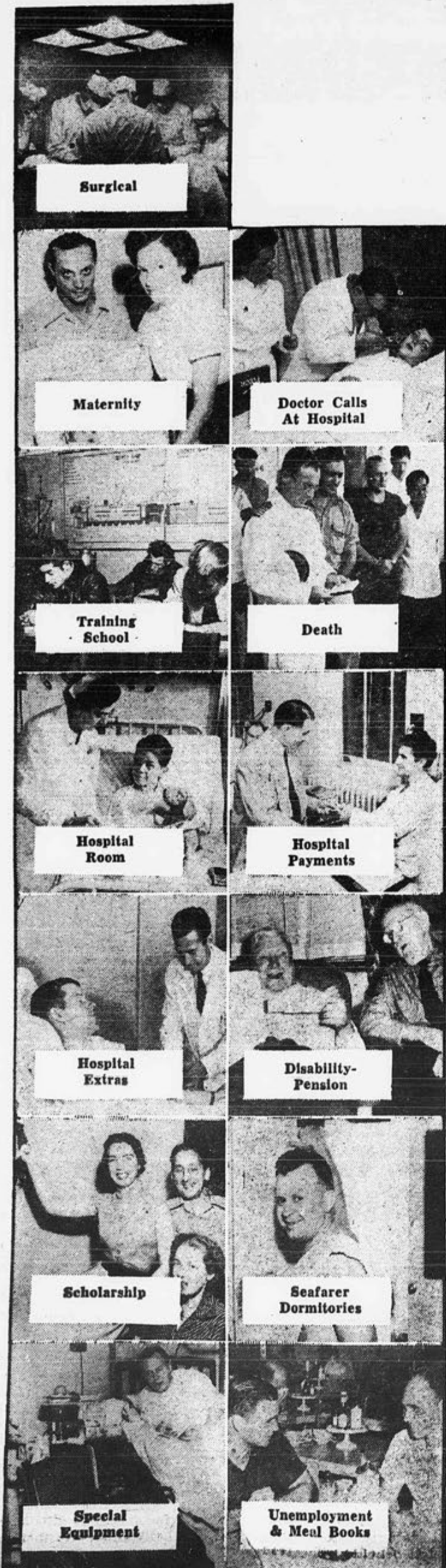
*plus*

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# A Step Closer To Security...



Announcement this month of the new system of hospital and surgical benefits for Seafarers' dependents and the increases in existing benefits covering hospitalization, disability and death for Seafarers themselves follows a tradition of pioneering in union welfare programs that has been with the SIU since the earliest days of its existence.

Now in operation nearly five years, the Seafarers Welfare Plan provides a well-defined program of benefits tailored to the specialized needs of seamen. The blueprint first envisioned in 1949 has proved to be more and more a reality with the passing years.

Fundamentally, the idea behind the development of the present Welfare Plan benefits stems from the SIU's desire to bring a measure of security to the men and the families of the men who labor in this highly unstable industry.

The SIU saw that the area of welfare security represented for seamen a field second in importance only to the hiring hall. This was, in fact, a whole new concept of life for seamen. Proof of the sweeping changes wrought by the welfare program is the tremendous upsurge in the number of seamen married, raising children and becoming established members of communities everywhere.

Just as important to the SIU as establishing a welfare plan was the method of its administration. The SIU was unwilling to pay the costs of insurance company administration with its cold and inflexible attitude.

Careful studies of other union welfare set-ups indicated that this was the fate of all who embraced insurance company plans. The result was that the SIU demanded and won a self-administered plan that keeps costs low and maintains constant contact with the seamen-beneficiaries.

The problem of welfare benefits for seamen, completely unknown in the industry at the time, was first discussed at a joint conference of the Sailors Union of the Pacific and the SIU A&G District in June, 1949, in Washington, DC. It was agreed that the two affiliated organizations would press for this type of benefit, heretofore unheard of, at their next bargaining sessions with the shipowners.

The SUP, under the leadership of Harry Lundeborg, was the first to crack the ice when late in November, 1949, the SUP compelled the West Coast operators to agree to payment of 25 cents for each unlicensed man's work day into a welfare fund.

When the SIU A&G District opened negotiations with the shipowners on December 4, 1949, it came fully-prepared. In all, virtually every one of its demands were approved by the operators.

On December 29, a key memorandum was signed by representatives of several major SIU operators, and the Seafarers Welfare Plan was born.

It committed the operators to a contribution of 25 cents per day for each Seafarer working on their ships, which was to be pooled in a central fund from which Seafarers would draw benefits as they needed them. A joint panel of Union and shipowner trustees was empowered to oversee all operations, which would be under the immediate concern of a full-time administrator familiar with the problems involved.

When payments first began on July 1, 1950, a \$500 death benefit and a \$7 weekly hospital benefit were provided. There had been no effort to make benefits large right at the start and thereby run the danger of bankrupting things before they got going. The Union was concerned, however, in the case of the hospital benefit, with putting no limit on the length of time during which benefits could be received. All these objectives were met and continue to highlight the Plan's operations.

It was a long step from the \$2 weekly hospital benefit, \$100 burial benefit and \$50 "shipwreck benefit" made payable out of the Union treasury under the old SIU constitution.

In January, 1951, the Plan's trustees took the first step calculated to put the idle reserve fund to work earning money. The sum of \$500,000 was used to purchase interest-bearing US Government bonds, which the Plan now holds in the amount of \$1.7 million.

In like fashion, the first \$500 death benefit has gone through four separate increases to reach its present new level of \$3,500, and the hospital benefit, originally \$7 weekly, has been tripled by the increases to \$21.

Just a few weeks before the second anniversary of the Plan, in June, 1952, the \$200 maternity benefit and a disability benefit—then pegged at \$15 weekly—were added to the list. The disability benefit, payable to any Seafarer, has just had its third increase, and is now \$35 weekly.

An outstanding achievement of the Plan was the creation of a Scholarship Fund in October, 1952, which is enabling three Seafarers and the children of five others to attend the college or university of their choice with \$6,000, four-year scholarship awards from the Welfare Plan. Four such awards are made each year.

As part of its program of providing aid for Seafarers in areas never touched by shoreside unions, the Welfare Plan operates an ever-expanding program of unemployment aid for Seafarers on the beach waiting to ship. This has come in the form of a loan program, special recreational cafeteria facilities in some ports and in making available dormitories, showers, laundry facilities and similar items in many halls.

## ... For A Seafarer And His Family



# Hospital, Surgical Benefits; Increases In Hospital, Death, Pension—Disability

Effective June 1, 1955, Seafarers, their wives and children will be covered by a new Welfare Plan program bringing additional benefits and a large increase in benefits previously existing. The new program includes hospital and surgical coverage for Seafarers' families, and higher payments for disability-pensions, Seafarers' hospital benefits and death benefits. It makes up a package which trustees of the Welfare Plan believe to be without a peer, including as it does, besides the above-listed benefits, maternity and scholarship benefits, unemployment benefits and training facilities.

As approved by the membership in all ports at the May 4 membership meeting, the new package consists of the following:

- A hospital benefit for wives and children of Seafarers which pays for a hospital room at the rate of \$10 a day for 31 days, plus \$100 maximum allowance for extra hospital expenses, after the first \$50 of expenses.
- A \$4 per diem allowance for doctor's visits while hospitalized up to a maximum of 31 days' visits.
- A schedule of surgical benefits up to a maximum of \$300, depending on the type of surgery involved. Blood transfusion costs are included under this heading. The above benefits apply to wives of Seafarers, and to unmarried children of Seafarers up to 19 years of age. The existing \$200 maternity benefit plus \$25 US defense bond from the Union will be continued as is.
- For Seafarers themselves, the improvements in benefits are equally impressive. They involve:
  - A \$1,000 increase in the death benefit to \$3,500.
  - A \$6 weekly increase in hospital benefits to \$21 per week, payable, as before, for as long as a Seafarer is hospitalized.
  - A \$10 weekly increase in the disability benefit to \$35 a week, or slightly over \$150 a month.
  - Continuation of the existing \$6,000 college scholarship program.

In addition, under the Welfare Plan program, Seafarers in all ports who are on the beach waiting to ship out are entitled to assistance through the loan and meal book program, the use of dormitory facilities, plus the facilities of the Andrew Furuseth Training School for upgrading purposes.

The new benefits program was made possible by a recent increase in payments to the Welfare Plan negotiated by the SIU as well as by the self-administered nature of the Welfare Plan. The savings made possible from bypassing insurance companies and their "cut" of a welfare program's income can be passed on to Seafarers and their families in the form of superior coverage.

While in the process of revising and broadening the Welfare Plan, the SIU trustees also took the opportunity to assure that its benefits would be payable to the professional seaman who sails regularly with the SIU. Certain changes were made in eligibility accordingly. The one day's seetime qualification for death, hospital and maternity benefits will carry over to the new dependents benefits, but it will now be on the basis of one day in the previous 90 and 90 days in the preceding calendar year. This will tend to give preference to the full time, professional Seafarer.

Qualifications for the increased disability-pension benefit will now be 12 years' seetime, or 4,380 days, one day of which must be within 90 days of the Seafarer's application for disability benefits. This is assurance that benefits will

go to active Seafarers, with those disabled in previous years already brought in under the retroactive features of the original disability benefit.

Disability qualifications, as before, will consist of inability to work at sea for a living, no matter what the age of the Seafarer may be.

Qualifications for the scholarship benefit will remain three years' seetime on the part of the Seafarer, or the Seafarer-father of the scholarship applicant.

The new family benefits will work in the following fashion. The \$10 a day hospital benefit and the \$100 maximum allowance for extra expense like x-rays, operating rooms, extra nursing care and the like, will be treated as one package in figuring the \$50 deduction. The Seafarer pays the first \$50 of the package and the Welfare Plan picks up the tab for the rest.

By putting in the \$50 deductible feature the Plan was able to provide more generous benefits, so that the Seafarer who is faced with a really whopping hospital bill will get the aid he needs. The whole idea is to help those who need help the most, instead of dissipating the Plan's resources in payment and handling of minor hospital bills.

The surgical schedule, which is fully detailed for all types of surgery, provides payment for specific operations up to the \$300 maximum, and includes blood transfusion costs at \$20 per transfusion.

Both the schedule of surgical benefits and the hospital allowance were based on figures drafted after consultation with the American Medical Association and other medical authorities. The benefits reflect the average national cost of hospitalization on the basis of a semi-private room, the average cost of hospital extras, and typical surgical fees charged by surgeons in various parts of the country.

The same holds true for the \$4 per day allowance for doctor's visits to a hospitalized patient. The purpose of this benefit is to take care of non-surgical hospital cases. The allowance applies on a day by day basis each day the doctor visits the patient, whether he visits once a day or more, up to 31 days of visits.

The procedure on payment of dependents' benefits is simple enough. When a dependent is hospitalized, the hospital should be notified that the dependent is covered by the Seafarers Welfare Plan. The hospital should be told to contact the nearest SIU hall to verify the eligibility of the dependent. In a few days, the hospital will receive a letter from the Welfare Plan office confirming the eligibility of the patient and informing it of the coverage the patient is entitled to.

Once the patient has been discharged from the hospital, a claim can be filed with the Seafarers Welfare Plan at 11 Broadway, New York City. A Welfare Plan check will then be forwarded covering that part of the bill for which benefits apply.

To assure the speediest possible handling of such claims all Seafarers will be asked to fill out forms listing their dependents. These forms will be distributed through all SIU halls as soon as they are ready.

## Why SIU Plan Is Self-Insured

The uniqueness of the operation of the Seafarers Welfare Plan is underscored by the fact that it is one of the few self-administered welfare programs in the country. Most union welfare plans are based on insurance policies taken out with an insurance company and the insurance company administers the plan accordingly.

Since insurance companies are in business as profit-making enterprises, the expense of an insurance-administered plan is bound to be higher than one which is self-administered, and profits from investment of premiums also go to the company. Brokers' fees and other expenses of insured plans are additional burdens.

For that reason it was decided when the Seafarers Welfare Plan was first negotiated to administer the program directly, through establishment of a Welfare Plan office staffed with professional administrators.

The result has been that expenses of the Seafarers Welfare Plan have been limited to 7.7 percent of income.

Comparable expenses under insurance company plans, according to the New York State Superintendent of Insurance, average around ten percent, with many plans running up above 25 percent in administrative costs.

Accountants for the Seafarers Welfare Plan have figured that had the Union's Plan's funds been put in the hands of an insurance company, the additional cost would have been around \$110,000 a year, an increase of 50 percent in operating costs. Likewise the plan would have lost over \$100,000 income from investments it has made in US Government bonds with its surplus.

## How Plan Is Run

The Seafarers Welfare Plan, which is a self-administered, self-insured program, is governed by a board of trustees consisting of three SIU and three shipowner representatives. The trustees have the authority to determine how the Plan is to be run and what benefits are to be provided. They can call on expert advice for this purpose and in turn, they issue instructions to the professional administrators hired by the Welfare Plan for the purpose of carrying out its functions.

## Welfare Payments And Assets

MAY 6, 1955

### BENEFITS PAID

Hospital benefits paid since July 1, 1950.....	\$662,125.50
Death benefits paid since July 1, 1950.....	1,209,859.88
Disability benefits paid since May 1, 1952.....	93,145.00
Maternity benefits paid since April 1, 1952.....	368,800.00

Total .....\$2,333,930.38  
(Dates are when benefits began.)

### ASSETS

Cash on hand .....	\$449,186.14
Estimated accounts receivable .....	145,991.85
US Government bonds (Welfare).....	1,720,696.88
Real estate (Welfare).....	240,894.70
Other assets—training ship (Welfare).....	117,803.40

Total Assets .....\$2,674,572.97



# SEAFARERS WELFARE PLAN

**COMPLETE**

**DIGEST**

	<b>BENEFICIARIES</b>	<b>BENEFITS</b>	<b>PROVISIONS</b>	<b>ELIGIBILITY</b>
<b>Hospital room and board</b>	Seafarer's wife and unmarried children under 19	\$10 per day room & board	Payments continue up to 31 days after first \$50 of expenses	Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships
<b>Hospital extras</b>	Seafarer's wife and unmarried children under 19	maximum of \$100	This benefit goes with benefit above, benefit below or both	Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships
<b>Surgical</b>	Seafarer's wife and unmarried children under 19	maximum of \$300 (see surgical schedule)	\$50 deductible does not apply to this benefit	Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships
<b>Doctor calls at hospital</b>	Seafarer's wife and unmarried children under 19	\$4 per day—maximum of 31 days	Benefit paid only to non-surgical cases and the \$50 deductible provision does not apply to this	Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships
<b>Payment in hospital</b>	All Seafarers in hospitals for more than 1 week	\$21 weekly	Payments continue during entire period of hospitalization	Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships
<b>Maternity</b>	All Seafarers	\$200 plus \$25 bond	Payment made for each child born; duplicate payments for multiple births	Seafarer must have worked 90 days in preceding calendar year and 1 day within previous 90 days aboard SIU-contracted ships; marriage license, birth certificate

<b>Disability-pension</b>		All totally disabled Seafarers regardless of age	\$35 weekly	Payments continue during entire period of disability	Seafarer must have worked 90 days in preceding calendar year and 1 day within 90 days of applying aboard SIU-contracted ships. Discharges showing 12 years of seafare aboard ships where SIU furnished crewmembers
<b>Death</b>		All Seafarers	\$3,500	Covers death at sea or ashore	Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships; death certificate.
<b>Scholarship</b>		All Seafarers and children of active or deceased Seafarers	\$6,000 per student over a four-year period.	Four years of schooling; graduate work if student qualifies. Four awarded annually.	Three years of discharges from SIU-contracted ships by Seafarer applying or by father of child applying; upper 1/3 of class; transcript from high school
<b>Special equipment benefit</b>		All Seafarers	Special aids necessary for recovery not provided by hospital	Benefit provided upon approval of trustees, after survey of need	Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships
<b>Unemployment and meal book program</b>		All Seafarers	Unemployment benefits and meal book credit	Facilities available in all SIU port offices	Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships
<b>Seafarer dormitories</b>		All Seafarers	Provision for sleeping; showers, laundry, etc.	Facilities available in most SIU port offices	Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships
<b>Seafarer training school</b>		All Seafarers	Upgrading training at no cost to Seafarer	School operates on two week program in Mobile, Alabama.	Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships

If Seafarers or wives of Seafarers have any questions concerning the benefits for hospital, hospital extras, surgical or hospital doctor calls, contact the nearest SIU office or the Seafarers Welfare Plan, 11 Broadway, NY.

# SURGICAL

ships; marriage license, birth certificate

## DESCRIPTION OF OPERATION

	MAXIMUM PAYMENT		MAXIMUM PAYMENT
<b>ABDOMEN</b>			
Abscess, drainage of, appendiceal, liver (hepatic), pancreatic subdiaphragmatic (subphrenic) .....	\$100.00	Tenotomy, sole procedure .....	25.00
Adhesions, intra-abdominal, freeing of, sole procedure .....	100.00	Suturing .....	
Appendectomy, sole procedure .....	100.00	Single structure .....	35.00
Cholecystectomy (removal of gallbladder), sole procedure .....	200.00	Multiple structures .....	50.00
Cholecystotomy (drainage of gallbladder through abdominal incision) .....	150.00	Transplant of tendons .....	
Colon resection (removal, colectomy), total or partial, complete procedure ..	200.00	Single .....	50.00
Colostomy, sole and complete procedure .....	100.00	Multiple .....	75.00
Common (hepatic) duct resection or reconstruction, with or without cholecystectomy .....	150.00	Toe nail, radical removal .....	15.00
Diverticulitis, intestinal and complications, operation for .....	200.00	<b>EYE</b>	
Gastrectomy (resection of stomach) partial or complete, any type, with or without abdominal vagotomy .....	300.00	Cataract, removal of .....	150.00
Gastro-enterostomy or pyloroplasty, with or without abdominal vagotomy .....	175.00	Needling, complete procedure .....	50.00
Gastrosomy, with or without biopsy .....	25.00	Chalazion, operation for .....	10.00
Gastrotomy .....	100.00	Conjunctival flap operation .....	25.00
Hernia repair .....		Conjunctival suture .....	20.00
By cutting operation (herniotomy, herniorrhaphy) .....		Cornea .....	
Hiatus or other diaphragmatic hernia .....	150.00	Paracentesis of .....	25.00
Incisional (postoperative), umbilical or other ventral hernia .....	100.00	Transplantation of .....	200.00
Inguinal or femoral hernia .....		Ulcer .....	
Unilateral .....	100.00	Cauterization of .....	5.00
Bilateral—same surgical occasion .....	150.00	Delimiting keratony .....	25.00
By injection treatment, complete procedure—one-half the allowance for corresponding cutting operation .....		Detached retina, electrocoagulation for .....	200.00
Intestines—small, resection and/or anastomosis (entero-enterostomy, entero-colostomy) .....	150.00	Eucleation and/or evisceration (exenteration), including implantation .....	90.00
Laparotomy—exploratory only, with or without biopsy .....	100.00	Foreign body, cornea or conjunctiva, removed .....	5.00
Paracentesis (tapping) abdomen .....	10.00	Foreign body, intraocular removed .....	50.00
Perforated peptic ulcer, simple closure only, with or without abdominal vagotomy .....	150.00	Glaucoma, filtration (trephining) operation .....	110.00
Pyloric stenosis, Ramstedt's operation .....	100.00	Hordeolum sty, operation for .....	5.00
Splenectomy .....	200.00	Iridectomy, sole procedure .....	75.00
Vagotomy, abdominal approach, sole procedure .....	150.00	Lachrymal sac, excision .....	50.00
Cutting into abdominal cavity for removal or treatment of organ or organs therein (unless otherwise specified in this schedule) .....	100.00	Pterygium, removal .....	35.00
<b>BONE, JOINT OR TENDON, ORTHOPEDIC PROCEDURES</b>			
<b>Amputation</b>			
Arm, forearm, entire hand, lower leg, foot .....	125.00	Ptosis, eye lid, correction of .....	
Phalanx (toe or finger) .....	25.00	Unilateral .....	50.00
Thigh, including disarticulation at hip .....	200.00	Bilateral—same surgical occasion .....	75.00
<b>Arthroplasty, arthrodesis</b>			
Ankle, elbow, wrist or shoulder .....	100.00	Strabismus (crossed eyes, squint) convergent or divergent, correction by cutting operation, complete procedure .....	110.00
Knee, hip or spine (including bone & ft) .....	150.00	<b>EAR</b>	
Bone, excision of (scraping of bone), except for biopsy, (alveolar processes of jaw excepted) .....	60.00	Abscess, middle ear (otitis media) incision drum (paracentesis) .....	15.00
For biopsy only .....	10.00	Fenestration operation for otosclerosis .....	200.00
Bone graft .....		Mastoidectomy .....	
Humerus, radius, ulna, femur, spine, tibia or fibula .....	150.00	Unilateral .....	140.00
Bursa, shoulder .....		Bilateral—same surgical occasion .....	180.00
Needling of, complete procedure .....	10.00	<b>NOSE AND THROAT</b>	
Excision of .....	100.00	Antrum puncture and irrigation .....	5.00
Club Foot (talipes), correction by manipulation and casts, complete procedure .....	50.00	Antrum window, Caldwell-Luc operation .....	60.00
Coccyx, removal of .....	50.00	Ethmoidectomy, including removal polyps .....	50.00
<b>Dislocation</b>			
Closed reduction .....		Frontal sinus, radical .....	100.00
Ankle, astragalus, clavicle, elbow, knee, shoulder, wrist .....	75.00	Laryngoscopy, including biopsy .....	
Finger, thumb, toe, jaw, patella .....	15.00	For diagnosis or treatment .....	10.00
Hip, vertebra or vertebrae .....	50.00	Operative .....	25.00
Open reduction—maximum is twice the allowance for the corresponding closed reduction .....		Nasal polyps, removal .....	
Exostosis, ostema, removal of .....	65.00	Single .....	10.00
Foot stabilization .....	150.00	Multiple .....	20.00
<b>Fracture</b>			
Simple, closed reduction, with or without pins and/or calipers .....		Nasal septum, submucous resection .....	75.00
Ankle (Pott's), astragalus, clavicle, elbow, fibula, os calcis, radius, scapula, ulna, wrist (Colles') .....	75.00	Tonsillectomy and/or adenoidectomy, cutting or electro-coagulation, complete procedure .....	50.00
Femur, pelvis .....	90.00	Tracheotomy .....	65.00
Fingers or toes (phalanges), hand (metacarpals), foot (metatarsals), nose, rib or ribs, tarsal or carpal bones .....	25.00	Turbineotomy, unilateral or bilateral .....	15.00
Humerus, mandible, maxilla, (alveolar process excepted), patella, radius and ulna, tibia or tibia and fibula .....	75.00	<b>BREAST</b>	
Vertebra or vertebrae, coccyx excepted .....		Abscess of, incision and drainage .....	25.00
Body or lamia .....	80.00	Amputation of .....	
Articular, lateral or spinous processes only .....	20.00	Simple unilateral .....	100.00
Compound—The maximum is one and one-half times the allowance for the corresponding simple fracture treated by closed reduction .....		Radical, with exorption axilla .....	150.00
Treated by open operation, except pins and/or calipers—The maximum is twice the allowance for the corresponding simple fracture treated by closed reduction .....		<b>INFECTION AND TRAUMA</b>	
Fracture of skull—see neurosurgery .....		Abscess, not mentioned elsewhere, incision and drainage .....	
Hallux valgus (bunion), operation for Single .....	50.00	Superficial .....	10.00
Bilateral—same surgical occasion .....	75.00	Deep .....	25.00
Hammer Toes, operation for .....	50.00	Carbuncle, incision of .....	15.00
Incision into joint .....		Debridement of wounds .....	10.00
Semilunar cartilage, knee, removal .....	125.00	Suturing, sole procedure—\$2 per stitch, with maximum of .....	50.00
For other reason .....	50.00	<b>LYMPH GLANDS</b>	
Paracentesis (tapping) only .....	10.00	Superficial, removal of, including biopsy .....	20.00
Patella, excision of .....	75.00	Deep chain, removal of, including biopsy .....	75.00
Tendons and ligaments .....		<b>SCALENE SYNDROME</b>	
		Cutting operation for .....	
		Unilateral .....	75.00
		Bilateral—same surgical occasion .....	120.00
		<b>THYROID GLAND</b>	
		Removal of (thyroidectomy) .....	
		complete or partial, complete procedure .....	150.00
		<b>TUMORS AND CYSTS</b>	
		Benign tumor or cyst, superficial, excision of .....	10.00
		Cyst .....	
		Branchial, removal of .....	75.00
		Pilonidal (including pilonidal sinus) excision of .....	60.00
		Thyroglossal, excision of .....	150.00
		Epithelioma, including basal celled carcinoma, excision of .....	25.00
		With gland dissection .....	75.00
		Other malignant tumors, face, lip or skin, excision of .....	50.00
		With gland dissection .....	100.00

# SCHEDULE

Seafarers are urged to leave with their wives their Social Security number, their Z number and the address of the nearest SIU office in order to speed acceptance into a hospital of your dependents in case of an emergency.

DESCRIPTION OF OPERATION		MAXIMUM PAYMENT	MAXIMUM PAYMENT
Warts, moles, removal of			
Single		10.00	
Multiple		15.00	
<b>VEINS, VARICOSE</b>			
<b>Complete Procedure</b>			
Cutting operation for, with or without injections			
One leg		50.00	
Both legs—same surgical occasion		100.00	
Injections only			
One leg		35.00	
Both legs		50.00	
<b>GYNECOLOGY</b>			
Arteria of the vagina, plastic correction		50.00	
Imperforate hymen, correction of, by cutting		10.00	
Bartholin's gland			
Excision of		50.00	
Incision only		10.00	
Caruncle, urethra, excision or fulguration		20.00	
Cervix			
Amputation, complete		50.00	
Dilation and curettage non-puerperal, cervical repair (trachelorrhaphy), conization, cauterization or polypectomy, with or without biopsy		25.00	
Two or more of these procedures done at same time		35.00	
Cul-de-sac drainage, colpotomy		15.00	
Cystocele or rectocele, surgical repair of, sole procedure		60.00	
Cystocele and rectocele combined, surgical correction of, perineorrhaphy, sole procedure		100.00	
Cystocele and rectocele, repair of by cutting operation or perineorrhaphy, in combination with one or more of dilatation and curettage non-puerperal, cervical repair (trachelorrhaphy), conization, cauterization or polypectomy, with or without biopsy		125.00	
Oophorectomy (excision of ovary) and/or salpingectomy excision of tube) for cystic ovary, ovarian cyst or other cause, unilateral or bilateral, including separation of adhesions and appendectomy		100.00	
Displacement (retroversion, prolapse, procidentia) of the uterus, correction of by cutting operation, abdominal or vaginal approach, with or without separation of adhesions, appendectomy or unilateral or bilateral oophorectomy and/or salpingectomy		125.00	
The above procedure combined with one or more of the following—dilatation and curettage non-puerperal, cervical repair (trachelorrhaphy), conization, cauterization or polypectomy, with or without biopsy		150.00	
Displacement (retroversion, prolapse, procidentia) of the uterus, correction of by cutting operation, abdominal or vaginal approach, with or without separation of adhesions, appendectomy or unilateral or bilateral oophorectomy and/or salpingectomy but combined with cutting operation for cystocele and/or rectocele or perineorrhaphy		150.00	
The above procedure combined with one or more of the following—dilatation and curettage non-puerperal, cervical repair (trachelorrhaphy), conization, cauterization or polypectomy, with or without biopsy		150.00	
Hysterectomy, any type, with or without separation of adhesions, appendectomy or unilateral or bilateral oophorectomy and/or salpingectomy, abdominal or vaginal approach		150.00	
The above procedure combined with one or more of the following—dilatation and curettage non-puerperal, cervical repair (trachelorrhaphy), conization, cauterization or polypectomy, with or without biopsy		175.00	
Hysterectomy, any type, with or without separation of adhesions, appendectomy or unilateral or bilateral oophorectomy and/or salpingectomy, abdominal or vaginal approach but combined with cutting operation for cystocele and/or rectocele or perineorrhaphy		175.00	
The above procedure combined with one or more of the following—dilatation and curettage non-puerperal, cervical repair (trachelorrhaphy), conization, cauterization or polypectomy, with or without biopsy		175.00	
Vesicovaginal fistula, repair of		125.00	
<b>MISCELLANEOUS</b>			
Blood transfusions, including cost of blood or blood derivatives—\$20 per transfusion, with maximum of		120.00	
Bone marrow, aspiration of for biopsy		10.00	
Parotid gland			
Total removal		75.00	
Mixed tumor removed from		50.00	
Stone, removal from parotid or submaxillary gland		25.00	
Submaxillary gland, removal of		50.00	
<b>NEUROSURGERY</b>			
Brain tumor, complete procedure		300.00	
Cranial nerves, section of sensory root of fifth (for tic dolozeux), or eighth (for Meniere's disease), resection gasserian ganglion		200.00	
Craniotomy, exploratory or decompressive		150.00	
Hematoma, subdural or extradural, treated by trephining		150.00	
Intervertebral disc (nucleus pulposis) rupture, herniation or protrusion, removal of or exploration of		200.00	
Laminectomy, exploratory or decompressive		200.00	
Lumbar and/or cisternal puncture, not for anesthesia—\$10 per puncture with maximum of		100.00	
Meningocele, excision of		100.00	
Neuroma, peripheral, resection of		50.00	
Peripheral nerves, decompression, suture or transplantation of, single or first each additional after first		25.00	
maximum		150.00	
Pneumonencephalography, including lumbar puncture		25.00	
Rhizotomy (section of nerve roots within spinal canal), chordotomy		200.00	
Skull fracture			
With brain injury, nonoperative treatment		50.00	
With elevation of fragments		100.00	
Compound with debridement and elevation of fragments		200.00	
Spinal cord tumor, removal of		200.00	
Sympathectomy			
Lumbar unilateral		150.00	
Lumbar bilateral—same surgical occasion		200.00	
Thoraco—lumbar with splanchnicectomy, complete procedure		200.00	
Trephining, exploratory, sole procedure, per side		25.00	
Ventriculography, complete procedure, including trephining		35.00	
<b>PROCTOLOGY</b>			
Abscess, ischioirectal, perirectal, perianal, drainage of		25.00	
Carcinoma of rectum, resection, complete procedure		200.00	
Cryptectomy of one or more crypts		15.00	
Dilation of anal orifice, sole procedure		15.00	
Fissurectomy		35.00	
Fistula-in-ano, operation for (fistiuectomy)		75.00	
Hemorrhoids			
Operative removal, any method			
Internal or internal and external		75.00	
The above combined with fissurectomy and/or cryptectomy		75.00	
External only		20.00	
Injection treatment, complete procedure—one-half the allowance for corresponding cutting operation		30.00	
Polypectomy, one or more		100.00	
Prolapsed rectum, cutting operation		10.00	
Proctoscopy and/or sigmoidoscopy, with or without biopsy		10.00	
<b>THORACIC SURGERY</b>			
Bronchoscopy, including biopsy			
Diagnosis only		30.00	
Removal foreign body or other treatment		50.00	
Congenital anomaly of heart or aorta, surgical correction of		300.00	
Esophagoscopy, including biopsy			
Diagnosis only		30.00	
Removal foreign body or dilation stricture		50.00	
Esophageal diverticulum, excision of		75.00	
Lobectomy or pneumonectomy		300.00	
Phrenicotomy, phrenicostomy, phrenic avulsion or crushing		50.00	
Pneumonostomy		50.00	
Pnumothorax, artificial, first induction		25.00	
refills, each		10.00	
Maximum		160.00	
Thoracentesis (tapping chest)		25.00	
Thoracoplasty			
One or two stages		100.00	
Three or more stages, including previous stages		200.00	
Thoractomy with rib resection for drainage of empyema		75.00	
Vagotomy, thoracic approach		150.00	
<b>UROLOGY</b>			
Abscess, prostate, incision and drainage		35.00	
Caruncle, excision or fulguration		20.00	
Circumcision		15.00	
Cystostomy, cystotomy, suprapubic, with fulguration or other bladder treatment		75.00	
Cystoscopy, including biopsy			
For examination only with or without retrograde pyelography		25.00	
For treatment, bladder, ureter or kidney		25.00	
For removal of tumor or stone from ureter or bladder		50.00	
Viverticulum of bladder, resection of		125.00	
Endoscopy and/or dilation urethra, diagnosis or treatment, with or without biopsy		15.00	
Epididymectomy			
Unilateral		50.00	
Bilateral—same surgical occasion		100.00	
Fistula, urethral, operation for		75.00	
Hydrocele			
Tapping, not more than ten each side, each		10.00	
Radical operation			
Unilateral		50.00	
Bilateral—same surgical occasion		75.00	
Litholapaxy (lithotripsy), complete procedure		35.00	
Meatotomy, sole procedure		5.00	
Nephrectomy		200.00	
Nephrotomy or nephropexy		150.00	
Orchidectomy (excision of testicle)			
Simple, unilateral		50.00	
Simple, bilateral—same surgical occasion		75.00	
With gland dissection		150.00	
Plastic repair, uretero-pelvic junction, or correction aberrant renal artery		200.00	
Prostatectomy, complete procedure including vasectomy			
Suprapubic or perineal		150.00	
Transurethral, complete resection		150.00	
Punch operation, median bar resection		75.00	
Pyelotomy, complete procedure		125.00	
Uretero-lithotomy, ureterotomy		125.00	
Urethrotomy, external or internal		50.00	
Varicocele, operation for		50.00	
Vasectomy, not associated with other procedures		25.00	

## WHAT TO DO IF YOUR WIFE OR CHILD IS HOSPITALIZED



1. Notify hospital your family has Seafarers hospital and surgical coverage.



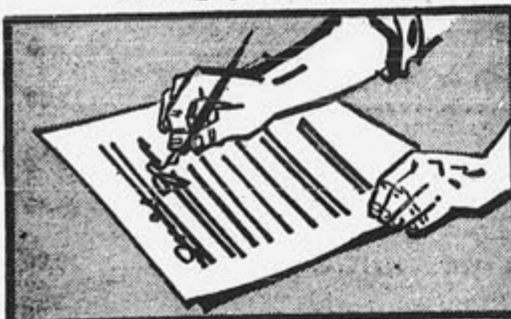
2. Have hospital call nearest SIU office to confirm your family's eligibility.



3. Your dependent will then be admitted; no deposit is necessary.



4. Later hospital will receive letter from Plan listing your coverage.



5. At time of discharge, make claim to Welfare Plan for benefits.



6. Claim will be speeded through and check mailed out promptly.

## QUESTIONS and ANSWERS

ON THE NEW SEAFARERS  
WELFARE PLAN BENEFITS

**Q.** Is there any particular hospital I must go to?

**A.** No. You may go to whatever hospital you choose.

**Q.** Do SIU officials, SIU trustees or SIU employees receive any of these benefits?

**A.** No. In order to receive the benefits a man must meet the eligibility requirements as a working seaman.

**Q.** What is the maximum in benefits a Seafarer's dependent can receive under the new hospital and surgical benefits?

**A.** There is no maximum, although for one confinement the maximums of \$310 in hospital room fees, \$100 in extras and \$300 in surgical fees would total \$710. The dependent may, of course, be readmitted for further treatment later which would start the benefits anew.

**Q.** What if my wife or child needs several operations during one year, are they restricted to a total of \$300 in surgery?

**A.** Not at all. The benefit starts anew for each period of hospitalization or each admission to a hospital for surgery.

**Q.** Does the new eligibility requirement affect men now receiving hospital or disability-pension benefits?

**A.** Men now receiving Welfare benefits will continue to receive these benefits.

**Q.** I'm single and my mother is totally dependent upon me for support. Is she covered?

**A.** The new benefit was drawn up with the immediate family of a seaman in mind and can provide adequate benefits for these dependents. To broaden the coverage to include parents or other dependent relatives would have necessitated limiting the benefits below the high level the plan now offers for immediate dependents. However, study will continue in this area and the Plan can always broaden its coverage at a later date.

**Q.** Suppose because of unusual circumstances I haven't worked one day in the last 90 days and my wife or youngster becomes hospitalized?

**A.** The Seafarers Welfare Plan was established with a flexibility no other plan has, a flexibility which enables the trustees to waive certain requirements in unusual circumstances.

**Q.** Does this mean the benefits and the eligibility requirements are now frozen?

**A.** Not at all. The Seafarers Welfare Plan trustees meet every month and under the Plan's flexibility, (something no insurance company set-up allows) changes can be made in both benefits and eligibility.

**Q.** Why does the Seafarers hospital benefit for dependents have a \$50 deductible provision when some plans pay from the first dollar of expense?

**A.** Studies have proven that almost everyone can handle a hospital expense up to \$50 with ease, but would be in trouble if the bills ran to several hundred dollars. This provision allows for greater coverage of dependents and for a greater maximum. Under a \$1-up plan, the bulk of the funds are paid out for minor claims, thus denying families the maximum coverage of the Seafarers Plan.

**Q.** Can a Seafarer's wife apply for benefits or must a Seafarer apply himself?

**A.** The dependents benefits may be filed for and collected by the wife of a Seafarer. See or write your nearest SIU agent or the SIU Welfare Plan.

**Q.** If a blood transfusion is needed, will its cost come out of the hospital extras benefit?

**A.** No, under the surgical benefit \$20 is allowed for every transfusion with a maximum of \$120.

**Q.** What if my room costs only \$8 per day. Do I still get the \$10 per day?

**A.** The new hospital and surgical benefits are reimbursable only, meaning you must have incurred the debt to get the money. If your room was \$8 you'd receive just the \$8. (This, of course, is after the first \$50 of expenses.)

**Q.** What is specifically included in the surgical benefit?

**A.** This benefit is solely to cover the surgeon's fee, according to the surgical schedule, and includes nothing else.

**Q.** Must I first have \$50 in hospital room expenses and another \$50 in extras before I am covered by the hospital and extras benefits?

**A.** No, these two benefits are a unit and are together on your bill. After you have a total of \$50 in expenses the Plan covers your expenses of both hospital and extras.

**Q.** Do the fees listed on the surgical schedule cover the full cost of an operation?

**A.** Surgeons in port cities throughout the United States were queried when this list was drawn up and the sums listed here are the average they gave. These sums should be sufficient for these operations in most cities.

**Q.** Does the Seafarers maternity benefit now come under this new program?

**A.** No. The Seafarers maternity benefit continues as it did before: A payment of \$200 for each birth (duplicate payments for multiple births) and a \$25 US Treasury Bond for each child from the Union.

### SEAFARERS AND WIVES OF SEAFARERS:

If you have any questions or problems about any of the Seafarers Welfare Plan benefits, contact the nearest SIU port agent or the offices of the Seafarers Welfare Plan at 11 Broadway, New York, NY.