



# SEA UNIONS PUSH HIRING HALL FIGHT

—Story on Page 3

## 2-Year Baby Benefits \$267,000

—Story on Page 2



**Growing Up.** Stretching as high as he can go Joseph "Jody" Cave, Jr., shows he's a husky 34" tall today, almost double what he was at birth two years ago. The youngster's birth, on April 2, 1952, was the occasion for the payment of the first SIU maternity benefit to a Seafarer. His dad performs the honors at a birthday celebration in their New Orleans home. (Story on Page 2.)



**New Hall.** Galveston Seafarers pitch in to help remodel new SIU hall in the port, at 21 St. and Mechanic. Here, overhead repairs get attention (l-r) of O. Lewis, A. O. Flynn and H. Campbell. (Story on Page 3.)



### Worth \$4,120,000?

Maritime circles are wondering how the US expects to get that price for Mariners with C-type ships worth \$900,000 or less.

(Story on Page 5.)

# 2-Year Maternity Total Tops \$267,000 Mark

With a proud record of having paid \$237,400 in benefits, the SIU maternity benefit plan has now gone into its third year of operation. As of April 1 when the plan completed its second year, 1187 maternity benefits of \$200 had been paid, plus another \$29,675 in benefits directly from the SIU in the form of \$25 US savings bonds (at maturity).

Actually, as the figures for the second year show, a considerably larger number of Seafarers collected in the second year than the first. A total of 518 babies were born in the first 12 months, headed up by Joseph A. Cave, Jr. of New Orleans, who celebrated his second birthday on April 2. The second year's totals amounted to 669 babies, although these figures were swelled by a few sets of twins and

one set of triplets born last December 14 to Robert Long of New Orleans.

Long got himself \$600 in maternity benefits, plus three \$25 bonds, plus \$1,800 in income tax exemptions for the year 1953 for that feat. Long also collected the benefit for his oldest child, born 15 months previous.

### One Day On Ship

Payment of both maternity and disability benefits got under way in June, 1952, but the maternity benefit was made effective as of April 1. In order to qualify for the maternity benefit a Seafarer merely had to submit proof of one day on an SIU ship in the previous 12 months, plus a marriage certificate and the child's birth certificate.

The SIU maternity benefit plan is unique in many ways. The size of the benefit was, and is, far larger than amounts paid by insurance plans elsewhere. Eligibility provisions are the simplest, since most other plans require a year's coverage before a man is eligible to collect. The Union plan also pays double in the case of twins.

From the very beginning the number of applications to the maternity benefit was surprisingly large, more than had been expected when the benefit was first set in motion. It was conclusive proof of the fact that a much larger number of Seafarers were family men than was commonly thought. The increase in benefits for the second year of operations indicates that this trend towards home and family among seamen is continuing.

Originally, applications for the maternity plan ran at the rate of ten a week, but in the past year this has been exceeded with an average of close to 13 benefits paid week in and week out throughout the year.

Another desirable feature of the

SIU maternity benefit is its speedy service to the membership. Once the necessary documents have been submitted, checks go out within a few days, either delivered by mail or in person by Welfare Service representatives. The service is appreciated particularly with hospital and doctor bills to contend with for delivery of the baby.

### Central Fund

The maternity benefit, like other SIU welfare benefits, is supported by shipowner contributions of 60 cents per man per day to a central fund. Contributions were originally 25 cents a day but have been more than doubled through negotiations.



Joseph Cave, Jr., two years old on April 2, celebrates his birthday in traditional fashion, astride hobby horse and wielding gun. His father is Seafarer Joseph Cave, who earned the first \$200 SIU maternity benefit back in 1952 when the youngster was born.

## Tom Hill, 37; Headed SIU Pursers Union

Members of the SIU-affiliated Staff Officers Association (AFL) this month mourned the loss of their top official, Secretary-Treasurer Tom Hill, 37, who died April 7 in New York City. He was born November 17, 1916, in Joplin, Mo.

Head of the Staff Officers, representing pursers on US-flag ships on all coasts since 1950, Hill was formerly vice president of the American Merchant Marine Staff Officers Association, a West Coast SIU affiliate which ceased operating in 1949. Although he represented his union at several

SIU of North America conventions, he was unable to attend the last one, in March, 1953, at San Diego, because of illness.

Hill had been suffering from a recurrent condition which required several operations last year, and had reentered the James Ewing Hospital, 68 Street and First Ave., NYC, a month ago, on March 2.

Services were held April 12 in New York, with burial scheduled late in Wood River, Ill. Hill, who lived in New York, is survived by his wife, Virginia, and a daughter, Patricia.

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# Old ILA's Political Strike Folds Up; Await Call For New Dock Election

Longshoremen in the Port of New York collected their second paycheck today since the collapse of the old ILA's political "wildcat" strike, while looking forward to a new port-wide election. A decision is expected momentarily from the National Labor Relations Board setting a date for a new vote and establishing procedures to make sure that longshoremen will be able to vote without being intimidated or assaulted by old ILA enforcers.

The 29-day ILA-sponsored wildcat walkout collapsed late Friday afternoon, April 2nd, when it became increasingly clear that the old ILA mob could no longer keep longshoremen from going back to work. Nearly 6,000 AFL men, or about 40 percent of the normal work force on any given day, were working the port on the last day of the strike. It was evident that before another week would have gone by that the "wildcat" strike would have disintegrated of its own

accord without official action. The finishing blow to the strike was the National Labor Relations Board warning to the old ILA that

One of the lighter moments of the 29-day waterfront tie-up was the fate of a Roquefort cheese shipment aboard the French liner *Liberte*. Approximately 24 tons of the odorous product made several trips back and forth in the hold of the ship without being unloaded because the French Line pier on the West Side was not worked. The cheese was finally removed a couple of days after the strike ended, still as fragrant as ever.

the strike was to blackjack the Labor Board into certifying the old ILA as bargaining agent despite the dubious results of the December election, it ended in complete failure.

### Contempt Trial

Meanwhile, troubles piled up for the old ILA on all sides. Three of its leaders, Harold Bowers, Willie Ackillitis, brother of the Arsenal mobster, Albert Ackillitis, and Willie Lynch, went on trial for contempt of court for calling a port-wide walkout in defiance of at least three court orders. Danny St. John, one of the more notorious enforcers, was denied a license as a hiring boss by the Waterfront Commission.

Elsewhere in the country, strength was steadily draining away from the old ILA as several more locals in the Gulf district swung to the AFL-ILA. The AFL now represents 36 locals in the Gulf, including locals in such ports as Tampa, Jacksonville, Savannah,

(Continued on page 17)

unless its political strike was called off the Board would rule them off the ballot. Since the strike was already a lost cause, old ILA leaders had no alternative but to call the whole thing off. Since the principle objective of

## Sea Chest Begins Retail Sales In Three Outports

Extending its shoreside services to the membership, the SIU Sea Chest has opened retail sales of merchandise in the ports of New Orleans, Mobile and Baltimore.

For the time being, the sales will be handled out of the wholesale warehouses operated by the Sea Chest in those ports as retail facilities are not yet available. When the new Baltimore hall is completed, the Sea Chest will have spacious facilities there for retail operations, and plans are afoot for establishment of retail outlets in the other major ports as well.

### Price-Savings Available

The start of the retail sales in the above-mentioned ports means that Seafarers can purchase a wide variety of dress wear of all kinds, electrical appliances, luggage, radios, watches and the like from the Union's own merchandise outfit, and get the advantage of moderate prices accordingly. Wherever possible, branded merchandise handled by the Sea Chest is sold at a considerable discount off list prices

established by the manufacturer. In addition, the Sea Chest in those ports will continue to service the ships on a competitive basis, as before, with slop chest needs, and take orders on the ships for items in the Sea Chest catalogue.

## 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: April 21, May 5, May 19.

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



Longshoremen get back to work along the New York waterfront after 29-day port-wide tie-up paralyzed shipping in area. Above, dockers are shown unloading the Steel Fabricator in Erie, Pa.,



New SIU hall in Galveston, Texas, seen above, is newly refurbished to serve as shipping center for Seafarers. Union is in process of moving into new quarters on 21st and Mechanic Streets.

## Seafarers Pretty Up New Galveston Hall

The long hunt for a new home for Seafarers in Galveston has been successfully completed with the acquisition of new quarters at 21st and Mechanic Streets. A two-year lease has been signed for quarters on the second floor of the building which Seafarers in the port agree are vastly superior to the existing hall on 23rd Street which has been inadequate to meet the needs of the membership in that port.

As soon as the lease was concluded, Seafarers on the beach, along with port officials, got busy putting finishing touches on the new hall for use by the Union. A baggage room and dispatch counter was built and a new paint job was done on all walls and partitions in advance of moving in.

If all goes according to schedule, port agent Keith Alsop indicated that the union would shift to the new location over this weekend. In any case, the move would be made within the next few days.

The new quarters contain 2800 feet of floor space and three partitioned offices. Tiled washroom and lavatory facilities are included. The floor has fluorescent lighting throughout.

### Previous Plan Fell Through

For some time now, the Galveston branch has been looking for a new place but without success because of the lack of suitable space in the congested port city. A few weeks ago, the Union had practically completed arrangements for use of the Odd Fellows hall in that city. The plans fell through when the Odd Fellows balked at changes that would have to be made in the property for use by the SIU. The result was that the search had to be resumed once again.

The location of the new hall is also ideal as far as the waterfront goes, being a block from the docks and virtually at the center of the port, with a large section of the waterfront being within walking distance of the hall.

### Long-Range Program

In recent months the union has made improvements in other existing halls as well, renovating the interiors and installing air-conditioning, new furniture, television sets, pool tables and other equipment for the comfort of Seafarers waiting to ship out.

The Galveston move is another step forward in a long-range SIU program aimed at providing modern up-to-date facilities for Seafarers in every port. The new hall

now under construction in Baltimore will be the next to be opened, while out on the West Coast Seafarers will move shortly into a new Seattle hall which is being built by the Sailors Union of the Pacific there.

Under a building arrangement between the SIU and the SUP on the West Coast, each district shares facilities of the other outside of their jurisdiction.

WASHINGTON—A vigorous defense of the maritime union hiring hall and the rotary shipping principle was outlined by union representatives at the second general meeting of the Conference of American Maritime Unions on April 5. In addition, representatives of shipowner groups speaking for a majority of the operators have agreed to support the union position.

The union representatives present, including those of the SIU, also agreed in principle on the idea of a uniform expiration date for all union contracts, subject to the approval of their respective memberships.

The hiring hall issue arose as a result of current Congress consideration of amendments to the Taft-Hartley law, various court decisions on the subject and the rulings of the National Labor Relations Board. As a result, the standing legislative committee of the maritime union group met after the April 5 meeting with representatives of the shipowners on the subject. There the shipowner representatives present agreed to go along with the unions in presenting the union case for the maritime hiring hall before the National Labor Relations Board and before the President, if necessary.

The union representatives at that meeting characterized the rotary shipping system as the only workable and efficient way of supplying

skilled professional seamen to meet all shipping needs. The union hiring hall, with its assurance of a supply of experienced men at all times, is one of the factors that has made for vast improvement in the quality of ships' crews over the years and has provided a stable and smoothly-operating hiring system in an industry where men are accustomed to going from job to job.

This union position apparently has the support of most major US operators who indicated they would voice their opinions accordingly to responsible Government agencies.

At present, there are bills before Congress which would grant specific sanction to the maritime hiring hall, along with a similarly-operated hiring halls in the building trades where men also go from job to job and are hired through a central union hall for that purpose.

### Taft Backed Hiring Hall

Ever since the Taft-Hartley Law was passed back in 1947, union hiring halls have been functioning smoothly as before, although there were those who sought to exploit the law somehow as a means of attacking them. However, the late

Senator Robert A. Taft, who was co-author of the law, agreed that the maritime industry, like the building trades, posed special problems in hiring that are best handled through the union hiring hall.

Recently though, there have been isolated court decisions that have again created some confusion about hiring operations in the maritime industry as they are presently conducted.

In discussing the desirability of uniform expiration dates on maritime contracts, it was pointed out that the present system of having some contracts run out in June while others expire in October makes for difficulties in negotiations. It causes considerable un-

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## Assign 2 New Mariners To SIU Companies

Two new Mariners now going into service have been assigned to SIU-contracted companies and will be manned by Seafarers. The Cracker Mariner will be operated for the Government by South Atlantic while Waterman will shortly take over the Peninsula Mariner.

The reason for the assignments when older Mariners are laying up is that all of the new ships have to go on a six-month trial run to satisfy the Government's contracts with the shipbuilders.

As a result of the new assignments, South Atlantic will be operating two Mariners, the other one being the Badger Mariner. Waterman previously had the Keystone Mariner but that vessel has since gone into lay-up as has the Hoosier Mariner operated by Isthmian.

Other Mariners currently being operated by SIU companies are the Show Me Mariner (Bull); and the Pelican Mariner (Bloomfield). Mariners in lay-up formerly operated by SIU companies are the Keystone Mariner, the Hoosier Mariner (Isthmian) and Magnolia Mariner (Mississippi), in addition to the Cornhusker Mariner (Robin) that ran aground in Panama and has been out of service since.

## Deadline Nears On Art Entries

Late entries in the Third Annual SIU Art Contest were arriving at Union headquarters this week, as the deadline for all entries, April 30, drew near. Present plans call for the judging of the contest late in May.

The arrival of a 115-pound crate of oil paintings submitted by Hans Skaalegard featured the latest entries, as the Oakland, California, Seafarer, for the second year in a row, entered an array of paintings of oldtime sailing vessels. Skaalegard tied for a third prize in the oil painting classification last year.

Under the rules for the 1954 competition, Seafarers can submit

up to five entries in each of the four contest classifications—oils, watercolors, drawings and handicrafts. The three top entries in each class will be awarded valuable prizes.

### Oils Lead Entries

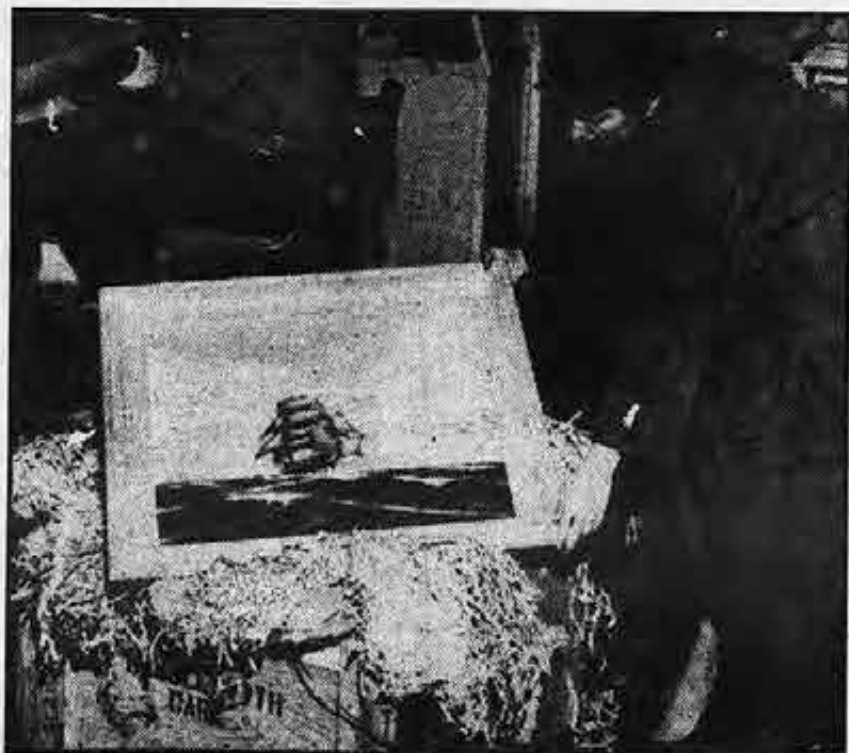
At the present time, with the contest deadline just two weeks away, oil paintings provide the bulk of the entries, with watercolors running a close second. One sur-

prising element is the fact that only a few handicraft items have so far been submitted, although they usually provide the focus of interest in the contest because they vividly display shipboard skills. The traditional displays of fancy rope-work and hand-carvings are notably few in number this year.

Judging of all entries will be handled by a panel of experts in the field, including the art editor of the SEAFARERS LOG, at an undisclosed date in May. All entries will be on exhibit in two places, at SIU headquarters for the week following the prize awards and also at a special exhibition of the leisure time work done by trade union members, which is sponsored by the New York Public Library. The latter display will be at the Labor Temple, 242 East 14th Street, New York City.

In advance of any last-minute rush to submit entries, Seafarers are cautioned to clearly label their works with their names and addresses so that all entries may be returned at the conclusion of the contest exhibits. Those wishing to sell any of their work are urged to indicate the desired selling price, so that the fact that the work is for sale can be clearly marked. Care should be taken in submitting items by mail, with registered or special delivery mail suggested to assure proper handling.

All entries should be submitted to the Art Editor, SEAFARERS LOG, 675 Fourth Avenue, Brooklyn 32, NY. Entries can also be submitted in person.



LOG office assistant views one of five entries entered in 1954 Art Contest by Seafarer Hans Skaalegard. Seafarer won third prize in oils in 1953 contest and hopes to repeat or do better this time.

## Quitting Ship? Notify Union

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

# 50,000th Vacation Claim Paid

The 50,000th check for SIU vacation benefits was paid out to Seafarer Stanley Wojton on Friday, April 9, just two years and two months to the day since the first payments were made in February, 1952. More than \$3.2 million in vacation benefits have been collected by Seafarers since that time.

Marking a new milestone for the revolutionary SIU Vacation Plan, the occasion was marked solely by a short picture-taking session as Wojton was handed the coveted check by an SIU headquarters staffer, and Plan employees resumed processing the hundreds of claims reaching headquarters each week. Wojton's check for \$51.22 represents his accrued vacation benefits less deductions, covering a 143-day round-the-world trip on the Steel Architect (Isthmian), on which he sailed as utility messman.



Seafarer Stanley Wojton, left, receives his SIU Vacation Plan check from headquarters employee. Wojton's check was the 50,000th to go out to Seafarers since the plan began on February 11, 1952.

The occasion was the second time Wojton, who is single and hails from New Kensington, Pa., had collected vacation pay under the SIU Plan. Happy to be in the spotlight for the moment, he noted however, that he was "more interested in seeing to it that this dough gets right into the bank. When I'm ready for a vacation, I know it'll be right there, and I can draw on it wherever I am." His actual benefit totalled \$57.98.

### Over \$3 Million

The Vacation Plan reached another highlight in its short history when a check putting the total payments over \$3 million was collected by a Seafarer in January, several weeks before the Plan completed its second year of operation.

Considering the size of the SIU membership and especially the frequency with which claims have been made by some Seafarers, three and sometimes four times a year, the 50,000th payment does not represent benefits paid to that many Seafarers. Right at the start of the Plan's operations, the Union urged Seafarers to take advantage of the Plan's feature enabling them to collect a vacation check every

time they could show discharges for 90 days aboard SIU-contracted vessels.

Under the rules of the Plan, benefits can be collected as many

as four times each year, but must be claimed within one year of the payoff date of the oldest discharge presented as a qualification for vacation pay.

## Mobile Survey Shows Seamen Send Home \$7 Million Yearly

MOBILE.—The importance of seafaring to the well-being of port communities was pointed up in this city when a survey by the Mobile Chamber of Commerce showed that seamen are sending money

home to their families at the rate of \$7 million a year.

The \$7 million figure, of course, does not include the amount of money brought into the port by seamen when they pay off ships. It only applies to family allotments, which average \$200 a month, or considerably less than the seaman's monthly earnings.

Business leaders in the city expressed astonishment at the size of the figures, which represent the figures for the last six months when shipping has been considerably lower than in boom times.

The amount of family allotments was computed from records of the Shipping Commissioner in Mobile. The Commissioner said that during a six month period, ending in March, 137 American flag ships crewed up at Mobile for foreign voyages. The average family allotment was \$200 monthly.

This average reportedly prevails in other ports and the Chamber of Commerce Committee reported maritime unions in the Port of Mobile said at present 3000 mariners are sailing who reside in Mobile.

"This means," the committee stated, "that merchant seamen are sending \$600,000 a month or \$7,200,000 annually into Mobile."

### New Numbers For Hq. Phones

The telephone numbers of all New York headquarters phones were changed recently by the telephone company. All Seafarers calling headquarters are asked to use the new numbers to get faster service.

The new headquarters telephone number is HYacinth 9-6600.

## As I See It . . .

Paul Hall



HEADQUARTERS WAS HAPPY TO LEARN THAT THE BROTHERS down in the Port of Galveston have been able to locate new quarters for their hall and are ready to move in and hang up the "open for business" sign any day now. For some time your Union was aware of the problem that was faced in Galveston, but was stymied by the difficulty of finding a suitable property in the congested port area. However, that search has now been completed and a two-year lease taken on a new hall which from all accounts should prove satisfactory to meet the needs of the membership there.

The job of obtaining modern halls in all ports is a long-haul proposition that is complicated by the fact that the Union wants to be as close to the waterfront as possible. And since the waterfront areas everywhere are generally pretty crowded, finding a suitable property is no easy task.



### Many Improvements

However, in the last 2 1/2 years, beginning with the opening of our new headquarters in Brooklyn, we have made considerable strides in that direction. Aside from our new hall in New York, there is the one under construction in Baltimore, and the improvements your Union has undertaken in Philadelphia, New Orleans and elsewhere. Where a move to a new location has been possible and desirable, the Union has made it. Otherwise steps have been taken to provide existing halls with up-to-date facilities such as good lighting, comfortable furniture, air conditioning, television, shuffleboard, pool tables and other facilities for the comfort and recreation of the men on the beach.

Meanwhile out on the West Coast, our brother unions have been undertaking the same kind of program, so that Seafarers there are assured of modern facilities. It will take a few years, but the day will come when Seafarers everywhere will ship out of halls that they all can be proud of.



QUITE A FEW PEOPLE IN THIS COUNTRY, IN AND OUT OF unions, have gotten the idea that unions are so strong that no union member has anything to worry about—his union will take care of him. It's a good guess that this attitude has been carefully cultivated by management people and those who speak for them, because they can be heard shaking and moaning from time to time that they don't have a chance against a union.

### Get Over-Confident

One of the reasons why management people love this kind of a pitch is that they hope to make union members soft and over-confident and get them to lose interest in what's going on. Then when nobody's paying much attention management can move in and start throwing punches.



Well those that are inclined to believe that kind of management talk might do well to take a long look at the experience of a group of union hat workers up in Norwalk, Connecticut. There the employer is playing tough with the union on a simple question of job security. He has defied a nine-months-old union picketline, running in strikebreakers to do his work for him.

Now this particular union is no johnny-come-lately. It's been in the industry for a long time and has had a contract with the employer in question for a great many years.

Still, although that contract had been a long-standing one, and all parties agreed that the union had acted in a responsible manner and its members in question were skilled craftsmen at their particular trade, the employer thought that the time was ripe to crack down and undermine conditions that had existed over the years.

The plain fact of the matter is that there are always quite a few employers around, (and that goes for ship operators too) who would like nothing better than a chance to dump the unions. So any time management people start going around telling everybody how big and strong the unions are, it's time to watch out. Somebody may be lowering the boom.



FROM TIME TO TIME HEADQUARTERS WILL RECEIVE letters from ships' delegates or other crewmembers asking for clarification on certain points of the contract or for a solution of a shipboard beef. Very often some situation will arise on the ship which can't be handled on the spot by the delegates because either the officers will disagree strongly or there is some confusion as to just how the matter in question is covered by the Union contract. Then there are some actions by the company agent or the officers that are in clear violation of the contract.

### Wait Until Payoff

In some instances, the Union is able to take care of matters immediately while the ship is out on a voyage, either by having a patrolman catch the vessel at one of the outports or by having the company rectify matters through a cablegram to a company agent overseas. But in other circumstances, depending of course on the situation, such as a question of disputed overtime, the matter has to rest until the ship pays off.

However, even though the issue can't be settled while the ship is still at sea, it's a good idea for crews and delegates to notify headquarters or the port agents of these knotty problems as they arise. That way, the Union can be fully prepared to deal with the situation when the ship arrives, because it has the facts on hand from the crew.



# BROTHER CHAIRMAN!

Seafarers, as is commonly known, are people who manage to get around. And as an example at the last Philadelphia port meeting the reading clerk was from Oregon, while his opposite number in San Francisco started out that way by way of New Jersey.



Kleiber

Melvin Kleiber was the reading clerk in the Quaker City. In between trips he can be found home in Newport, Oregon. He became an SIU member in Baltimore in November, 1943. He's 28 years of age and sails in the deck department.

In San Francisco, the reading clerk's job was taken care of by John Dolan, a steward department member. Dolan was born in the Garden State, New Jersey, December 21, 1915. He joined the union in New York on April 10, 1947.

Sitting alongside Dolan at the San Francisco meeting were Charles Mazar and Walter Busch, chairman and recording secretary respectively. Mazar is a Chicago native who joined the Union in New York in October, 1947. He sails on deck. Busch, a black gang man, is a San Franciscan all the way. He's 33 years old and has been a member of the Union for the past six years.

Seafarer Harry Gerie of Phila-

delphia was chairman at that city's port meeting, alongside Kleiber. He's been with the Union almost 11 years, joining in Philadelphia. He's 34 years old and sails on deck.

The tanker port of Lake Charles, Louisiana, had Seafarer Anthony A. Alleman in the chair and Lee Parker as recording secretary. Alleman, who sails with the galley force, has been a Union member for 3 1/2 years, joining up in the nearby port of New Orleans. He is a Louisiana native and makes his home in Franklin, La. Parker, a deck department man, joined the SIU in New York on February 16, 1944. He was born in Louisiana in September, 1918.

Two Tampa Seafarers who aided in the direction of that port's last meeting were Joshua Land of Tampa and Adolfo Capote, of New Orleans. Both men sail in the steward department. Land is one of the SIU's original members, joining in the port of Tampa on November 5, 1938. He's an Alabaman by birth and is 37 years old. Capote followed him into the Union a few months later, getting his book in Tampa on February 1, 1939. He was born in Florida 52 years ago.



Land

# Study Progress of SIU Scholarship Winners

While 11 SIU scholarship applicants are either preparing for the college entrance examinations or awaiting the decision as to this year's winners, the trustees of the Welfare Plan are studying reports received on the \$1,500 scholarship awards of last year.

One of the conditions of the awards call for winners to maintain a "B" average throughout their studies in order to qualify for continued support from the Welfare Plan. If the trustees feel that the candidate is not maintaining a sufficiently-high level of scholastic achievement, the award can be withdrawn.

### Withhold Decision

The trustees have received reports on the first half-year on each of the four students involved, but are withholding any decision one way or another until this summer, when they will have the results of a full year's study.

Of the four scholarship winners,

Elizabeth Lomas is at present attending New Rochelle College for Women, New Rochelle, New York, Charlene Meyer is at the Richmond Professional Institute, Richmond, Va., Alma Jimenez is at the University of Puerto Rico medical school, while Robert Goodwin is attending the Dental School of the University of Oregon.

### Still Can Enter

Those who wish to apply for this year's scholarships can still get under the wire, if they can get all the necessary records together and into the Welfare Plan office within the next couple of weeks. The final qualifying college entrance examination will be given on May 22, and all applicants who hope to contest for this year's awards will have had to take an exam by then.

All candidates have to submit a transcript of their high school record, proof of three years' sea time on their own hook or on their father's discharges, and three letters of recommendation, one of them being from the high school principal.

The candidates' qualifications will be passed on by a group of prominent educators on the basis of examination grades, past records, recommendations and participation in community activities. They in turn will make recommendations to the trustees who will act to pick the four winners.

# Reopen Bids On Salvage Of Ship Hulls

New bids on eight ships sunk off the Atlantic Coast during World War II have been asked by the Maritime Administration. The bidders will have to take their chances on salvaging enough in the way of cargo and scrap to make the ventures worthwhile.

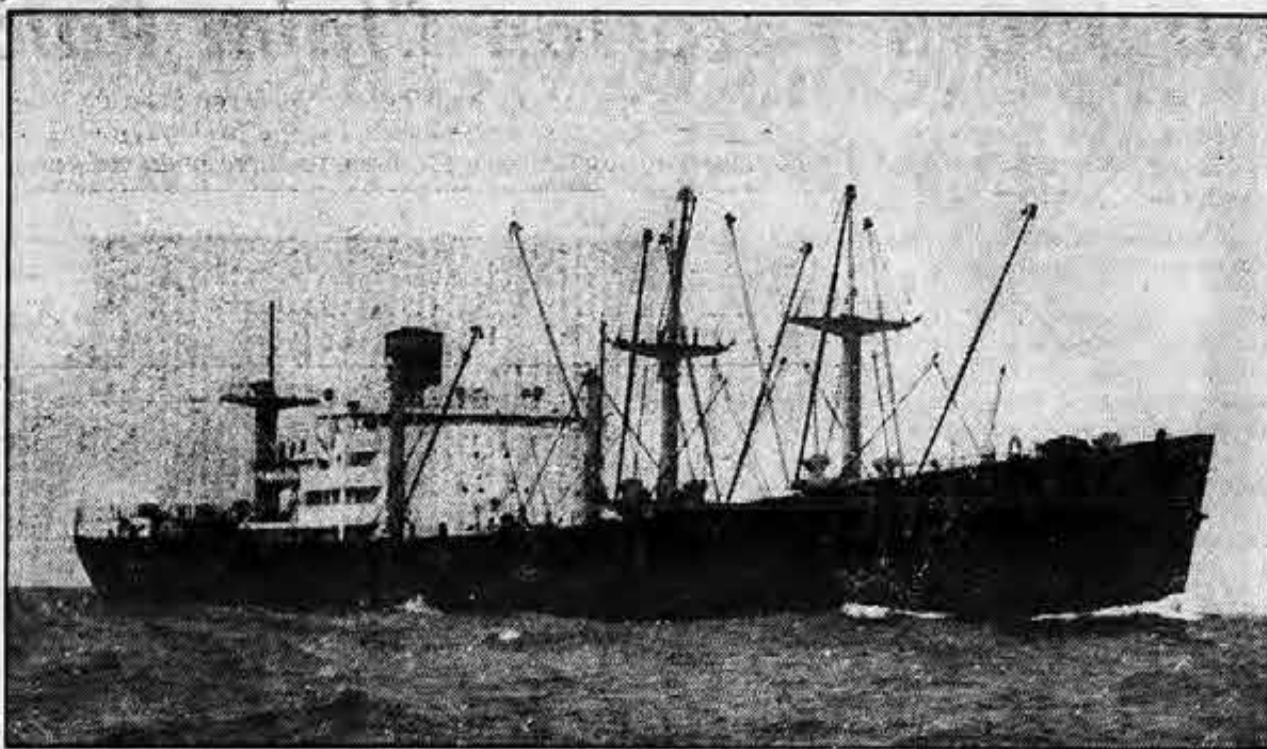
Among the ships involved are two former SIU-contracted vessels, the Chilore and Santore of Ore Steamship Company. Since then, of course, these ships have been replaced.

Five of the ships involved are tankers and three are freight-carriers. Cargoes include sugar, naphtha, oil and ores, a good deal of which may be salvageable.

The ships had been put up for sale once before, but the Government felt that the bids were too low and asked for new proposals by salvage firms.

## Be Sure to Get Dues Receipts

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



Typical C-2 such as the one pictured above, would rate about \$800,000 to \$900,000 in current ship market according to ship brokers' estimates. Price compares favorably to \$4 million or more asked by Government for new Mariners.

# Wanna Buy A Mariner Ship? Vessel Lists At \$4-5 Million

After several months of dickering back and forth, the Maritime Administration has set a firm minimum price on the new Mariner ships. Administrator Louis S. Rothschild announced that the base price for cargo-carrying Mariners will be \$4,120,000 up to a peak of \$5,072,000 for Mariners used as

combination passenger-cargo jobs. Ships built earlier will carry a lower price tag than those built at a later date. The 35 ships cost between \$9 and \$10 million each to build.

The prices set will bring no joy to American shipowners who have been hinting vocally for some time that they would be interested in figures far less than the \$4 million that has been quoted as a round number. With the exception of Pacific Far East Lines, which has contracted for three of the Mariners, no other shipping company has made a firm bid for the vessels.

### 'Used' Ship Prices

The shipowners' reluctance is understandable in the light of prices that "used" merchant ships would command on the market today. There have been no recent sales of either Libertys or C-types for use under the American flag. The last sale was the Liberty ship Sea Coronet which went for \$360,500. However, ship brokers are convinced that any Liberty put up for sale today would go at a price of around \$280,000, depending on its condition.

Ship brokers say that C-2s and C-3s would command a much higher price, around \$800,000 to \$900,000, because they are the kind of

ships that are in demand. Here too, there have been no sales for a long period of time.

### Four For One

Consequently, anybody looking for cargo ships could get a minimum of four, and possibly as many as five C-type ships for the cost of a single Mariner, or enough ships to maintain a regular cargo service on a couple of major routes. Of course these ships are "used" vessels in contrast to the Mariners.

The oldest one of these, the Keystone Mariner, went into service a little less than two years ago.

Under the Rothschild formula, vessels ordered on February 7, 1951, will carry a tag of \$4,120,000 as cargo ships and \$4,723,000 if used for combination passenger-cargo service. Those ordered June 25, 1951, will carry tags of \$4,261,000 and \$4,886,000. The five last ships ordered in August, 1951, will

(Continued on page 17)

# SIU Aids Union Fight On La. 'Right To Work' Bill

NEW ORLEANS.—Seafarers in this port and in Lake Charles are cooperating with the AFL trade union movement in an effort to prevent enactment in Louisiana of anti-union shop legislation which already is the law in most other Southern states.

SIU members who reside in Louisiana are joining with other trade unionists in this state in writing letters to their parish legislative delegations urging them to vote against such legislation expected to be introduced when the Louisiana legislature convenes in May.

The Louisiana proposal is expected to be modeled after recent acts of the Alabama and Mississippi legislatures.

These bills declare the closed or union shop to be contrary to public policy. They make it unlawful to write any kind of union security provision into a contract between an employer and a labor organization.

Similar legislation has been passed by 15 states, most of them in the South. The bill was passed by the Louisiana legislature in 1948, but was vetoed by Gov. Jimmy Davis. The present Governor, Robert F. Kennon, has avoided expressing his attitude toward such legislation.

Proponents of the bill have labelled it the "right to work" bill.

William F. Schnitzler, secretary-treasurer of the American Federation of Labor, told delegates to the Louisiana State Federation of Labor convention here last week the measure should be called the "right to starve" bill.

Schnitzler and other speakers made it plain that such legislation was not intended to guarantee the "right to work," but to destroy the trade union movement by outlawing all previously accepted union security measures such as the closed shop, union shop or maintenance of membership provisions in contracts covering wages, hours and conditions of employment.



State Representative Jesse D. McLain, right, of Covington, La., discusses controversial "right to work" bill in state with Lindsey Williams, New Orleans Port Agent, at SIU hall in New Orleans.

## YOU and the SIU CONSTITUTION

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

### From Article XVII

"This Union may publish pamphlets, journals, newspapers, magazines, periodicals, and general literature, in such manner as may be determined, from time to time, by a majority vote of the membership."

On the beach and on the ships the SIU membership is fully informed of the goings-on in the organization through its bi-weekly 28-page newspaper. Booklets on various educational subjects are also published from time to time.



# His Dreams Of Wealth Fade —Nets \$30 In Salvage Award

It isn't often that a seaman figuring on a \$1,000 bonus greets a puny \$30 settlement with hilarity, but that's how Seafarer Allan J. Dunbaugh reacted to the situation, which arose ten years ago during the war.

There are probably several other SIU men around who are entitled to a similar share of the booty and the opportunity for a good laugh over their "lost fortunes." Dunbaugh pointed out, noting that the LOG is the best way for them to find out about it.

Happy to be alive to tell about it after sailing through World War II, Dunbaugh recalled the high hopes he and others of the crew on the Weyerhaeuser Company's ship Bret Harte shared when they took part in a wartime rescue and salvage operation while heading into the port of Marseilles, France, on September 21, 1944. The Bret Harte had a full SIU crew on deck, shipping out of the Norfolk SIU hall. Dunbaugh was carpenter.

### Ship Struck Mines

It all began to happen when the ship ahead of them in the convoy struck a mine. The ill-fated vessel was a British ship, the Morialta, and the Bret Harte immediately maneuvered to pick up survivors. Eventually, when the excitement died down and the survivors were

all safely aboard the US ship, the Bret Harte put a line on the disabled ship and proceeded to tow the Britisher into Marseilles with her.

Once in port, the Navy picked up the Morialta and the Bret Harte got down to the business of unloading its war cargo. Most of the Harte's crew figured each man would pick up at least a thousand dollars for taking part in the salvage operation, since otherwise the British ship would have foundered and become a total loss.

Accordingly, some time later, several crewmembers contacted an attorney to handle their claim, filed the appropriate affidavits and statements and went back to sea with high hopes of reaping a fat salvage award before long.

Months passed, and then years flew by, and Dunbaugh admitted he'd all but forgotten the whole incident.

By some twist of fate, the first word he got of the settlement of the case came this year on March



Seafarer Allan J. Dunbaugh shows 10-year-old salvage claim award of \$30. He would have been happier if expected \$1,000 bonanza had materialized instead.

15, which is usually reckoned as the day when you pay out dough to Uncle Sam, rather than vice versa. But it was true all right, and Dunbaugh had a fancy \$50 Government check to show for his ten-year-old dreams of glory, the salvage claim having finally been processed by the appropriate Federal agency.

### 'No Bonanza'

And what did he get out of it? Discounting 40 percent for legal fees, he netted a whopping \$30 out of the whole deal, as did everyone else who put in a claim. He got near-hysterical over the situation, Dunbaugh commented. "Here we were figuring on a minimum of \$1,000 apiece, and all we wound up with was \$30, and ten years later. The interest on the \$1,000 would come to more than that. We didn't even come close," he added.

Just off the tanker Michael (Caras), sailing as 2nd cook, Dunbaugh said he was sure other members of the crew on that trip in 1944 hadn't heard about their "salvage award" because the lawyer had told him he no longer knew where they were. So if any ex-Bret Harte men (vintage September, 1944) read this, here's their chance. It's "found" money for everyone, though far from what they expected 'way back when.

# Four Ships Left To Ballot In Coast Stewards' Vote

SAN FRANCISCO.—Balloting on the President Monroe (American President) this week cut down to four the number of ships still due to vote in the representation election involving the SIU-affiliated

Marine Cooks and Stewards-AFL and the Commie-controlled National Union of Marine Cooks and Stewards (Independent).

The remaining ships, all freighters, will be polled by May 10, deadline for all balloting in the National Labor Relations Board-conducted election. West Coast steward department personnel who have missed the previous balloting will have their final opportunity to cast ballots on Wednesday, May 5. At that time, any eligible voter can present himself at any NLRB office in a port area and cast a ballot.

The same procedure has been followed on Wednesdays throughout the 90-day voting period to enable eligible voters not aboard ships to take part in the election.

### Optimism On Outcome

In advance of the final tally,

scheduled to follow the May 10 deadline, MCS-AFL officials have voiced high optimism on the outcome of the voting, based on estimates of AFL strength aboard each vessel and on interviews with crewmembers following the voting on various ships. The principal voting sites have been here and in New York.

A third "unofficial" party to the election is an offshoot of Harry Bridges' longshore union, which sought unsuccessfully to get a position on the ballot in an obvious attempt by Bridges to confuse the picture. Failing in that effort, Bridges' "Local 100" began calling for a "no-union" vote, indicating that if there were a sizeable number of ballots cast that way, that it would step in and demand the right to represent the men involved.

# SIU NEWSLETTER from WASHINGTON

The newest pronouncement of Sinclair Weeks, Secretary of the Department of Commerce, as to the size of the merchant marine, is that under present conditions, the active fleet, from the standpoint of number of vessels and deadweight tonnage, is more than sufficient to meet the requirements of our domestic and foreign commerce.

However, he agrees that the quality of the fleet is considerably below standard, facing as it does bloc obsolescence in the not too distant future. Weighed in terms of a war or national emergency, the merchant marine is grossly inadequate in both respects.

Sometime ago the Randall Economic Commission recommended the revision of US laws requiring 50 percent of aid cargoes to be carried on American-flag vessels. In this respect, the members of that Commission did not listen to the expert advice of their staff, but, rather, were persuaded by foreign shipping interests.

Now it can be told—namely that the Commission's own staff did not recommend elimination of the 50-50 shipping proviso. On the other hand, the staff urged help in reestablishing the intercoastal and coastwise dry cargo trades. The Commission's staff argued that reestablishment of a strong domestic fleet was equitable in view of the fact that many of these services were destroyed during and immediately after the war. Another recommendation of the staff was for a more equitable treatment of vessel amortization and greater privileges of rolling back or carrying forward operating losses for tax purposes.

Certainly this feeling of the staff for the merchant marine sounds far different from the ultimate language and recommendations adopted by the Randall Commission.

In 1939, 70 percent of the active merchant marine was used in the domestic trade while 30 percent was employed on foreign trade routes. Postwar this ratio has changed completely. On September 30, 1953, only 36 percent of the active merchant marine was employed domestically while 64 percent was employed in the foreign trade.

Prior to World War II, the domestic trade gave employment to some 143 vessels of 1,337,000 deadweight tons. However, today, this has shrunk to a mere 40 vessels of less than 500,000 tons.

The reverse situation is true as to tankers and ore carriers. Between 1939 and September 1953, the American tanker fleet increased substantially. On the other hand, the sober picture today is that the level of the active US tanker fleet has been stable in recent years and, in the absence of some new stimulus to growth, will decline in the future.

A significant development postwar has been the emergency under the US flag of ore carriers which have nearly doubled in tonnage since 1939. The probability of substantial growth in our iron ore imports gives some hope for a larger ore fleet under our flag.

A fairly substantial volume of new merchant ship construction is in sight for US shipyards over the next several years. President Eisenhower will ask Congress for money to construct 4 large combination passenger-cargo ships; appropriations to allow Commerce Department to purchase some T-2 type tankers in exchange for the building, by private lines, of new tankers; and money to allow the Maritime Administration to convert several Liberty ships in an effort to increase their speed and efficiency.

These measures, together with some other programs pending, will help to maintain shipbuilding resources and skills in readiness for expansion in time of emergency.

Until very recently, the US Navy had some \$50,000,000 earmarked for spending in European shipyards for ship construction in those yards. The Department of Defense directive, under which this foreign ship construction is authorized, declares that a sound logistic future for the NATO forces requires the establishment of a substantial production capacity to enable those countries to be militarily self-sufficient. The rations already favored by this off-shore procurement policy of the Navy, at the expense of US shipbuilders, include Italy, France, England, Holland, Portugal, and the Scandinavian countries.

Caught just in the nick of time, the Navy now has agreed to revise its program and instead of spending the whole amount abroad, will award building contracts in foreign countries for about \$27.5 million. The remainder of the money will be spent for the building of ships in this country.

The US Government continues to find it hard to meet its unquestioned contract obligations to pay back bills owed to American steamship lines in the form of operating subsidy payments. These subsidy obligations for the past two years have been amounting to about \$65,000,000 per year, but, when it comes time to pay the tab, the House Appropriations Committee won't come across.

In some cases these back bills owed by the Government go back for a number of years, and it appears it'll be quite some time before enough money is earmarked by the Congressional Appropriation Committee to allow the Commerce Department to get on a current basis and to respect these obligations to the subsidized lines.

American tramp shipowners say that they are ready to undertake a replacement program if Congress makes them eligible to receive subsidies under the 1936 Merchant Marine Act. Recently, they told Congress that they intend to build some bulk cargo ships of about 12,000 tons deadweight, if subsidized, with a minimum of speed of 14 knots.

Since World War II, the US has developed a tramp fleet, but this fleet now stands at the crossroads.

Once again, the tramps are making a Congressional appeal, for aid, but it's not likely they will receive sympathetic treatment during the remaining days of this, the 83rd Congress.

Your S.I.U. Washington Reporter

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# Top of the News

## New USS Club Opens In Livorno, Italy

**TENSION RISES OVER INDO-CHINA**—While French and native troops were still locked in fierce battle with Communist forces at Dienbienphu in Laos, the US moved closer to more active participation in the Indo-Chinese war. Secretary of State John Foster Dulles revealed that Chinese Communist technicians and specialists were operating anti-aircraft guns for the Indo-Chinese rebels and assisting in other matters, while an increasing flow of supplies was reaching them from China. He implied that the Chinese might face retaliation for this action but did not indicate just what would be done. Meanwhile the US was taking steps to get a joint action plan in operation along with Great Britain, France and other nations.

**COFFEE PRICES HIGHER 'N HIGHER**—The popular coffee bean threatened to become more elusive than ever as retail coffee prices took a further jump up to \$1.20 a pound or better. Coffee dealers predicted that the beverage would touch the \$1.50 ceiling on the basis of present wholesale prices. Meanwhile, a Senate Banking subcommittee pushed an inquiry to see if speculation was responsible for the increases.



Coffee is fast becoming semi-precious item with price due to go to \$1.50 a pound.

**DISPUTE OVER LAWYER DELAYS McCARTHY PROBE**—The investigation of the Army's charges against Senator Joseph McCarthy, and vice versa, was delayed further by a dispute over selection of Samuel P. Sears, a Boston lawyer, as chief counsel for the investigation. Sears had been selected as an impartial personage and approved by both Democrats and Republicans as such. But later on, it was revealed that he had made public statements in favor of Senator McCarthy, and Democratic members of the Subcommittee on Investigations called for a new investigation of the counsel. Sears then resigned the post, and the committee had to find a new counsel, Ray Jenkins of Tennessee.

**A FEW EXCISE TAXES REDUCED**—As of April 1, a new tax bill passed by Congress reduced certain excise taxes to a common level of ten percent. Affected by the cuts were taxes on furs, jewelry, cosmetics, travel tickets, admission tickets, luggage, and telephone bills. Taxes on cigarettes, automobiles, gasoline and cabaret admissions remained. In addition the bill cut taxes on corporations.

**ISRAEL, ARABS SLUG IT OUT**—A kind of informal guerilla warfare has broken out in the Middle East between Israel and the Arab nations which threatens to upset the uneasy truce there. The latest incidents began when a busload of Israelis was ambushed by unknown Arabs in the southern desert. Israel accused Jordan of the raid and retaliatory raids on border villages followed by both sides. There were also skirmishes between Israelis and Egyptians. A number of deaths have resulted, and there is a possibility that the whole thing will be turned over to the UN.



Seafarers off the Northwestern Victory discuss new facilities offered seamen at newly opened USS Club in Livorno, Italy. Left to right, above, are Seafarers John Bucci, W. T. Christenson, Bud Callahan, Roy Young and Ralph Notaro, USS representative.

## Propose Permanent '50-50' Law

A bill that would greatly strengthen the "50-50" practice on transport of US-owned cargoes and make it a permanent feature of US legislation has been offered jointly in the Senate and House by Senator John Butler of Maryland and Representative Thor Tollefson of Washington. The bill would require transport of at least 50 percent, and in some cases 100 percent of Government-financed cargoes on American flag ships.

### Separate Bills

Up until now, the "50-50" provision has been enacted separately in every foreign aid program adopted since the original Marshall Plan in 1948. In each instance, a fight has arisen between backers of "50-50" and those who supported foreign shipowners' viewpoints. The SIU and Seafarers have played a leading role in each of these battles.

However, under the Butler-Tollefson bill the "50-50" provision would become a permanent part of US legislation, doing away with the need for Congressional action on that score every time a foreign aid bill comes up.

Further, the new bill would broaden the "50-50" provision considerably by requiring that 100 percent of Government-owned cargo be carried on American ships, unless it is established that privately-owned US ships are not available in sufficient numbers or where the Department of Commerce finds, after hearings, that the foreign commerce of the US would be promoted by doing otherwise. It would also extend the "50-50" provision to cover all commodities and equipment purchased by the Defense Department abroad for delivery to overseas bases. At present shipment of these purchases is not covered by "50-50."

### Fight Seen Ahead

If and when the bills are reported to the floor of Congress, they are expected to provoke a

strong fight that will cross party lines, particularly since a Presidential commission proposed that "50-50" be limited or done away with altogether in the interests of promoting dollar-earnings of foreign countries.

### 1936 Act

In announcing the introduction of the bill, Senator Butler pointed once again to the 1936 Merchant Marine Act with its objective of giving US ships a "substantial portion" of foreign trade. This has generally been taken to mean about 50 percent of ocean-going commerce. Only in 1946 and 1947 was the 50 percent figure reached.

By contrast, in 1953, US ships carried just 29 percent of the nation's foreign trade, with 1954 figures sure to show a further drop in that respect.

# YOUR DOLLAR'S WORTH

## SEAFARERS GUIDE TO BETTER BUYING

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

### High-Cost 'Debt Consolidation'

This department got a letter from a friend in a union recently engaged in a strike. He says he would welcome a column on magic: how to satisfy the bill collector and the grocer after four weeks of no work.

He raises a point that compels the thinking of every working family who now and then goes through the unemployment wringer.

Because a stretch of no income too often leads working families into the offices of high-cost lenders, a family can be a long time getting out of debt even after Papa is back at work.

For example, in an upstate New York town two years ago, a local of one big international union won a 12-week's strike. But when the men returned to work, the union leadership found many were heavily in debt to loan companies. During the strike the local lenders had been busily advertising the availability of cash loans. The strikers had borrowed to pay other debts without realizing what high interest rates loan companies charge.

### Pay Off Other Debts

Biggest single reason why wage-earners borrow from loan companies is to pay off other debts. One of the largest licensed loan companies, reported it finds 42 per cent of its borrowers want the cash to refinance existing obligations.

Surveys have found that the average working family owes seven different debts. Naturally, when it is hit by a period of little or no income, the idea of a new loan which will pay off the older obligations seems like a lifeline.

But a family pays high for that lifeline. It pyramids its

debts because it now must pay the small-loan company an interest rate of 24 to 32 per cent a year. Because the interest rate is high, and there is a tendency to postpone repaying the new debt to the loan company, the debt snowballs rapidly. One loan executive reports that it is common for families who originally borrowed \$200 to finally wind up repaying a total of \$300. Loan companies don't mind when you postpone repayment since their interest earnings become that much larger.

Borrowing to consolidate debts is rarely a good idea. It should be necessary to borrow only to pay off creditors who won't wait, or to get rid of debts carrying a high rate of interest. It saves fees if you can arrange with present creditors to make small regular payments. They may say they won't wait. They may even suggest you borrow the money from a small-loan company in order to pay your debt. In fact, doctors have been known to refer patients who owed them money to small loan companies. But creditors generally will wait if you resist the debt-consolidation idea.

It is a sad situation that industrial workers comprise 76 per cent of all the people who go to the loan-company office to borrow a small amount at a high rate of interest. Before you borrow from a high-cost lender, examine your other possible sources for a loan.

Here is a summary of the various sources for loans or credit, comparing interest rates.

Commercial banks are generally the cheapest source for loans. They charge a "discount rate" of 3½ to 6 percent a year, which comes out to a true annual interest rate of 7 to 12 per cent. A loan of \$100 to be repaid in 12 monthly installments generally costs \$3.50 to \$6 a year. Banks are tougher about granting loans than are high-cost loan companies, especially when they fear a man may not be

around to make payments (as a Seafarer on a trip), or may be only sporadically employed, in which case the bank may want a co-signer for a loan. However, always try banks first. If you have an established home or own property, or have collateral like a car, insurance policy, etc., your chances of getting a bank loan are better.

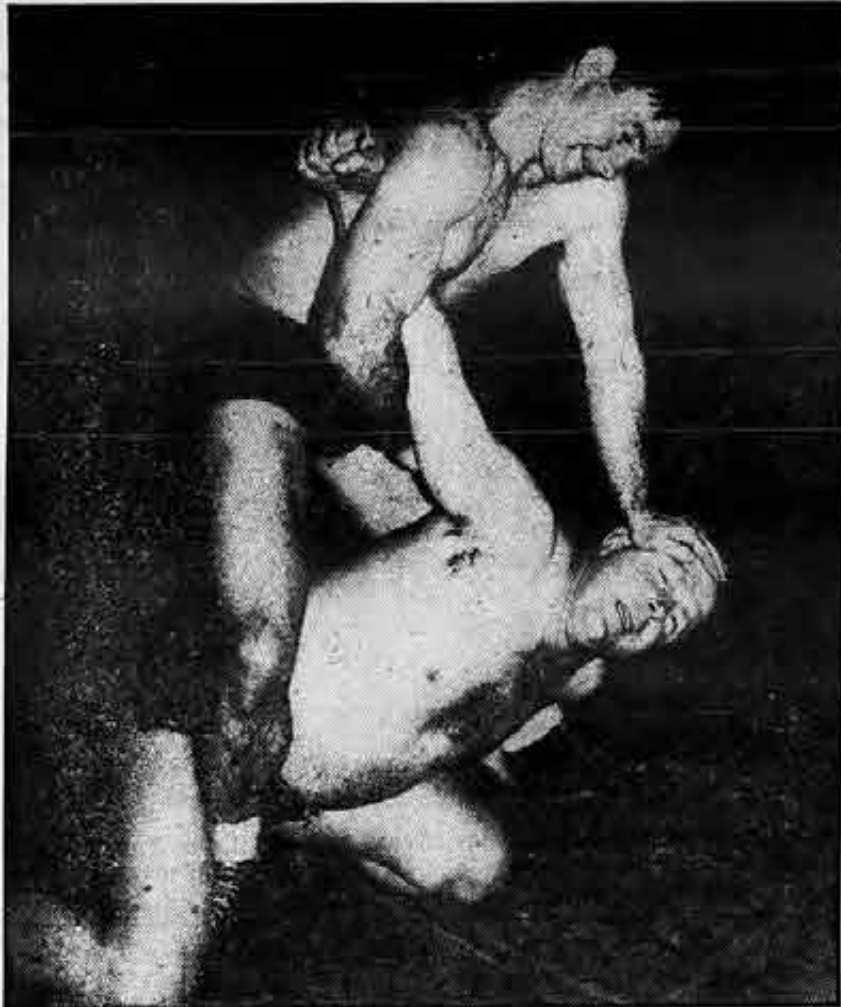
Credit Unions charge from one-half to 1 per cent a month on the declining balance of a debt—a true rate of 6 to 12 per cent a year. But you have to be a member. If there is a credit union in your community it is worth joining, as a place to save as well as a source of loans.

Installment dealers charge widely varying rates. Reliable dealers generally charge 1 per cent a month on the declining balance of a debt, but some charge exorbitant fees and charge more for the merchandise too. When installment credit is needed, it is often better to use a department store's credit facilities, since they generally charge one-half to 1 per cent a month on the declining balance of your debt.

Industrial banks like the Morris Plan generally charge a "discount" rate of 4 to 7 per cent—a true interest rate of 8 to 14. This is more than the commercial banks charge, but less than the rates of the small-loan companies.

Licensed small-loan companies charge 1½ to 3½ per cent a month on the declining balance. Their rates vary according to the laws in a particular state, local competition and how much you borrow (the very small loans cost most.) These are true annual rates of 18 to 42 per cent.

Life insurance loans are a possibility if you have a policy with cash-reserve value. You can borrow against your cash value at a true annual rate of 5 to 6 per cent. Or you can use the policy as collateral at a commercial bank to get a loan at a special low interest rate, sometimes as low as 4 per cent.



Grimacing in the best tradition of wrestling, Seafarer Frank Boyne is shown during a recent workout at Bothner's Gym in New York City. The hold he's using, incidentally, is called an "arm lock and body stretch." Boyne is now aboard the Suzanne.

## Seafarer's A Veteran 'Grunt & Groan' Pro

The "grunt and groaners" who ply their wares on television these days have nothing on one Seafarer, former Boston SIU Patrolman Frank Boyne, who can still handle himself on the mat with the same style he displayed when he wrestled for the middleweight world championship 15 years ago.

Now shipping as AB on the Suzanne (Bull), Boyne is able-bodied in every sense of the word and still keeps in trim at various local gyms when he's ashore. One spot he frequents in New York is in mid-Manhattan run by George Bothner, one-time wrestling great, where he's always sure he can get a good workout.

Just Turned 37

Just past his 37th birthday, celebrated two weeks ago, Boyne is a sturdy 5 ft. 6 in., and tips the scales

at 160. Prior to joining the SIU in 1946, he had put in ten years' seafaring on US vessels.

While sailing foreign, just prior to the start of World War II in 1939, Boyne had his big moment in wrestling when he competed for the world middleweight title in "catch-as-catch-can" wrestling at Bellview Stadium, Manchester, in his native England.

Although he missed the title, he later made a 'round-the-world' tour as a pro, where he enjoyed much success, and then returned to sailing. He's been shipping ever since, except for a recent stint as SIU patrolman in the Port of Boston.

Come and get it!

THE HEARTY, WHOLESOME CHOW WE SERVE AT SUCH PUNY PRICES IS POSSIBLE ONLY BECAUSE WE ARE CONVINCED THAT THE SATISFACTION OF S.I.U. MEN IS OUR BIG GOAL!

AT THE NEW YORK HALL...

The Seafarers Cafeteria

# SEAFARERS CASH BENEFITS

## SEAFARERS WELFARE, VACATION PLANS

### REPORT ON BENEFITS PAID

From 3-29-54 To 4-9-54

No. Seafarers Receiving Benefits this Period	1072	
Average Benefits Paid Each Seafarer	75.32	
Total Benefits Paid this Period		80,745.41

### WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	6,675.00	
Death Benefits	17,657.77	
Disability Benefits	1,350.00	
Maternity Benefits	6,400.00	
Vacation Benefits	48,662.64	
Total		80,745.41

### WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	471,785.00	
Death Benefits Paid Since July 1, 1950*	913,191.56	
Disability Benefits Paid Since May 1, 1952*	37,845.00	
Maternity Benefits Paid Since April 1, 1952*	237,200.00	
Vacation Benefits Paid Since Feb. 11, 1952*	3,221,555.58	
Total		4,881,577.14

\* Date Benefits Began

### WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	540,651.44	
	Welfare	617,555.72	
Estimated Accounts Receivable	Vacation	253,288.00	
	Welfare	233,705.00	
US Government Bonds (Welfare)		1,979,255.38	
Real Estate (Welfare)		603,077.74	
Other Assets - Training Ship (Welfare)		119,060.97	
TOTAL ASSETS			4,346,594.25

### COMMENT:

Payments of all benefits maintain a steady level, with the assets of the Plans continuing to grow even though new benefits are added from time to time.

During the past two week period, the 50,000th vacation benefit check was paid out. The check was drawn to Stanley Wojton in the amount of \$51.22.

The last examination date for the scholarship benefits for the year 1954 is May 22, 1954.

*Al Kerr*

Submitted April 12, 1954

Al Kerr, Assistant Administrator

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

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



# Seafarers Walk, Work Again —Barbells Are 'Medicine'



Recovering from an injured knee, Seafarer Alex Leiter (right) works out with weighted "boot" to build up leg muscles. Weights are increased as leg grows stronger. Unidentified patient looks on.



Above, Seafarer Arthur Roy exercises his back and arm muscles using weights in each arm. Wrapped in body cast, he is recovering from back injury. Below, therapist Vincent Barbato checks weights as Charles Oglesby exercises arm to build up strength.

The first steps—the first effort at lifting a spoon once again—mark the success of the physical therapist at leading a patient forward on the road to recovery.

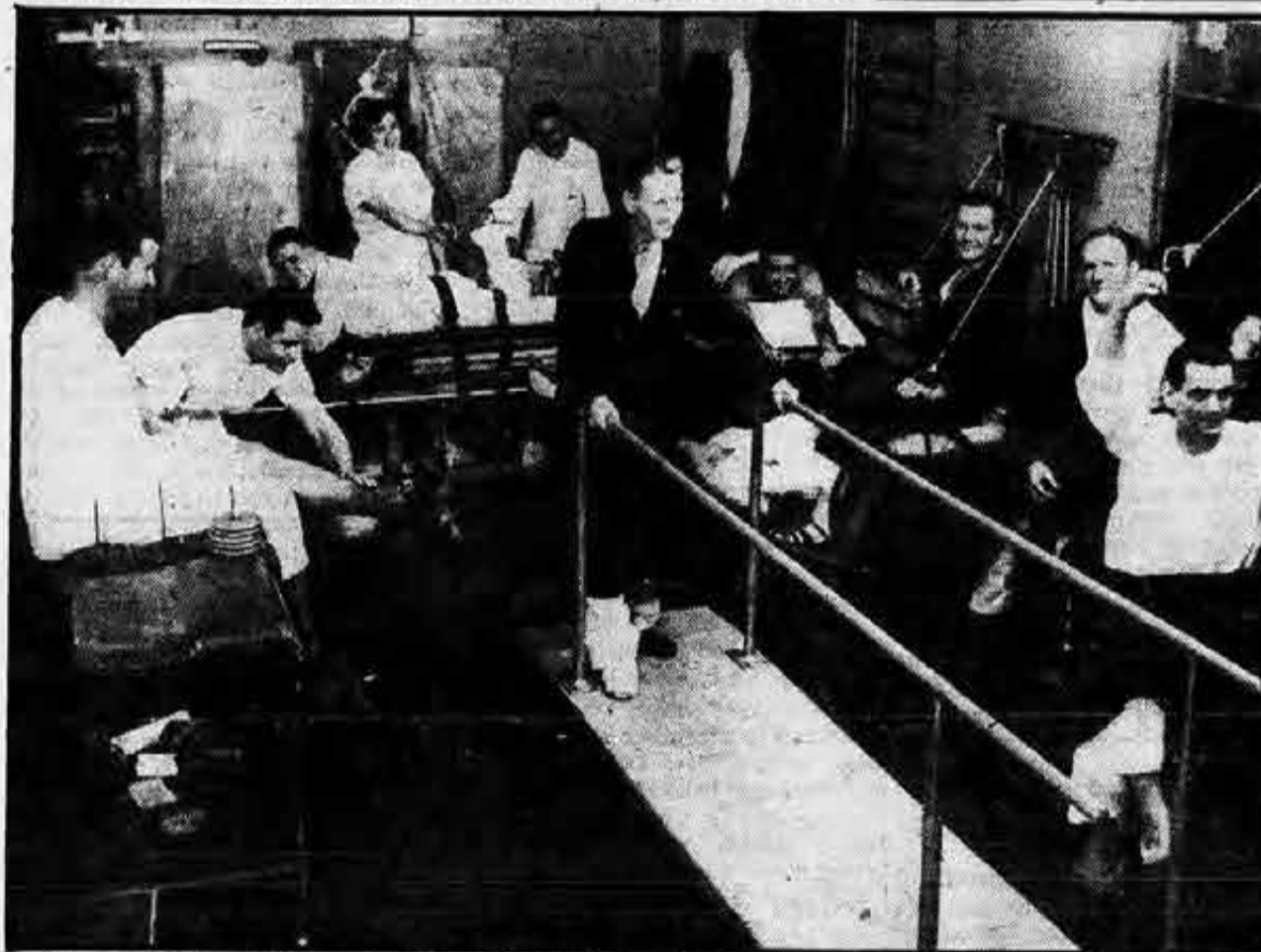
These highly-trained technicians, like those who assist the Seafarers and other patients at marine hospitals all over the US, light the spark—but the patient must have the will to do the rest.

### Treat 150-200 Per Day

A typical physical therapy program is operated at the Staten Island USPHS hospital, where nine trained specialists in the field treat 150-200 patients per day for assorted ills and injuries which require exercise, massage, heat or radiation treatments to enable them to regain the fullest use of their bodies and limbs. Medications, even with today's "superdrugs," can't do it alone.

Seafarers, prone to all types of injuries and illnesses because of the nature of their profession, make extensive use of the physiotherapy facilities at Staten Island. The services, open to both outpa-

(Continued on page 17)



Staten Island hospital gym bristles with activity as Seafarers work out on various pieces of apparatus. Pictured (l-r) are: Alex Leiter, therapist Vincent Barbato, Tom Thompson, therapist Dorothy Schumer, Don Peterson, Charles Oglesby, Arthur Roy, Ed Rushton, Walter Sudnick, Stanley Swienkoski. Exercises are also conducted right in the wards.



## Cartoon History Of The SIU

SIU Family Group

No. 61



The growth of the SIU of North America was spotlighted in May, 1949, when, in the same month, two new affiliates, the Marine Allied Workers for towboatmen and workers in allied marine crafts and the Brotherhood of Marine Engineers, embracing licensed engineering officers, received charters.



The chartering of the MAW and BME brought the total of SIU of NA districts up to seven, with the SIU-A&G, SUP, Canadian District, Great Lakes District and Inland Boatmen's Union. Additional thousands of members belonged to numerous local and regional units of cannery workers and fishermen.



Both new districts began negotiations for contracts and conditions their members desired, and met instant success. Engineers, especially those embittered by their experience in other unions, were quick to join the BME which, with SIU-A&G and SUP aid, had signed six steamship lines by the end of 1949.

# PORT REPORTS

## Baltimore:

### Ore Line Ships Paying Off In Better Shape

Shipping showed quite an increase since my last report, but only due to the fact that several of the ships that were laid up for a short period of time went back into active status. I must report that the future outlook does not look any too good. Of course, we have quite a few ships on idle status here and we are keeping our fingers crossed hoping that they may get a charter in the near future. If so, it would certainly take quite a load off this port.

I am also glad to report that more of the bookmen are taking the Ore scows and they are paying off in better shape now than what they have been doing in the previous year. I know it is only due to the fact that the bookmen knowing the agreement, are keeping the Ore Line officials on the ball. I would still like to see more bookmen grab these jobs when they are available, because, as you know, the ships themselves are not too bad and the runs are short. So if you get a chance fellows, latch onto one of these scows.

#### Payoffs

The following ships paid off here in the past two weeks: Bethcoaster of Calmar; Steel Vendor, Steel Architect and Steel Admiral of Isthmian; Feltore, Marore, Baltimore, Venore and Chiore (Ore); Michael of Carras; Shinnecock Bay of Veritas; Andrew Jackson and De Soto of Waterman; Frances and Arlyn of Bull; Logans Fort of Cities Service; and the Robin Wentley and Robin Kirk of Seas.

Ships signing on were the Steel Vendor and Steel Architect of Isthmian; Yaka, Morning Light and Andrew Jackson of Waterman; Feltore, Marore, Venore, Santore, Cubore and Chiore of Ore; Kathryn and Ines of Bull; and the Robin Tuxford of Seas.

In-transit ships were the Carolyn, Edith and Kathryn of Bull; Steel Age of Isthmian; Chickasaw, De Soto and Afundria of Waterman, and the Alcoa Pointer and Alcoa Roamer of Alcoa.

Just a little note of humor. We had a very unusual character come into the hall to see us today. I think he was Shaw of Slam or the King of Crack-pots. He wanted a ship of any nationality except an American ship. It seems as though



Inman

he has a girl friend waiting for him somewhere in Turkey. We were so sorry that we couldn't oblige him as we told him we were just fresh out of these bottoms. He thanked us and took off for the hills. Which goes to prove that there really are more of these types on the outside than on the inside. So from now on, we are going to have a net as part of our office equipment so that we can bag these guys when they come into the hall.

Both of the candidates for Governor who are running in the Democratic primary have established an equal rights program and the race so far looks like it will be a photo-finish as both candidates have equally large backing. It seems as though the opinions are that Mahoney will carry Baltimore and the towns and that Byrd will carry quite a few of the counties. It looks as though the final out-

come will be judged by just how many counties Byrd will carry.

#### Favor Labor

As I have stated before, regardless of the outcome, I am sure that either candidate will be very favorable to labor. I would like to stress to the membership that they register to vote and also get their relatives and friends to do the same.

In other words to make it more explicit, if you started residence on November 4th, 1953, and intend to live here through November 3rd, 1954, you are now eligible to register to vote and there isn't any hardship on any of our members on doing this as the Board of Elections Supervisors is just right across the street from us here in Baltimore.

#### In Hospital

We have in the Marife hospital for this week Thor Thorsen, Thomas Mungo, William Kunak, James Macunchuck, Joseph D. McGraw, Alexander Johnson, Paige Mitchell, Gustave Svenson, George Pipinos, Henry G. Leiby, Walton Hudson, Frank Van Dusen, Jessie A. Clarke, Millard Cutler, Carl Chandler, A. J. Cunningham, Hinrich Wiese, Karl V. Kristensen, James Dodson and George Jerosinich.

Our man of the week is Clark Inman who has been a member of the SIU since 1943. He has been elected as deck delegate and ship's delegate numerous times and has always done an outstanding job. In his own words he knows and can prove that the SIU has the best contracts and conditions of any outfit in the maritime industry. He said that although we have only a small percentage of performers left, that all of the delegates should keep a close check on these guys and give the officials a helping hand when they go into negotiations of the new contracts. Here's hoping that his message will ring a bell and get these guys to straighten up and fly right.

Earl Sheppard  
Baltimore Port Agent

### Put Number On Meeting Excuses

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

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

## Lake Charles:

### Alexandra Takes Full Crew In Lake Charles

Things way down here in the swamps of Southwest Louisiana are going along nicely. Shipping took a sudden upswing for a few days during the past two weeks, but now it has slumped off to nothing again. Don't come rushing down here to ship in a hurry. We have enough men here now to man every ship expected here in the next two weeks and have some left over.

Calling in here during the past two weeks were the Lone Jack, Bents Fort, Cantigny, Logans Fort, Winter Hill, Fort Hoskins, Council Grove, Bradford Island, French Creek and Government Camp of Cities Service; the Trinity of Carras called in at Port Arthur, Texas. The Petrolite of Tanker Sag came in from Japan for payoff in fine shape.



Duran

The Alexandra of Carras came out of layup recently after being idle 11 days, taking a full crew. The competition for jobs on her was great. Tex Gillispie went serang with a fine crew as well as the other departments. It looks like she will have a fine trip running up and down the coast. The other ships calling in here took a few men, leaving about 95 men around these parts.

The Building and Construction Trades Council settled their strike and now all are back to work. The unions won what they went out for and work is coming along in fine swing now. Someday the contractors may learn to deal fairly with the unions and eliminate strikes, but we doubt it.

#### Block Passage

The so-called "right to work" bill is causing a lot of talk around this area and all over the state, but labor here has met with the legislators from this area and have the assurance that they will fight the passage of this bill.

We have no men in the hospital here at the present time, although we have a few who are outpatients who hope to be back to work soon.

On the beach here we find, among others, L. Weems, G. Sneed, Joe Cave, Andy Kusch, A. Baker, J. Mitchell, M. Launey, H. W. Duran, "Tampa Red" Connell, R. Boyd and Jimmy Parker.

Hope to be able to get in some

fishing one of these days as the boys tell us they are biting good.

Leroy Clarke  
Lake Charles Port Agent

## Mobile:

### New Mariner To Go To Waterman Next Week

Shipping in the port for the last couple of weeks while not booming was still good enough to get approximately 103 members offshore jobs, this plus the 150 various relief jobs in and around the harbor kept all hands happy. Prospects for the coming two weeks don't look too bad with about a dozen ships due to hit the port during the two week period. In addition to these we have three Waterman ships tied up in port now that are subject to crewing at anytime. These are the Iberville, Lafayette, and Peninsula Mariner.

Ships paying off in Mobile for the last couple of weeks were the Patriot, Corsair, Partner, Polaris, Ranger, Cavalier, Pennant, all of Alcoa; Claiborne, Monarch of Sea, of Waterman. Signing on again were the Patriot, Partner, Polaris, Ranger, Pennant, the balance of the ships either being on continuous articles or in the passenger trade. Ships in transit for the period were Antinous of Waterman, Lucile Bloomfield of Bloomfield, and the Tainaron of Actium. All payoffs were smooth with only minor beefs on any of them and all sign-ons and intransit ships were contacted and minor beefs settled.

A couple of our shipmates in the hospitals are brother Wille Reynolds in the New Orleans marine hospital and brother Clint Partelle in the Mobile City hospital. Both these brothers would like to hear from their shipmates.

A few of the oldtimers on the beach in Mobile now include John Kelly Jr., J. Owens, C. Lyncky, Donnie Stokes, J. D. Dial, Arthur Smith, John Prescott, Bowman McNulty, Robert Williams, J. Brown, Paul Catalano, E. Newhall.

Mobile is scheduled to get her third Mariner-type ship sometime around the 20th of April when Waterman takes the Peninsula Mariner out of the shipyard in Pascagoula Mississippi and she is expected to go into service around the 22nd of April. Needless to say that the boys on the beach here now are anxiously waiting to get



McDonald

this run on the new Mariner as they say that the quarters on them can't be beat for the crew.

#### Getting Warmer

Well, things are warming up in Mobile both in shipping and in the weather. In fact the weather has gotten so warm that we were forced to change over the air conditioning unit from heat to cool air. When the warm weather actually starts, Seafarers on the Mobile beach will be able to wait out the job calls in cool comfort.

At the present time Waterman has no immediate plans for taking out the couple of idle C-2s that are in port! However, due to the end of the tieup along the East Coast, there is a good chance that one of them, the Iberville, will go back on the coastwise run in the near future. As for the Lafayette the company is just waiting for cargo commitments and as soon as these are received we will let the membership know through the LOG.

This port has been able to weather the little period of bad shipping due to our many divisions of the Marine Allied Workers and the fact that the men on the beach could usually pick up a day or two to tide them over while the shipping was a little slow back East.

#### Political Wars On

Well, the political war is on and the politicians are beating a path to our door every day. Needless to say we are going to support our friends whose labor records show more for our cause. In addition to getting out and voting yourself, and your family, we urge each and every one of you to take an active part in helping and supporting the candidates that labor in this area is endorsing.

For our Seafarer of the week we nominate brother W. J. McDonald, who joined the SIU in 1945 and who originally hails from Texas although he has been shipping out of this port for the past six years usually on the passenger type ships. Brother McDonald is married and has no children. While currently sailing in the stewards department he is taking up radio and TV as a side line and thinks the SIU disability plan is tops in the industry.

Cal Tanner  
Mobile Port Agent

## Galveston:

### Men Happy About New Union Location

Shipping has been very slow for the past two weeks, but the boys seem to have other interests just now. Everybody is really interested in our moving to the new location. We'll probably be in before two weeks go by.

Ships signing on were the Neva West and Lucile Bloomfield of Bloomfield. Ships in transit were the Warhawk and Maiden Creek of Waterman, Mae of Bull, Tainaron of Actium, Chiwawa of Cities Service, and the Seatrains New Jersey, Louisiana, Georgia and Texas of Seatrain.

The weather here is very cloudy and warm and we are being threatened with rain daily.

Keith Alsop  
Galveston Port Agent

### Fill That Berth

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

## SIU HALL DIRECTORY

### SIU, A&G District

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

BOSTON ..... 276 State St.  
James Sheehan, Agent ..... Richmond 2-0140

GALVESTON ..... 308 1/2 23rd St.  
Keith Alsop, Agent ..... Phone 2-9448

LAKE CHARLES, La. .... 1419 Ryan St.  
Leroy Clarke, Agent ..... Phone 6-5744

MOBILE ..... 1 South Lawrence St.  
Cal Tanner, Agent ..... Phone 2-1754

NEW ORLEANS ..... 523 Bienville St.  
Lindsey Williams, Agent ..... Magnolia 6112-6113

NEW YORK ..... 675 4th Ave., Brooklyn  
HYacinth 9-6000

NORFOLK ..... 127-129 Bank St.  
Sen Rees, Agent ..... Phone 4-1083

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S. Cardullo, Agent ..... Market 7-1625

SAN FRANCISCO ..... 450 Harrison St.  
T. Banning, Agent ..... Douglas 2-5475

Marty Breithoff, West Coast Representative  
PUERTA DE TIERRA, PR Pelayo 51-La 5  
Sal Colla, Agent ..... Phone 2-5996

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Jeff Morrison, Agent ..... Phone 3-1728

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Jeff Gillette, Agent ..... Elliott 4334

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Kay White, Agent ..... Phone 2-1522

WILMINGTON, Calif. .... 505 Marine Ave.  
Ernest Tilley, Agent ..... Terminal 4-2874

HEADQUARTERS ..... 675 4th Ave., Bklyn.  
SECRETARY-TREASURER  
Paul Hall

ASST. SECRETARY-TREASURERS  
Robert Matthews ..... Joe Algina  
Claude Simmons ..... Joe Volpian  
William Hall

#### SUP

HONOLULU ..... 16 Merchant St.  
Phone 5-8777

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SAN FRANCISCO ..... 450 Harrison St.  
Douglas 2-8363

SEATTLE ..... 2700 1st Ave.  
Main 0290

WILMINGTON ..... 505 Marine Ave.  
Terminal 4-3131

NEW YORK ..... 675 4th Ave., Brooklyn  
Sterling 8-4671

#### Canadian District

MONTREAL ..... 624 St. James St. West  
Plateau 8161

HALIFAX, N.S. .... 128 1/2 Hollis St.  
Phone 3-8911

FORT WILLIAM ..... 118 1/2 Syndicate Ave.  
Ontario Phone: 3-3221

PORT COLEBORNE ..... 103 Durham St.  
Ontario Phone: 8591

TORONTO, Ontario ..... 372 King St. E.  
Empire 4-5719

VICTORIA, BC. .... 617 1/2 Cormorant St.  
Empire 4531

VANCOUVER, BC. .... 568 Hamilton St.  
Pacific 7824

SYDNEY, NS. .... 304 Charlotte St.  
Phone 6346

BAGOTVILLE, Quebec ..... 20 Elgin St.  
Phone: 545

THOROLD, Ontario ..... 82 St. David's St.  
CANal 7-3202

QUEBEC ..... 113 Cote De La Montague  
Quebec Phone: 2-7078

SAINT JOHN ..... 177 Prince William St.  
NB Phone: 2-5232

#### Great Lakes District

ALPENA ..... 133 W. Fletcher  
Phone: 1235W

BUFFALO, NY ..... 180 Main St.  
Phone: Cleveland 7391

CLEVELAND ..... 734 Lakeside Ave., NE  
Phone: Main 1-0147

DETROIT ..... 1038 3rd St.  
Headquarters Phone: Woodward 1-6857

DULUTH ..... 531 W. Michigan St.  
Phone: Melrose 2-4110

SOUTH CHICAGO ..... 3261 E. 92nd St.  
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# PORT REPORTS

## New Orleans:

### SIU Delegates Attend La. Labor Convention

The AFL's efforts to establish a new union for longshoremen was reported in detail to delegates to the annual Louisiana State Federation of Labor convention which met last week in New Orleans.

AFL representatives familiar with developments on the Atlantic and Gulf Coasts predicted that the mob leadership of the old ILA is on the way out. They were confident that longshoremen along the Atlantic and Gulf Coasts soon will be re-affiliated with the American Federation of Labor through the new AFL-ILA.

Larry Long, provisional president of the AFL-ILA, Holt Ross, chairman of the AFL Longshoremen's Organizing Committee here, and E. H. Williams, president of the Louisiana Federation of Labor, were among those who spoke on the subject.

The SIU and its affiliates in this port were amply represented by a big delegation at the convention.

Dick Martinez, Tex Metting, Frank Russo and George McFall

were SIU Atlantic and Gulf District members on the committee along with the SIU agent from this port, Jim Gormley, MFO agent; Phil Monson, SUP agent; Buck Stephens, Herman Troxclair

and Paul Warren, SIU patrolmen; Tommy Doyle, SIU-MAW Gulf representative, and Bill Moody, Gulf area reporter for the SEAFARERS LOG, also participated.

Shipping here has been only fair since our last report. Little change is anticipated in the immediate future.

During the last two weeks, the Del Sud and Del Mundo (Mississippi), the Chickasaw (Waterman), Margaret Brown (Bloomfield) and Salem Maritime (Cities Service) paid off here.

The Del Sud, Del Mundo and Del Sol (Mississippi) signed on.

The following ships called in transit: Alcoa Clipper, Alcoa Patriot, Alcoa Corsair and Alcoa Polaris (Alcoa); Steel Advocate (Isthmian); Del Sol (Mississippi); Seatrains New York and Savannah (Seatrain Lines); War Hawk, Wacosta, Claiborne, Monarch of the Sea and Maiden Creek (Waterman); Neva West and Lucile Bloomfield (Bloomfield) and Tainaron (Actum).

Lindsey J. Williams  
New Orleans Port Agent

## San Francisco:

### Cooks, Stewards' Vote Nearing Final Stages

There's very little activity to report from this port, with things remaining definitely on the quiet side. Shipping has been slow for the past two weeks and, at the present time, it does not seem as if it is going to get any better in a hurry.

In-transit ships provided the bulk of our activity, as we handled one lone payoff and the same amount on the sign-on side of the ledger. The payoff was on the Liberty Flag (Gulf Cargo), and it went off with a minimum of trouble and no special beefs. The Coe Victory (Victory Carriers) signed on.

Vessels which called in transit

were the following: Fairland, Blenville and Azalea City (Waterman), Seamar (Calmar) and Steel Chemist (Isthmian). There were no major beefs on any of these either.

The only real activity on the waterfront is centered around the election for representation of West Coast steward department men, with the balloting running into its last two or three weeks. Most ships have already been polled on the issue, with the SIU-affiliated Marine Cooks and Stewards-AFL hoping for a clear-cut victory when the final count is made. The opposition, the Commie-controlled independent NUMC&S, is the only seagoing union in which Moscow calls the shots and the MCS-AFL is trying hard to put it out of business. Other than this, there is no labor activity in the port.

There are quite a few brothers on the beach here, including oldtimers and newtimers alike. Among them are R. Parady, V. Sorensen, J. Parks, J. Goude, J. Pulliam, F. Hansen, J. Ramos, R. Norgren, D. Chen, L. Franken, A. Branconi, J. Broaddus, N. Korsak, N. West, R. Graf, J. Nicholson, O. Powell, A. Borjer, W. Kelley, H. Ulrich, C. Lawson, C. Christensen, N. Lambert and F. McCall.

#### Sailed In Atlantic

The last two brothers named sailed with Atlantic during the recent drive and are now taking advantage of their SIU books to sail SIU style. Both came off SIU ships recently, where they enjoyed the SIU conditions they only dreamed about while sailing in the Atlantic Refining Company.

Frank McCall, who received his SIU book just a year ago, sails as AB and hails from the fair city of Minneapolis. A veteran of the US Navy who served during World War II, he's been shipping about three and a half years now, most of the time with Atlantic. Both he and Lambert were active SIU supporters during the campaign in that fleet, but there just weren't enough of them in the rest of the fleet, in the last analysis.

In the marine hospital this week are the following brothers: H. P. Hansen, A. Keller, S. Sue, G. C. Eller, J. Perreira, C. Coburn, E. Plahn, W. Singleton, H. Y. Choe, P. S. Yuzon, C. Neumaier, O. Gustavsen and P. Walsh. All of them would appreciate mail or a personal visit the next time their shipmates hit this area.

Tom Banning  
San Francisco Port Agent

## New York:

### Port Buzzing Again As Waterfront Beef Ends

The shipping situation for the Port of New York has not been good for the past two weeks due to the continuation of the port tie-up by the longshoremen. However, that tie-up has ended and the port is buzzing with activity again. With the ships beginning to move in and out, shipping should improve considerably in the coming period.



McCall

We paid off a total of 13 ships in the past two weeks, signed four on foreign articles and had 15 in-transit ships to service. Ships paying off were the Shianecock Bay of Veritas; Seatrains Louisiana, Savannah, Texas and Georgia of Seatrain; Evelyn and Angelina of Bull; Steel Age, Steel Apprentice and Steel Fabricator of Isthmian; Chikawa and Bents Fort of Cities Service and the Golden City of Waterman.

#### Signing On

Ships signing on were the Mankato Victory of Victory Carriers; Steel Age of Isthmian, and the Choctaw and Golden City of Waterman.

In-transit vessels were the Pennmar and Yorkmar of Calmar; Antinous, Fairisle and J. B. Waterman of Waterman; Petrolite of Tanker Sag; Winter Hill of Cities Service; Robin Goodfellow of Seas; Suzanne of Bull; Steel Vendor of Isthmian; Ocean Ulla of Ocean Trans; and Seatrains Savannah, New York Louisiana and New Jersey of Seatrain.

#### No Big Beefs

All of these ships were in clean shape with no major beefs on them and were taken care of in good order.

Now that the illegal tie-up of this port has been ended by court orders and the NLRB has ordered a new election to be held, we feel sure that the AFL will win the election and finish the job of cleaning up this harbor and making it a place where working longshoremen and seamen alike will be able to work and earn a living without the interference of the mobsters and hoodlums who have been disrupting the operation of this port for so many years.

I also want to take this opportunity to again thank the membership of the SIU for the splendid cooperation and help they have given us throughout this waterfront beef and ask them to continue giving us their cooperation

and support until this job has been brought to a successful conclusion.

Claude Simmons  
Asst. Sec.-Treas.

## Boston:

### Trinity Payoff Clean Up In Portland, Me.

Shipping has picked up a bit in this port, but it is still nothing to brag about.

Ships paying off were the Government Camp, Lone Jack and Winter Hill of Cities Service as well as the Trinity of Carras. Ships signing on were the same. In-transit ships were the Choctaw, Antinous and J. B. Waterman of Waterman; Michael of Carras; Steel Apprentice and Steel Fabricator of Isthmian; Robin Mowbray of Seas, and the Cantigny of Cities Service.

When the Trinity docked in Portland, Me., last week, its appearance was a far cry from the last payoff. She had been painted and really cleaned up. The storerooms were nice and clean and it was an altogether different-looking ship. However, there didn't seem to be much cooperation between bookmen and the delegates. When a man is elected delegate, the men should give him their full support as he has a big enough job taking care of OT and repairs without fighting the rest of the members in his department.

Murphy

#### Helps Boys' Club

The men on the beach include P. Karas, R. Johnston, C. Karas and W. Joens. P. Karas has given his punching bag and boxing equipment to a boys' club in which he is interested. He hopes to help the boys stay off the streets at night. Getting married must have made an old man of him as he is hanging up his gloves.

J. Murphy, one of the oldtimers in the SIU, will celebrate his Golden Wedding anniversary on Friday, April 23, 1954. He is also known as the "Silver Fox." His favorite ship is the Yarmouth, which he has sailed on for many summers.

We have been informed by Eastern Steamship Company that the Evangeline will be towed up to Boston from New York and will be put into commission. She will also sail under the Liberian flag along with her sister ship, the Yarmouth.

James Sheehan  
Boston Port Agent

## Savannah:

### Weather And Shipping Are Fine In Georgia

The weather is fair as well as the shipping down in this Georgian port. It has really turned warm. We turned on the air conditioning today and the boys are coming in to enjoy the coolness of the hall. They are flocking in like it is raining outside, but it isn't; they just want to huddle around that cool Kelvinator.

Ships paying off were the Southland of South Atlantic; Queenston Heights of Seatrade; and the Abiqua and Archers Hope of Cities Service. Signing on again were the Southland and Queenston Heights.

#### In-Transits

Ships in transit were the Seatrains New York, Savannah and Louisiana of Seatrain; Southwind of South Atlantic; Steel Architect of Isthmian; Arlyn and Carolyn of Bull; Yaka of Waterman, and Robin Tuxford of Seas.

Oldtimers on the beach include, J. Morris, T. Nongezzer, C. Lee, A. Groover, D. Waters, R. Burnsed, C. Moss, R. Strickland, C. Lowery and J. Sellers. Sellers just wrecked his automobile and was lucky to live. He ran into the back end of a stalled truck, which shook him up pretty well, but there were no broken bones.

Men in the marine hospital include A. Morse, J. Watley, L. Carpenter, B. Blanchard, F. Payler, R. McCorkel, J. Littleton, P. Jakubcak, W. Bedgood, K. Sellers, P. Bland and J. Kramer.

Jeff Morrison  
Savannah Port Agent

## Seattle:

### Shipping Picks Up, Will Stay That Way Awhile

Shipping has been good and it looks as if it will remain good for the next two weeks. Will ship a full crew for the Longview Victory which has been in idle status.

Ships paying off were the Longview Victory of Victory Carriers; Omega of Omega Waterways; Young America of Waterman; Alcoa Pioneer of Alcoa, and the Western Rancher of Western Navigation. Ships signing on were the Young America and Alcoa Pioneer. In-transit vessels were the Fairland and Fairport of Waterman.

Oldtimers on the beach include E. L. Mercereau, J. A. Genies, R. D. Eisengraeber and C. F. Aycock. Men in the hospital include R. R. Yonce, J. O. Roling, J. Neubauer, R. B. Barnes, C. R. Johnson, S. Johannessen and V. K. Ming.

Jeff Gillette  
Seattle Port Agent

## A & G SHIPPING RECORD

### Shipping Figures March 24 to April 7

PORT	REG.				SHIP.			
	DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	20	13	17	50	10	12	5	27
New York	142	114	113	369	48	50	31	129
Philadelphia	31	26	18	75	19	20	9	48
Baltimore	152	123	64	339	99	88	70	257
Norfolk	39	29	23	91	8	9	3	20
Savannah	12	19	11	42	6	12	9	27
Tampa	23	36	21	80	4	5	5	14
Mobile	46	48	41	135	29	38	36	103
New Orleans	77	61	72	210	86	87	88	261
Galveston	28	29	20	77	8	12	6	26
Seattle	28	21	26	75	22	18	18	58
San Francisco	41	25	24	90	13	13	6	32
Wilmington	20	17	12	49	13	12	13	33
Totals	659	561	462	1,682	365	376	299	1,040

### Throw In For A Meeting Job

Under the rules of the SIU, any member can nominate himself for meeting chairman, reading clerk or any other post that may be up for election before the membership, including committees, such as the tallying committees, financial committees, auditing committees and other groups named by the membership.

Since SIU membership meeting officers are elected at the start of each meeting, those who wish to run for those meeting offices can do so.

# IN THE WAKE

In the early days of the English language, road meant the act of riding, such as a journey upon a horse; the horseback journey itself was made on a "highway." Eventually, through the association of ideas, probably, the act of riding a horse was carried over to act of riding the waves. Road also came to mean a place where ships could anchor with safety, such as Hampton Roads, which got its name from the town of Hampton on the nearby shore of Virginia. Hampton Roads is the channel through which the waters of the James, Nansemond and Elizabeth rivers pass into Chesapeake Bay. In 1862, it was the scene of the first battle between iron-clad vessels, the historic battle between the Monitor and Merrimac.

The first iron steamboat built in America was the Codorus, built in 1825 at York, Pa., by John Elgar. . . . The name of the Turbinia (1897) commemorated the fact that she was the first vessel to be driven by a turbine. . . . The first ship to be constructed of steel was the Servia (1881), a merchant steamer capable of crossing the Atlantic in seven days. . . . New York witnessed a memorable marine disaster 100 years ago today, when the ship Powhatan, bound from Le Havre to NY, grounded off Long Beach, Long Island. Three hundred and eleven lives were lost.

The condition known as "phosphorescent sea" is a phenomenon of glowing light frequently seen at sea at some point of water disturbance such as the breaking crest of a wave, the bow wave and wake of a ship, or the dipping of an oar. It is supposed to be caused by the combination of the air with the secretion of certain jellyfish and microscopic marine animals. The pale phosphorescent light sometimes becomes quite brilliant and, according to a report from one ship, a bucket of water hauled aboard at such a time was bright enough to light up a cabin. The log of another ship, in 1923, reported great difficulty in making

out the lights of vessels until they were close by owing to the brilliance of the sea.

Largest inland body of water in the world, the Caspian Sea is actually a great salt lake with an area more than 110 times that of the Great Salt Lake, Utah. Except for the southern shore, which borders on Iran, the Caspian is entirely within Soviet territory. It receives the waters of four major rivers, but has no outlet, and variations in evaporation have altered its size many times in the course of history. Large projects are currently under way for raising its level, which has sunk seven feet since 1936. The northern part of the sea is the world's chief source of black caviar.

Ellis Island, lying in New York harbor about a mile SW of the Battery, got its present name from its onetime owner, Samuel Ellis, a butcher living on Manhattan in the latter part of the 18th century. Government property since 1808, it was long the site of an arsenal and a fort, but its most famous years were from 1892 until 1954, when it served as the chief immigration station of the US. Since then, with the removal of immigration and naturalization services to Manhattan, Ellis Island is used chiefly as a detention center for aliens awaiting clearance of their entry papers or for those awaiting deportation.

The hammocks used by oldtime sailors to sleep in derived their name from the Caribbean Indian name of a tropical tree, the hammoea, whose bark was used by the natives of the West Indies and Central and South America to make their swinging beds. Columbus first saw them when he arrived in the New World, but similar hanging or swinging beds had been used aboard ship by sailors in ancient times. The design of Roman galleys was modified by many early chieftains to allow them to have a more comfortable swinging bed rather than one placed right on the planks of their vessels.

## THE INQUIRING SEAFARER

Question: How do you feel about shipboard pets?

Harry Collier, baker: Shipboard pets would be all right on some ships and in some spots on the vessel. However, for personal reasons, I think they would be a nuisance around the galley because they only get in the way and underfoot. They'd be all right up on deck and out on the fantail, but that's about all.

Jose Carbone, OS: I think it is a good idea to have pets on board a ship for the amusement and entertainment of the men. It is one of the best things the men can have aboard ship to pass their free time away. Reading, movies and other sorts of entertainment are all right, but there's nothing like a dog or cat.

Jack Struller, cook and baker: I don't like to have pets on shipboard at all. Having them on board ship is cruelty to animals, because there is no place for them to run and roam. At the very least, if there is one dog or cat, there should be another of the same so they can have a playmate and not be lonely.

Luis Gonzalez, oiler: Pets aboard ship are all right in a moderate way, but I don't think they should be aboard in abundance. If a man wants to keep a pet, let him keep it ashore where it won't get underfoot and disturb the other crewmen. It would look like Noah's ark if everyone had a pet aboard ship.

Sid Bernstein, MM: I think keeping pets aboard a vessel is a fine idea, no matter whether they be cats, dogs, monkeys, parakeets, or what have you. They keep a man company and help him get over that lonely feeling he gets aboard a ship at sea. They're good for that, especially on a long trip of several months.

Edward Riley, bosun: Pets are wonderful things to have aboard a ship for the companionship they offer to the men during those lonely stretches at sea. The men can pass the time away profitably playing around with the dog, cat, or whatever it may be. They're the best thing for shipboard fun for the crew.

## MEET THE SEAFARER



FRED MILLER, AB

"The longer I sail," said 62-year-old Fred Miller, who has been around the world many times over, "the more I find out how little I have seen of the world. It's a wonderful place."

Seafarer Miller should know what he's talking about, because he's been sailing ever since he was a 14-year-old, beginning in 1905. Not counting some time spent ashore in the 1930's, Miller has been on the high seas ever since as a source of livelihood.

### Comes To US in 1914

Born in Copenhagen, Denmark, Miller came to the US in 1914, joining the US and maritime union movement in June of that year. Before shipping out on US vessels, Miller sailed many foreign ships, often cruising between Rio de Janeiro, Brazil, and Australia, as well as way stations and other ports of call. Joining the SIU in 1944, Miller really started living under Seafarers' contracts and top working conditions.

### Souvenir Shell

Sailing through two wars on the high seas, Miller claims never to have lost a ship under him, although ships in the same convoy were rendered hors de combat by enemy submarine action. A combined submarine and air raid off Corsica, in the Mediterranean Sea, during the last world conflict, was Miller's sole contact with action in two world wars. In the convoy were some 53 ships heading for the island with iron ore. Wearing a crash helmet which was knocked off during the height of the activities, Miller garnered a six-inch shell which fell on the deck at his feet as a souvenir of the war. He's thankful that's all the action he saw.

### Ships Anywhere

Miller is the kind of Seafarer who likes to ship anywhere in the world, as long as it's a foreign run, which he says he prefers to coastal and intercoastal trips. He likes the Mediterranean and Pacific runs, but his heart is really in his work when he hits Italian port cities. He says he's crazy about the Latin atmosphere which he claims is

much more genial and carefree than most places in the world.

"One of the nicest things about sailing for a living," he says, "is the variety to it and the differences between one port and another. You always have something to look forward to when you ship out. I guess that's why so many people like to vacation abroad."

Miller, who lives in Jensen Beach, Fla., ships out of all the SIU ports in the US when he gets a chance, but right now he's concentrating on New York. He's got five acres of land, a house and five cottages down in Florida, just 102 miles north of Miami. He's been building it up since 1946, when he first purchased the site, with the aid of his 73-year-old father-in-law, his daughter and his son-in-law, another Seafarer. They built the cottages all by themselves, with his father-in-law doing most of the work while Miller contributed much of the capital by shipping out frequently.

### All-SIU Family

Miller was married in 1926 in San Francisco, Cal., and has one child, a daughter, Grace, who, in turn, has a daughter Denise. All of which makes Miller a grandpa. Denise, 15 months old, is the daughter of Seafarer Joe Le Blanc, making it an all-SIU family.

### Visits Home Folks

The intrepid Seafarer, around the world many times in his nearly 50-year sailing career, only got back to Denmark for the first time early this year. He spent eight days in Copenhagen with his sisters who are still living there, along with plenty of nieces and nephews. Two of his sisters live in Copenhagen while another lives outside the city. Miller also has three brothers and one sister in this country, so he's not exactly homesick for the old country.

Knowing a good thing when he sees it, Miller has high praise for the Union. He knows it's the best thing any seaman can have and gives him a chance to hold his head high in any society. Needless to say, he's sold on the SIU.

## The Seafarers Puzzle

- ACROSS
1. A potent force in the US.
  6. Atlantic or Pacific
  11. Island of Dutch Antilles
  12. Where Yalta is
  14. Specks
  15. Russian tribesmen
  17. Love: Latin
  18. Growing out
  20. Cheer
  21. Went down
  23. Half of "snake eyes"
  24. Change course of ship
  25. Ball team
  27. He lived in a lamp
  28. A "sea soldier"
  31. Former Wall Street King
  32. Port in Chile
  33. Glide
  34. He works in galley
  35. Aleutian island
  36. Shout
  40. Cabin
  41. It makes ship go
  43. Contend
  44. Study of wines
  46. Make happy
  48. Fencer
  49. Helper
  50. Prophets
  51. Looks closely

DOWN

1. Tibetan priests
2. Smell
3. Island SE of Celebes
4. Jap scarf
5. Tear down
6. It peps up gas
7. Old plane
8. De Valera's land
9. Amount: Abbr.
10. Approaching
13. Where Quatit is
16. Noted clergyman
19. Not any
22. NY basketball player
24. German: Slang
26. Girl's name
27. Territory in West India
28. Papier
29. In the region of
30. Uprearious
31. Peter Lorre's role
33. "Gods" with goat ears "and over"
35. Escape
37. Metric quart
39. Looks at evilly
41. Breakwater
42. Harvest
45. Shelter
47. Rest, as at anchor

(Puzzle Answer On Page 25)

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

## TEN YEARS AGO

Indian, British and other Allied troops held firm and began pushing back the Japanese from their previously-won positions on the India-Burma front. . . . An assassin's bullet narrowly missed President Manuel Camacho of Mexico at his National Palace home in Mexico City. . . . Great Britain and the US demanded that Sweden halt the export of ball bearings to the Axis. . . . US planes in the Aleutians twice bombed Japanese bases on the Kurile Islands.

Allied raids on the Rumanian capital of Bucharest inflicted heavy damage. Similar raids were carried out on parts of occupied France. . . . US troops captured two small islands north of Los Negros in the Admiralty Islands. . . . In hockey's Stanley Cup playoffs, the Montreal Canadiens whipped the Chicago Black Hawks in four straight games. . . . The SIU reported that nearly 15,000 new members had joined the A&G District since March, 1942.

Russian forces recaptured the Black Sea port of Odessa. Another thrust retook Yalta in the Crimea and advanced on the naval base of Sevastopol. . . . At least 900 persons were killed by fires and explosions on the docks of Bombay. . . . Nearly two-thirds of the entire British coast was placed under military restrictions. Phone service to all parts of Ireland was cut off, and ship service from British to Irish ports was ordered suspended after April 24. . . . As a result of a general tightening of Selective Service regulations, Seafarers were again cautioned to keep in close touch with their draft boards.

A progress report from London said more than 500 enemy vessels had been sunk or damaged by mines dropped from bombers on a 1,300-mile front extending from the Bay of Biscay to the Gulf of Danzig on the Baltic Sea. . . . A proposal that the SIU purchase a hall in Tampa, Fla., was recommended for membership action on a coastwise referendum ballot. . . . Front-line dispatches indicated that the Russians had fought their way over the Czech border. . . . Gen. de Gaulle dismissed Gen. Giraud as commander in chief of the French armed forces. Giraud refused to give up his old post or accept the new one.

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## New Anti-Union Moves

As pointed out in the March 5 SEAFARERS LOG, the legislative trend against unions and their members is still gathering strength. Developments in the past few weeks have reinforced that trend. In Louisiana, the legislature is considering a bill that would outlaw any kind of union security, while in Washington, Congressmen are flooding the hopper with bills that would greatly limit the union's key weapon, its right to strike.

The "right to work" laws rule out any kind of preference under contract for union membership. They mean that an employer is free to load the dice by employing large numbers of workers even though the union originally had a majority. He then can turn on the union and its membership when contract time comes around.

Some of the proposed Federal changes are stiffer. They would permit an employer, under certain circumstances, to fire all strikers. They would also give the President absolute authority over a union's right to strike in some instances by permitting unlimited anti-strike injunctions for an indefinite period. Such limits on the right to strike mean only one thing—that employers will be free to defy any and all union demands.

Those who propose the bills do so with the excuse that unions have abused certain rights. Nobody claims that union ranks, any more than employer ranks, Government officials or legislators are 100 percent pure at all times. But there is and always has been ample legislation on the books to deal with the guilty ones.

The argument is simply a smokescreen in a drive to weaken unions and place union members at the mercy of their employers.



## Physical Therapy

Another illustration of the value of Public Health Service hospitals is contained in the LOG story on Page 9 on the physical therapy program conducted at Staten Island. It's safe to say that as a result of this program, several hundred seamen and other patients each year are helped back into shape far sooner than they would be otherwise. Many of them no doubt avoid the partial or total disability that can be an after-effect of injury or illness.

The work of the physical therapy program, like the rest of the USPHS operation, is designed to restore the patients to useful lives as soon as possible. Every day saved through this program means one day less that a patient has to be a burden on his family and on the community.

From this point of view, the dollars spent by the Government in supporting this and any other hospital program are a sound investment. They return their value many times over in the form of healthy and productive workers.



## A Responsible Profession

The findings of the Mobile Chamber of Commerce, in a recent study of the allotments sent home by seamen with families in the Azalea City, are the type of statistics that often pass unnoticed. But the results of the survey showed, for example, that seamen voluntarily contributed the sum of \$7 million from their pay last year for family allotments, aside from the many millions more they brought home after the payoff.

This is a considerable figure and, with Mobile noted as a major SIU port, it means that Seafarers accounted for much of the total. It also means that shippers and seamen provided a large chunk of cash towards the prosperity and well-being of a major US city and its citizens.

Apart from that, the study showed once again that seamen today are a highly-responsible group of men, with families, homes and obligations which they meet even while far out at sea. The seaman who is a drifter, with no roots, is a vanishing breed.

# LETTER of the WEEK

## Asks Plan For Housing, Loans

To the Editor:

I am writing to you in regard to the hard time seamen are getting when applying for a loan from a bank or finance company. I applied to several banks and when they found out I was single they were leery, but when I told them I was a merchant seaman they wouldn't even let me sit down in spite of the fact that I have about \$3,000 equity in a car and home I'm buying.

They know all about rotary shipping and it's pretty tough when a \$50 a week bank clerk who couldn't tie the messboy's shoestrings tells us that we need collateral because we are too risky. I have a plan that the SIU should set up its own building and loan association. It would be along the same lines as a credit union, but on a broader scale where the Union helps the seamen buy a home by helping swing the deal or guarantee part of the mortgage.

Each seaman could be assessed so much and the rest could be borrowed from the Welfare fund to get started. As soon as it is on a paying proposition, the association could then declare dividends by giving each bookman a bank book with a few dollars towards his assessment. In this manner you will not only create good will by returning the assessment, but you will encourage the man to bank and save with the SIU.

What better selling point could the Union have when organizing than to show seamen that the Union can help them out in their financial difficulties in buying a home or car, especially among those oldtime company stiffs. Eventually the members could be offered group life insurance for their families at cut rate premiums and perhaps even insurance for their automobile and home.

All these additional features would take a little time, of course, but if the organization is on a sound scale they could be made possible. When the Teamsters Union can lend a trucking corporation \$1,500,000 to stay in business, we, as a smaller union, should strive to consolidate our position to make the members as strong as possible.

### Wants No Dough

I realize that my plan sounds a bit complicated and needs a lot of work done on it, but a lot of other things we have today sounded just as far-fetched ten years ago when they were first proposed. If successful we could set a precedent never before equalled in the maritime industry. There are a lot of details to be worked out, but I sincerely believe that if approached properly this plan has great possibilities.

Photo: Prevas



## LABOR ROUND-UP

Television sets throughout the country will keep on humming as major networks settled on a new contract with the AFL Radio and Television Guild, representing directors and other personnel in the studios. The agreement calls for an average ten percent increase. The union had been considering a possible nationwide strike.

Postal Unions representing US Post Office employees have run into a snag in their demands for an \$800 annual wage increase. Postmaster General Arthur Summerfield opposed the request in testimony before the House Post Office Committee charging that it was an "unjustified raid" on the treasury.

Chicago Painters Local 637 has asked the city's Building Trades Council to start a drive for adequate housing legislation. The union proposed that a city-wide conference be called for that purpose, pointing to the rapid growth of slums in the city as a danger signal.

A conference on unemployment will be held April 25-30 by the California State Federation of Labor in Santa Barbara. The meeting will take up problems under the state unemployment compensation law, and draft recommendations for improving procedures.

Members of the Washington Building Trades Council are contributing several thousand man-hours of work to help build an addition to the Anderson Rehabilitation Hospital in nearby Arlington, Virginia. The new addition will be used to retrain workers suffering from handicaps brought on by injuries.

Railroad Trainmen employed by the Long Island railroad have won an award from the National Mediation Board upholding an agreement providing seven days' pay for six days' work on the line's commuter runs. The agreement was signed in January, but a dispute arose as to the interpretation of its terms.

Approximately 189,000 members of the CIO United Steelworkers Union are idle as the result of the drop in steel production, according to the union's estimates. Another 7,700 members are unemployed in

Canada for the same reason. The total represents better than 15 percent of the union's membership, which runs close to 1,200,000.

A Labor Advisory group on Puerto Rican affairs will be organized in New York to bring Puerto Ricans and other Spanish-speaking workers into unions and to help solve housing, educational and other problems for the Spanish-speaking newcomers to the city. The group will be sponsored by both AFL and CIO unions in the city and by the Puerto Rican Department of Labor.

Suspension of 57 union officers has led to a work stoppage of approximately 6,400 members of AFL Machinists Local 801 at the New York Shipbuilding Corporation, Camden, New Jersey. The suspended officers slept in the yard while the other workers punched in their cards but refused to go to work.

Newspaper delivery drivers in parts of New York City struck last week cutting off deliveries to about 700 newsstands in scattered areas. The Newspaper and Mail Delivery Union (independent) called the strike after 11 months of negotiations had failed to produce an agreement on wage matters and other benefits for the drivers involved.

The CIO Newspaper Guild called a strike against two daily newspapers in Wilkes-Barre, Pennsylvania, after failure of contract negotiations over wage, vacation and arbitration issues. The publisher of the two papers, the "Times-Leader-Evening News," and "The Record" had offered an increase of \$1.75 a week. Printers and other mechanical union members refused to cross the picketlines.

Teachers, firemen and other unionized city employees picketed New York's City Hall this week in a demonstration for pay increases. The city has proposed some increases in the budget for the coming year but the various unions involved objected that the sums were not enough to meet their needs. Unions involved included the AFL Teachers Guild and the Uniformed Firemen's Association, also an AFL affiliate.

# ROUND THE WORLD with Seafarer Sal Terracina

Recently off the Steel King, Seafarer Sal Terracina submitted the excellent photos on these pages as samples of what he ran across in the Far East.

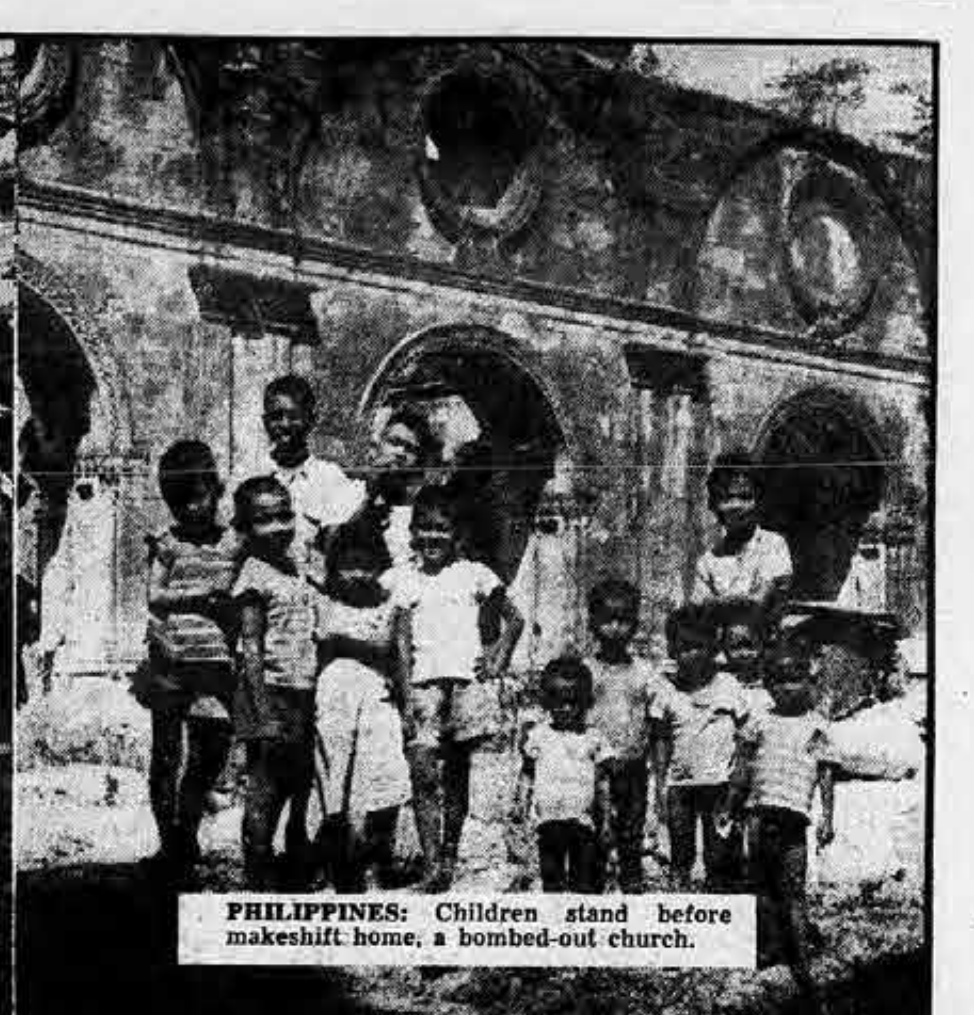
As Terracina put it "you can't beat the actual photo" for describing the people and customs of lands that are so much the center of attention today.



SIAM: Priest kneels before statue of Buddha on its jeweled throne.



INDO-CHINA: Thatched roofs of house-boats make interesting pattern.



PHILIPPINES: Children stand before makeshift home, a bombed-out church.



INDIA: Sacred cow (right) strolls quietly down busy city street.



CEYLON: Weary rickshaw boy rests while waiting for some customers.



JAVA: Two native fishermen pose with Terracina in front of their boat.



SUMATRA: Women examine vendor's wares in central market-place.



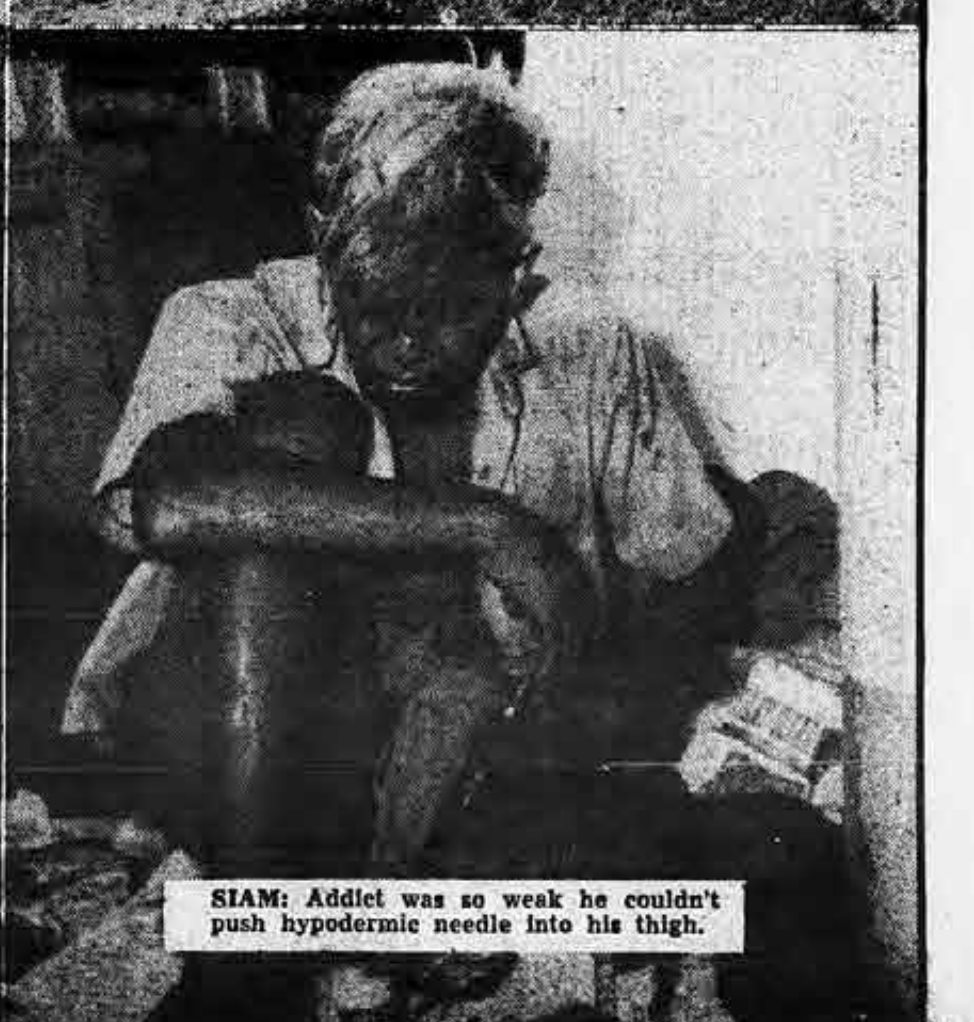
INDO-CHINA: Homeless, hungry war refugee family rests on city street.



SINGAPORE: Laundry day finds wash drying on long bamboo poles.



SIAM: Dazed drug addicts congregate in dismal, filth-laden opium den.



SIAM: Addict was so weak he couldn't push hypodermic needle into his thigh.

# MARITIME

The marine section of the National Safety Convention met Thursday and Friday in New York's Hotel Statler to discuss safety in design and operation of ships and shipyards. Steamship companies that carry passenger traffic have a heavy work load of tax refunds on their hands as a result of the reduction of travel taxes April 1. Passengers who paid for tickets in advance before that date are entitled to tax refunds.

A US Air Force helicopter rescued 34 passengers and most of the crew of the Swedish freighter Dalsland near Casablanca. The small 2,720-ton freighter hit a reef 200 yards offshore. The captain and three crewmembers remained aboard.

Holland-America has scheduled summer and fall cruises to Bermuda and South America for the liners Ryndam and Maasdam. Chief steward James Bradshaw of the Media, a Cunard line passenger ship, retired after the ship's last voyage. He had been in the company's service for 47 years. The Suez Canal handled a record number of ships and a record cargo tonnage in 1953. Over 90 million metric tons of cargo passed through the canal on 12,731 ships. Northbound cargo far exceeded southbound tonnage, the difference being the amount of crude oil moving north on tankers from the Persian Gulf oil fields.

With steel production way down from last year, Great Lakes ore carriers expect to curtail operations this summer. There is sufficient ore on hand to service the industry for six months, as at present the mills are operating at slightly better than 60 percent of capacity. Last year the Great Lakes ore fleets moved nearly 96 million tons of ore. They don't expect to do better than 80 million tons in 1954. A. S. Onassis, the Greek shipping tycoon, has had another supertanker launched. It is the 21,800-ton Olympic Snow, a turbine-powered ship capable of cruising at 16 1/2 knots. One of the last of the great sailing ships, the Ceraman four-master Pamir, has been sold at auction for about \$74,000 in American money. The 3,103-ton vessel was built in 1905 and for many years operated in the grain and nitrate trade.

The Venezuelan Line has plans to expand cargo service between the US and Venezuela through construction of four 4,800-ton cargo ships. The vessels are now being built in Dutch shipyards. Two tremendous one-piece castings weighing 84 tons each were unloaded at the Hampton Roads Port of Embarkation recently by the Exchequer. Tidewater Oil sold two new tankers now under construction to the Western Hemisphere Corporation which promptly bareboat-chartered them back to Tidewater. The tankers are being built at Sparrows Point, Md. The port of Norfolk is attempting to clear a huge glut of cargo that arrived as a result of diversions from New York during the recent dock tie-up.

An unexpected group of passengers came in to New York harbor on the Italian liner Vulcania during the course of the dock strike. There were two stowaways aboard, 43 passengers who had transferred from the Queen Mary at Halifax, and six American Immigration officers. The Queen Mary passengers chose to complete their voyage by sea, rather than take a train from Halifax and the Immigration inspectors had gone to Halifax to help complete the transaction. The City of New York has taken over the ferries that run between 69th Street, Brooklyn, and Staten Island. W. O. Cook has been elected president of Robin Line to succeed Arthur R. Lewis, Jr., who died on March 16. New York ship repair yards have protested plans to extend the city's three percent sales tax to ship repair services.

A test case of the Government's right to seize 48 ships on the grounds that they are illegally owned by alien interests will be heard by the Supreme Court. The Meacham Tanker Corporation has appealed seizure of the Meacham, one of the ships involved, to the nation's highest tribunal. Sale of the tanker Ampac Washington by the Government to a Los Angeles bank for \$305,000 has been approved by a Federal judge. At first the offer was rejected as too low, but no other bidder came forward for the ship. Ice floes in the St. Lawrence River tied up two freighters enroute to Montreal temporarily. The Capo Miseno, an Italian ship, and the Prins Willem Van Oranje, a Dutch vessel, had to anchor in a sheltered cove after a previous ship's wash loosened ice floes near Quebec City.

Isbrandtsen Steamship Company, long a lone wolf in the shipping industry, is now taking on two South American steamship conferences. The company complained to the Federal Maritime Board that two conferences were forcing exporters who ship to Colombia to use conference line ships although the exporters designated Isbrandtsen as their carrier. US officials have promised to keep American fishing boats from operating off Mexican shores in the Gulf of Mexico. The Mexican fishermen had demanded that their government take naval action if necessary, to reserve coastal waters for Mexican fishing boats. A new service between Canada and the Mediterranean is starting this month under the auspices of the Canada Levant Line, a mixed European and Egyptian outfit. The line will call at Portugal, Spain, France, Italy, Turkey, Egypt and North African ports.

# SEAFARERS in ACTION

Seafarer Lorenzo Rinaldi really must have the touch when it comes to making pizza pies, judging from the reaction of his shipmates on the Alcoa Ranger. They agreed at a shipboard meeting that it was worth while making a special purchase of pizza ingredients, including such delicacies as anchovies and a variety of Italian cheeses so that Rinaldi could do his stuff. They were the kind of items that you won't find on the average ship's stores list.

The 36-year-old Seafarer should know his way around a pizza since he was born in Italy, the home of that and other food delicacies. He's been sailing on SIU ships since June, 1951, and lives ashore in Baltimore between trips. Right now he is galley utilityman on the Alcoa vessel.

Another picnic will be sponsored by the crew of the Del Sud this spring for Seafarers in New Orleans, and Emil Herek, chief steward, is one of several crewmembers who are in charge of the affair. These have proved very popular in the past, thanks to the efforts of the crew and it looks like this one will be more of the same, with lots of tasteful food and refreshments for Seafarers and their families.



Herek

Then there is usually a ball game between a group of crewmembers and the Seafarers on the beach to liven up the afternoon's festivities.

Herek is a Nebraska native, 47 years of age, who joined the SIU in the Port of New Orleans on July 10, 1948. Right now he makes his home in the Crescent City and sails regularly on the Delta Line passenger run.

The last voyage of the Winter Hill, a Cities Service tanker, was a pleasant trip all around, according to reports, and part of the credit is due to ship's delegate Ernest W. Cox, who along with the department delegates did a good job in keeping beefs at a minimum.

Cox, who sails in the steward department, is a native of Mississippi who joined the SIU in New Orleans on March 24, 1950. He lives in Pass Christian, Mississippi, and is 32 years of age.



Cox

# On the Job

## 'Oil Is Cheaper Than Metal'

Lubrication of moving parts on board ship, as anywhere else, serves three purposes—to reduce wear and power loss, to keep moving parts cool and to keep them clean. The first two purposes are accomplished by reducing friction between two moving surfaces in contact with the other while the third is the result of absorption of foreign matter by the lubricant itself.

Lubrication requirements differ considerably under different circumstances, depending on the type of friction involved and the speed at which moving parts operate. Low speed operations, like those of the reciprocating engine, require smaller amounts of oil, since not much heat is generated and the oil serves only to separate the two rubbing surfaces.

### Oil Has Own Friction

Where a high speed engine such as a turbine is involved, the churning of the oil in itself becomes a source of friction, creating a great deal of heat. Consequently a larger amount of oil is used which is constantly draining into a tank and being run through a cooler before being returned to the bearings again.

When proper lubrication exists, it means that a film of oil has been formed, separating the moving parts and preventing actual contact of the metal. The remaining friction is fluid—the friction of the oil against itself. This varies with viscosity, temperature and the speed and pressure to which the oil is subject.

A good oil has high adhesion, that is, it will cling to a metal surface, and cohesion, which means it will hold together. Its viscosity, or internal friction, is measured by the time it takes a set amount of oil to flow from an opening of a certain size at a certain temperature.

There are several kinds of friction that a lubricant has to deal with, including rolling friction of a wheel rolling on a non-moving surface, sliding friction of the piston or of a shaft turning in its bearings, starting friction, the additional friction which has to be overcome when a bearing starts moving, running friction, when a shaft is in position at a constant speed, reversing friction and accelerating friction. Obviously then, a lubricant has to perform its functions under a variety of conditions. That means, in turn, a variety of lubricants.

Oils can be blended, which means made up of two or more petroleum oils, or compounded, where a mineral oil has been added to a fixed oil. Fixed oils consist of lard oil, castor oil, sperm oil and the like. In other words they come from vegetation or an animal source.

### Engine Lubrication

Almost any kind of oil can be used for engine lubrication of ordinary bearings. Where temperatures are high and severe operating conditions exist, they are usually blended. Compounded oil is used under ordinary conditions.

The standard internal combustion oils, or automobile engine oils are used for Diesel engines. These are generally blended oils that are able to function under high tension and when burned in cylinders, leave carbon that goes out through the exhaust rather than building up on cylinder walls. Air compressor cylinder oils are much the same but must be highly refined so as to leave a minimum of carbon deposits.

Oils for ice machine cylinders, for obvious reasons, must be able to function at extremely low temperatures. They have to be able to stay fluid at low temperatures.

Cutting lubricants serve a different function. They have to penetrate instantly, keep the cutting tool cool and either lubricate it or help it take a firm grip. These oils will usually contain lard oil and sulphur, plus a rust preventative.

Greases may be any one of a number of different oils mixed with soap so as to thicken the lubricant. The amount of soap can vary from a half percent up to 20 percent depending on the consistency desired. The soap holds the lubricant in one place, although in some instances the soap is added to raise the temperature of the lubricant and make it run under certain conditions.

### Graphite Grease User

Graphite greases are used only where bearings are worn, or where temperatures are so high that ordinary lubricants would not provide any protection. The graphite has slight abrasive qualities which file down rough surfaces and it also fills in irregularities in the surface. It tends to coat the metal it covers substituting its own low friction qualities for the higher friction of the metal, a characteristic which is quite useful in high speed operations.

Another kind of grease is gear lubricant, which is a combination of high viscosity oil with a small amount of soda soap, giving it a jelly-like consistency. It's used on those gears that are designed so that an oil could not be retained in the gear casing.

A general rule of the thumb for use of greases is to use soft greases for light pressures and high speeds, medium for medium pressures and speeds, and hard greases for heavy pressures and slow speeds.

## Burly

## Nutsy Meets The Family

By Bernard Seaman





Adding a little 'sunshine therapy' to their program of convalescence, seven Seafarers bask in the sun on the roof of the Staten Island USPHS hospital along with Toby Flynn, SIU Welfare representative. Left to right, they are Thomas Thompson, Walter Sudnick, Arthur Roy, Charles Oglesby, Flynn, Thomas Bach, Stanley Swienkoski and Edwin Rushton.

## Therapy Is Good 'Medicine'

(Continued from page 9)

tients and inpatients, provide individual as well as group care five days a week both in a specially-fitted gymnasium and in the wards themselves.

The speed of recovery varies with the disability as well as the patient himself. A man with a leg in a cast who applies himself to the task can build the injured leg up again in a matter of weeks so that he can walk out feeling and looking as fit as any man on the street. A few think they can "get back on their feet" just by lifting them off the bed, but they discover the sad truth quickly once they try it.

Then they too apply themselves to the care of the physical therapists, who assist them in the exercises and other treatments needed to bring back the full strength of the affected limb or part of the body.

### Filled With Gadgets

The gym at Staten Island, on the seventh floor of the hospital, occupies an area 35 feet long by 14 feet wide, and is filled with the tools of the trade. There are parallel bars to exercise the legs for walking again, arm and leg "pulls," ladders and steps to practice climbing with artificial limbs, with a facsimile model of the entrance to a bus to teach the patient how to mount the vehicle again.

In addition, there are whirlpool

baths which provide heat and electrically-controlled massage for the arms and legs, and a giant Hubbard tank, installed this year, featuring complete body immersion in an S-shaped affair that takes up to 500 gallons of water. This equipment, especially helpful for cases of paralysis and certain types of burns, ran up a tab of \$12,000, including installation. The buoyancy of water, it's been determined, is a considerable aid to exercise in many instances.

Other treatments available include diathermy, infra-red lamps, muscle stimulators, plus mats and

exercise tables with intricate systems of pulleys and weights.

### Depend On Condition

The method of treatment used naturally depends on the nature of the condition to be treated and all of these are utilized in varying combinations by most of the patients at the hospital. Most Seafarers look forward to the time when they are due to begin getting physical therapy treatment. They know this means they're on their way to recovery, and the chance to get back on the job with their shipmates.

## New Tankers, Shipbuilding Guarantees Planned By US

A change in the Government's ship construction laws providing 100 percent guarantees on ship loans is the latest proposal of the administration to get private operators to build some new ships. The

proposal has received a warm welcome from both shipping men and investment bankers.

Another major step that is getting administration support is a Navy plan for Government construction of at least 20 modern tankers to be chartered out to private industry for ten-year charters. In turn, the Navy would lay up its own T-2 tankers for reserve purposes.

The Navy has been pushing this proposal for some time now as a means of overcoming a grave shortage of modern tankers, and at the same time, providing the service with an adequate tanker reserve.

The 100 percent guarantee on ship loans would mean, in effect, that anybody who lends money to a shipowner to build new ships is guaranteed every penny of his investment, plus interest, by the Government. In case the shipowner is unable to pay back the loan, the Government will step in and pick up the tab.

### Low Interest Rate

In return for this Government guarantee, the interest rates on such loans would be considerably lower than on normal open market loans. Since interest is a big item on a long-term mortgage it means that the shipowner could build a new vessel considerably cheaper this way than otherwise.

There is a law on the books already, passed last year, providing for Government guarantees up to 90 percent on shipbuilding loans. This law has had no practical effect since banks and insurance companies have been unwilling to lend money at the low interest rate if they ran the risk of losing out on the other ten percent of the loan.

have been introduced by Senators Saltonstall and Butler in the Senate, and by Representative Tolleson in the House of Representatives. Favorable action on the measure is expected in both houses.

## 4-5 Million Is Sale Price On Mariner Ships

(Continued from page 5)

be far more expensive, \$4,424,000 and \$5,072,000.

Although these prices are 50 percent, or less, than the actual cost of the ships, the Government would probably have to chop them in half again to get nibbles from the average American freight-ship operator.

### In Reserve Fleets

At present all but a few of the Mariners are laid up in various Government reserve fleets. The three ships for Pacific Far East Lines are still in the yards and are being altered for that company's use. One ship is being converted into a naval auxiliary and one, the disabled Cornhusker Mariner, is in Sasebo, Japan, until Congress decides what it wants done with the ship.

Despite the price, the Government hopes to sell the vessels to subsidized companies who are under legal obligation to replace aging ships. It remains to be seen whether the companies will prefer to build new ships to their own specifications, or to alter the high-priced Mariners.

## Poll Returns Indicate Libraries Make A Hit

Tabulations of the results in the first month of a SEAFARERS LOG poll on the question of continuing or ending the SIU ships' library program showed Seafarers overwhelmingly in favor of keeping the program going. Two solitary votes have been cast opposing the library distribution aboard SIU ships.

Discounting the two votes urging a stop to the library program, which are a negligible factor, the remaining ballots in the poll showed 45 percent of those taking part in favor of retaining the program as is. The other 55 percent recommended continuing the library distribution, but with various changes, principally in the proportions of certain types of books included in each 50-book library assortment.

### Started March 16

The basis for the poll, which got underway March 16, is to obtain a sampling of membership opinion on the libraries before the Union commits itself to the purchase of more books for the next quarterly distribution of the library assortments.

New 50-book libraries are placed aboard all SIU-contracted vessels every three months, with provisions for additional assortments in the case of ships being out six months or longer. The library program was launched nearly a year ago in answer to demands for more decent reading material aboard ship. It is operated at no cost to the membership, under the LOG fund, with the coastwide facilities of the SIU Sea Chest handling the distribution of the handy, paperback volumes in all ports.

Suggested changes in the library assortments center around requests for more novels and non-fiction, especially "how-to-do-it" books on practical subjects, and less Westerns, Mysteries, as a class, are apparently favored over Westerns, which drew most of the opposition, in the form of heavy requests for less of these in each assortment. More humorous books and books on sports were recommended, but to a lesser degree. The sentiment registered in the past two weeks differed very little from the first results, announced in the LOG on April 2.

### Short Stories Requested

Other changes urged included suggestions that collections of short detective stories and historical fiction stories would be more desirable than the long novels, and specialized requests, such as those

for books on photography and the inevitable bid for plenty of sea stories. Some of the Seafarers polled also asked that samplings of the popular weekly magazines, especially news magazines, be somehow worked into each assortment as well.

All the recommendations made will be studied following the end of the poll on April 30, 1954, when the Union will tabulate the results and attempt to adjust the assortment accordingly. Questionnaires can be mailed or brought into SIU headquarters in person before that deadline.

## Hiring Hall Defense Set By Unions

(Continued from page 3)

certainly in the industry which from month to month doesn't know what to expect in the form of contract terms.

The group agreed that this was a matter to be passed on by the membership themselves and accordingly the idea of a uniform expiration date has been referred back to member unions for discussion and action.

Attending the conference for the SIU were Assistant Secretary-Treasurers Robert Matthews and Joe Volpian. Matthews is a member of the CAMU's special Washington legislative committee.

Unions that are members of the CAMU, besides the SIU A&G District, are: Sailors Union of the Pacific, Brotherhood of Marine Engineers, Marine Cooks and Stewards-AFL, Marine Firemen, Oilers and Watertenders Union, SIU Great Lakes District, all part of the Seafarers International Union of North America, as well as the American Radio Association, CIO; Brotherhood of Marine Officers, District 50, United Mine Workers; Masters, Mates and Pilots, AFL; Marine Engineers Beneficial Association, CIO; National Maritime Union, CIO; Radio Officers Union, AFL; and United Steelworkers of America, CIO.

## Strike On NY Docks Over; Await Vote

(Continued from page 2)

Brownsville, Lake Charles and Galveston, as well as a local in Port Isobel, Texas.

All in all approximately 55 percent of the membership in the Gulf is now AFL along with locals in Puerto Rico, Oregon, Washington and Alaska as well as on the Great Lakes and the Mississippi River.

The net result is to leave the old ILA increasingly isolated without major support in any quarter except from the locals it holds in the New York area. The only outside support it can call on is from Harry Bridges and from the Communist Party, with the "Daily Worker" official organ of the Party, outspoken in its support of the racket-ridden organization. Similar support is forthcoming from Bridges' West Coast longshore union which from the beginning of the strike has attacked the AFL's cleanup efforts and defended the old ILA.

### Official Form in SEAFARERS LOG Poll on SIU Libraries (Please put check or X-mark next to your choices.)

Editor, SEAFARERS LOG  
675 Fourth Avenue  
Brooklyn 32, New York

### Here's my opinion on SIU libraries.

- (A) I want them continued as is. ( )  
 (B) I want them stopped. ( )  
 (C) I want them continued with the following changes:  
 There should be more: Westerns ( ), mysteries ( ), novels ( ), non-fiction ( ), humor ( ), sports ( ).  
 There should be less: Westerns ( ), mysteries ( ), novels ( ), non-fiction ( ), humor ( ), sports ( ).

(Note: The present breakdown of titles in each 50-book library is as follows: 15 Westerns, 15 mysteries, 10 novels, 4 non-fiction, 4 humorous books, 2 books on sports.)

I would recommend the following other changes in the selections:

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# Seafarer Dips Pen In Ink-Filled Veins For Column Material

Steeped in the tradition of great literary men and journalistic factotums is Seafarer Abe Rosen, who writes to the LOG of his desire to author a column for the paper and for posterity. Offering to show his wares on a limited trial basis, Rosen, under the pseudonym of "Shad Roe," displays his offerings before the gathered multitude of Seafarers for judgment and critical comment, to wit:

Today I am back again in Baltimore, that Monumental City. Did you ever take note of the many monuments and statues they have all over this town? It's a pigeon's paradise. I'll bet that nine out of ten people don't even notice them, much less try to find out who they are, or what they stand for. I'm one of those at fault.

For example, I know where the Washington Monument is and recognize it because

it was pointed out to me, but there's a guy on a horse on the north end of Washington Square, which I've been passing ever since I was a kid, and still don't know who he is. I always tell myself someday I'll take the trouble to find out who he is, but I never do. Sic transit gloria!



Rosen

Did you ever take note, out in the residential part of town, of the similitude of the houses with the beautiful white marble steps? If you get out there early enough in the mornings, you can see the ladies of the houses scrubbing the steps with the utmost care. I've often wondered how some of the residents find their own house when they come home with snakes in their shoes. Pigeon-wise, it must be the homing instinct.

I went out to Breezy Point on the outskirts of Baltimore to see a friend of mine. That brought my thoughts around to Riverview Park, where the Western Electric plant now stands. The younger Seafarers wouldn't remember Riverview Park, but some of the old-timers still get a nostalgic feeling when they think about the private shores that used to line the river front, the boating and fishing, the crab feasts and swimming parties.

It holds a lot of fond memories for me. I remember, with the first spell of warm weather, the Baltimore Transit Company would get out the summer cars, those big open ones, which used to waft the cool breeze in your face, and for four cents fare you could ride all the way to the park. At that time it was like a trip to the country. For a kid who lived in the hot city slums, it was a little taste of heaven. I remember the merry-go-round and trying for the brass ring which gave you a free ride. But best of all, I remember the fresh-caught crabs being put into a caldron of steaming hot water, to be eaten later with a mug of cold, nickel beer.

I'm reminded of a tale I heard in the hall in Baltimore while waiting for a ship. An AB told the tale of fishing off the coast of Argentina

and hooking a large shark. Getting the worst of the duel, the AB fell into the deep amidst a school of sharks. With the AB pausing for a smoke, tension mounted in the foc'sle until one listener asked: "Well, what happened then?" "Nothing happened," he said, "they just ate me."

The Atlantic Ocean was very rough. The captain realized there was no hope for the sinking ship and said: "Is there anyone amongst us who can pray?"

Out of the crew one man stepped forward and said, "Yes, sir, I can pray."

"Good," replied the captain, "you start praying while the rest of us get the lifebelts on. We're one short."

Then there was the story of the Scotsman who was a real be-bop gone guy. Nobody understood him at home, because all he could say was "Hot, man!"

How about this as a touching tale? One day little Johnny was sent home from school with a note from the teacher that he had been a wicked boy and that the teacher wanted to see his father.

When the lad's dad came home that evening, he inquired into the matter: "What's the matter, Johnny?" his father asked, "I thought you were doing well in school." "I was," Johnny replied, "until I told the teacher what you did for a living."

"What was wrong with that?" his father asked. "Nothing," Johnny said, "but I told her you played piano in a brothel to earn a living."

Duly shocked, his father asked: "Whatever made you say a terrible thing like that, Johnny? You know it's not true."

"Well," Johnny said, "you didn't think I was going to tell her that you were a member of the NMU, did you?"

ner liquor store with \$12 for a gallon of whiskey. Pay her 45 cents per drink and she will be able to declare a profit of \$39.75. At the end of 15 years you will have snakes in your shoes and die. Your wife will then have accumulated \$35,000.

This amount will enable her to purchase a small home and a parcel of land, educate and bring up your children. She will be able to marry a good man, settle down, and forget all about a bum like you.

Did you hear the one about the wealthy family which was so rich it was the only one in the neighborhood which had wall-to-wall floors?

Then there was the story of the Scotsman who was a real be-bop gone guy. Nobody understood him at home, because all he could say was "Hot, man!"

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## Did You Know . . .

That the first woman candidate for President of the United States ran for that office in 1872? Mrs. Victoria Woodhull, a journalist and lecturer, ran on the ticket of the radical "People's Party," but received no electoral votes and only a few scattered popular votes. In 1884, a recognized political group, the Equal Rights Party, also put up a woman candidate, but she fared little better.

day is June 22, while in all other years it is June 21.

That the first person to travel at a rate of 100 mph or better did the trick 50 years ago? The record was set in France in 1904 by a man named Rigolly, who was clocked at a speed of 103.56 mph in a souped-up auto. France was the center of road-racing in Europe at the time.

That Louisiana is the wettest state in the US, with an annual average of 55.68 inches of rain? The Louisiana average is based on records of rainfall during the last 62 years. Nevada is the driest state, with an annual average of 8.60 inches for the last 64 years.

That in the case of a Seafarer dying before collecting his vacation benefits his beneficiary is eligible to receive all money due? This is over and above the regular \$2,500 death benefit for all Seafarers.

That the only known diamond mine in North America is in the state of Arkansas? The mine, presently inactive, is located in Pike County, near the town of Murfreesboro.

That President Theodore Roosevelt was blind in one eye during the last few years of his life? Roosevelt's disability was not made public until about a year before his death. An extremely athletic individual, he lost the sight of one eye during a boxing bout in the White House.

That the infants of a species of birds inhabiting Australia and certain South Sea islands are hatched full-feathered and are able to fly from the moment they emerge from the shell? The birds are called mound builders because they lay their eggs in large mounds constructed of loose soil, leaves, grass and twigs.

That bound volumes of all copies of the SEAFARERS LOG published from 1947 through 1953 can be obtained for the package price of \$25? The handsome, cloth-bound volumes are suitable for home or shipboard libraries and can be obtained from SIU headquarters in New York. Bound volumes of the LOG for 1953 alone can be obtained at the cost price of \$5.

That the longest day of the year doesn't always fall on June 21? Under our present calendar, the longest day in the year may be either June 21 or June 22 in places using standard time. In each year preceding a leap year the longest

## Would-Be Azore Pilot Is King-For-Day On Vessel

There's nothing like trying to be helpful, writes Seafarer Quentin Remaud, but there is a time, place and skill for everything. Remaud took his philosophical turn in the road of life after reporting an incident aboard the Lawrence Victory of Mississippi as it was out on a foreign run.

It just proves, according to Remaud, that you've got to be on your toes all the time and see to it that no one pulls the wool over your eyes, no matter how innocently they do it. In other words, said Remaud, too many cooks spoil the broth or too many pilots sink the ship.

It happened when the Lawrence Victory lay at anchor in a harbor in the Azores.

The order was given to move the ship a few hundred feet in shifting its berth, presumably for a better or more expeditious discharge of cargo. The crux of the matter lay in the fact that there was no communication between the Portuguese officer directing the operation and the officers of the ship other than by sign language. None of the ship officers knew Portuguese tongue, nor did the local officer speak anything resembling American.

Gesticulating wildly on the bridge, like a juggler with hand grenades for props, the native officer managed to convey his orders to the others. He looked like a solo adagio dancer tripping his last with a roomful of ghostly partners, responding to his touch. In order to

move the few hundred feet necessary for the shifting of the berth, the arms said, flailing the air, it would be essential to head out for sea.

Many of the men thought this maneuver a little excessive, and, while one went below for a dog-eared copy of semaphore signals, the better to interpret the frenetic manipulator, haste was made to prepare the ship for sea in accordance to the orders.

### Pilot Comes Aboard

While the vessel was underway, heading into a spanking breeze, a small boat crept inconspicuously alongside the ship until it hove to right under the scuppers of the starboard side. With little fanfare it was established that the late-comer was the actual pilot of the harbor. Acting quickly, once authority was established, the pilot had the engine room reverse engines, and it was a good thing they were. The vessel glided by the Atlantic Victory, instead of into it, as it would have if the astern bell had not been rung in time.

With the crisis passed, the captain and his crew gathered around the imposter on the bridge and demanded to know who he was. He flashed his badge showing himself to be one of the local port police. It seems he had a penchant for piloting and took it out on the crew of the Lawrence Victory. The crewmembers saw to it that he was safely put ashore, and fast.



Remaud

### LOG-A-RHYTHM:

## Ace In The Hole

By M. Dwyer

Be there a seaman with soul so dead  
Who never to himself has said  
"This is my own ship, my own true love,  
Of whom I place no one above."

Yet such a man with strength and pride  
May long for a woman at his side,  
A woman, who, for him will yearn  
And patiently wait for his return.

But out of sight is out of thought,  
He'll gather girls in every port,  
Then satisfied he has reached his goal,  
His home port girl is his ace in the hole.

Oh, he may take time to drop a line  
To say that he is feeling fine  
And send her trinkets, a card or two,  
Or a snapshot taken with the crew.

So while he's dining some damsel fair,  
With flashing eyes and silken hair,  
His girl at home must broaden her view  
And expect to have a rival or two.

Oh, foolish man, he better learn,  
Before the tide, too soon, may turn,  
Or his ace in the hole may set him free,  
To sail to the girls on some distant lee.

No woman can ever be taken for granted  
Though a seaman's roots in the sea are planted,  
So treat her right, your ace in the hole,  
Or find your course not set on her final goal.

### Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

# The FOC'SLE FOTOGRAHER

By SEAFARERS LOG Photo Editor

After years of trial, error, promise and disappointment it appears that practical, single-solution developers and fixers (called monobaths) have finally become a reality. Quick, one-solution processing of films and papers for both amateur and professional may well be here as a permanent institution.

In straightforward film processing under familiar methods, three baths are used. The developer reduces to metallic silver the portions of the silver-halide emulsion that were exposed to light in the camera. The stop bath halts the action of the developer. The third and final bath, the fixer, dissolves away the silver halides remaining in the emulsion after development, leaving the metallic-silver negative image in the film.

In monobath processing, the film is developed and fixed simultaneously. It sounds fantastic, but that is exactly what occurs, as you will see when you try this remarkable system in your own darkroom.

### Long Research Problem

The idea of monobath processing is by no means new; it has long been the dream and aim of many photo researchers. But, for one reason or another, all previous attempts have proven unsuccessful. It remained for investigators at the Optical Research Laboratory of Boston University, working under contract to the US Air Force, to produce a series of monobaths that seem to combine the largest number of desirable qualities and the fewest drawbacks. The disadvantages of former monobaths have been:

1. Instability of the solution
2. Uneven development
3. Undue softening of the emulsion
4. Loss of speed of the emulsion

Without going into the technical details, it is enough for our purposes to know that the workers at Boston University produced formulas which completely overcame the first three difficulties given above. Apparently the group has not solved the problem of speed loss to its complete satisfaction, but work is continuing and eventual success is expected. (Speed losses range from 40 to 50 percent.)

Among the advantages of monobath film processing are:

1. Convenience. One bath instead of three. You mix, store and handle one combined developing and fixing bath instead of the individual developer, short stop and fixing baths required for conventional processing.
2. Speed in processing. Negatives are fully developed and fixed in six minutes (more or less, depending upon the film used). This is only 20 to 25 percent of the time required for fine grain processing by existing systems.
3. Excellent negative quality. Films properly handled in the monobath formula have good gradation, density and contrast.
4. Fine grain. Eleven diameter enlargements from negatives show no objectionable graininess or loss of resolving power. In fact, improved resolving power is one of the advantages that have been claimed for monobath processed negatives.

### Yellow-Brown Tone

Negatives processed by the monobath procedure do not appear to have quite as much density as those developed conventionally. However the difference is less than one half lens stop and under normal conditions may be disregarded. One thing you will notice is that monobath tends to deposit a yellowish-brown stain over your negatives. The stain will do no harm—in fact, it may actually contribute to the printing quality. But the same stain on your fingernails, towels and clothing is difficult to remove.

A question that needs answering is whether monobath-processed negatives and prints will have the same permanence as others developed and fixed in the usual manner. Here, the final answer is for those who undertake the fun of finding out. If you enjoy following new ways in photography and find excitement in discovery, you'll want to try monobath processing in your own darkroom. If you're curious, drop us a line and we'll send you the formulas.

## Del Norte Stars Star in Ball Tilt Against Argentine Nine

In addition to shipboard duties, privileges and rigors aboard the Del Norte, certain other advantages accrue to Seafarers who man the Mississippi vessel. Not the least of these, is the chance to play ball on the ship's team while down South America way.

Other vessels may have ball teams, but not many have a chance to perform so well in Buenos Aires, Argentina, and to cement relations between that nation and the US. Just such an occurrence took place last time the Del Norte sailed down that way, according to the "Del Norte Navigator," the ship's official shipboard publication.

The game between the Del Norte Stars and the Gymnasia y Esgrima Club took place in the latter part of February, the second of three tussles for the coveted Captain O'Pry trophy.



Carolan

Best two out of three wins the cup, with no reports available on the outcome of the initial encounter. The struggle as printed in the shipboard paper, ran as follows:

### Hit Pay Dirt Early

"It didn't take our Stars long to strike pay dirt, scoring a run in the first inning, but the blow that broke the pitcher's heart was a homer by team captain Mike Sporich in the third. In the fourth, a Niagara of runs, nine, cascaded in. There wasn't much to the game after that except to hold on and not blow up. This was done splendidly by the Stars who kept heads up and tempers down in the heat of four hours playing time.

"Joe Collins pitched some fine ball and kept cool when the going

was tough. In the bottom half of the fourth, the Argentines put on a rally that netted five runs on three hits and some errors. However, Joe recovered and put out the side. Another bad moment was experienced when the gauchos from down under threatened to score, and maybe tie up the game, in the last inning. Well, out came Mike Sporich in true 'fireman-Murphy style.' With the bases loaded and one out, he retired the side with nary a run scored.

### Fielding Display

"We witnessed some daring fielding by Bob Callahan. Hot line drives, pop-ups, slow rollers and fast ones were handled with equal ease by this hot-shot sparkplug, shortstop. 'He is tailor-made for this position' said Blackie Connors, who didn't do so bad himself, collecting three hits in five attempts, helping to put the game on ice.



Blaylock

"Johnny Blaylock, if he didn't do a perfect job backstopping, made up for it by his sheer stick-to-it teamwork, playing the full length of the game under the sweltering sun. Ralph Boyd, the chief radio operator, collected four hits out of five. Szantos and Benate, new recruits, showed great promise for the future. 'Chino' Sosa outsmarted the pitcher to get three bases on balls, as well as playing an able and capable second base.

### Collision Victim

"'Captain John' Suarez played so enthusiastically that he suffered a collision with the center fielder. Couldn't keep a good man down so he continued till the last out. The Stars were captained to a much-deserved 15-9 win by 'Red' Carolan."

The "Navigator" concluded with this summary of the game: "The boys from the Gymnasia y Esgrima were in their teens, so the contest was youth against experience, with 'know-how' winning out. They had excellent fielding, a very good catcher, good base running and a general zip and go about themselves just like American kids. They will be hard to beat next time out."

## He Don't Want No Rickshaw Romance



Not exactly in love with the idea of walking around town, Seafarer Pedro Villabol hops in a rickshaw in Durban, South Africa, for tour of city while on the Robin Tuxford. Photo by G. Crabtree.

## 'Row, Row, Row, Your Boat' Replaces Launch

Although Helen of Troy's face was supposed to have launched 10,000 ships in the Greek wars, Seafarer Vernon Hall is willing to bet that not one of them was a rowboat. Not when it was supposed to be a launch, anyway. Hall says that he's sure the celebrated lady couldn't have come in contact with a rowboat because he's seen all of them in the world aboard the Jefferson City.

Victory. Not one of them looks like a launch, either, he claims.

Hall is not the only one who has been seeing rowboats aboard the Jefferson City Victory, not by a long shot. He writes in to tell that the entire crew is goggle-eyed at the sight of rowboats pulling alongside the ship in foreign ports in place of launch service to take the men ashore on their time off. He says he never knew a rowboat in this world to look like a motor launch, company directives notwithstanding.

### Proves His Point

Just by way of proving his point, Hall goes on to say that when the ship stopped over in Naples, Italy, the men were all set for a good time ashore, as soon as the motor launch showed up to ferry them to land. What showed up was no motor launch, says he, but a good old-fashioned rowboat such as plied the waves to bring Columbus to a new land once his ship dropped

anchor. It was definitely not a sight for eager eyes in search of Neapolitan delights to see, for the men knew it would take them some time to get ashore. Also, they were aware of the fact that if any of them came back to dockside defying the law of gravity, there was more than an even chance that they might end up in the drink by pitching over the side of the rowboat while it wended its way back to the vessel.

Taking only six men ashore at a time was not exactly Hall's idea of adequate launch service, knowing it would be quite a while before everyone could be accommodated in that manner.

One winner doesn't make a daily double, thought Hall, and he was ready to give the company the



Hall

benefit of no doubt. However, he was sure the slight was intentional when the ship got to Tripoli. Peering anxiously over the side for sight of anything remotely resembling a motor launch approaching the ship, the men were once again disappointed. Lo and behold, there came another rowboat hoving to alongside the ship, ready for all minor transportation exigencies. The men used it, but they grumbled.

### Swim Anyone

In other ports during the voyage, when the weather got a little rough for rowboating, the men never got ashore at all. Of course, they had a recourse to all their problems. When there was no motor launch and no rowboat, one crewmember suggested the men could swim ashore, but he almost ended up in the drink for his trouble.

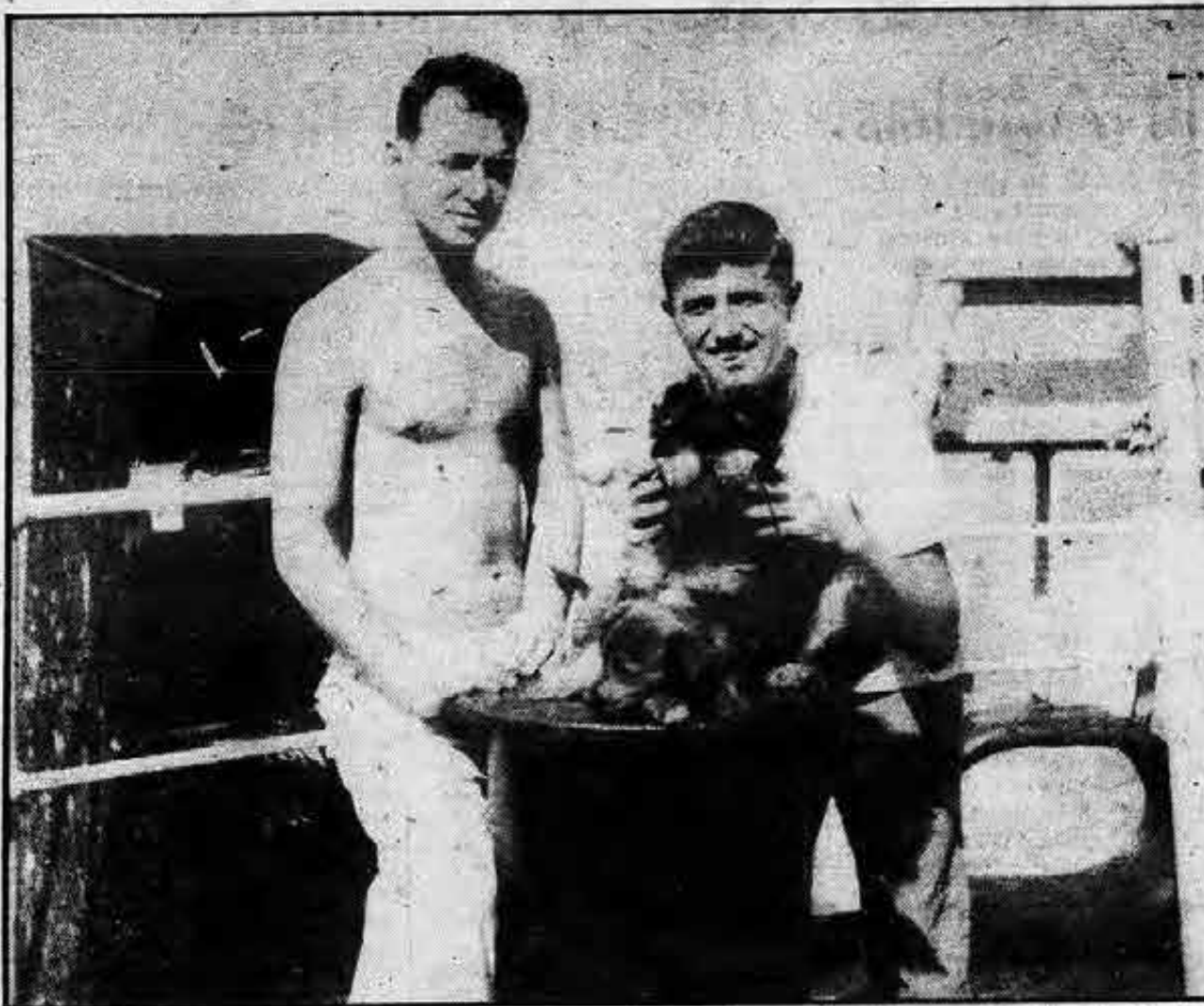
His idea was not received cordially at all, because no one cared to wetwash his Sunday clothes just for the fishes.

## Quiz Corner

- (1) A man desiring to pay off a debt of \$440 in monthly payments finds that he can pay \$20 the first month and thereafter increase each monthly payment \$4 over the previous one. How many months will it take him to pay his debt: (20), (11), (15), (14)?
- (2) Which one was rescued, Stanley or Livingstone, by the famous meeting of the two men in Africa?
- (3) What New England state borders on only one other state? Is it (Vermont), (Rhode Island), (Maine) or (New Hampshire)?
- (4) If Hawaii and Alaska win US statehood the US flag will have to be revised to include 50 stars. When was the last star added to the flag?
- (5) After the New York Yankees, which American League baseball club has won the most in World series competition?
- (6) Three times a certain number plus 14 equals five times the number less 12. What is the number?
- (7) Is the area of Canada greater or smaller than that of the US?
- (8) Which one of the following men was the Republican nominee for vice-president in 1940, when Wendell Willkie ran for president: (John Bricker), (Frank R. Knox), (Charles L. McNary)?
- (9) If you were on US highway number 9, would you be likely to be heading in an east-west direction or a north-south direction?
- (10) Six dollars is 30 percent of how many dollars: (15), (20), (30), (10)?

Quiz Answers on Page 25

### Pup Aboard French Creek Is Sight For Sore Eyes



Making a spectacle of himself aboard the French Creek is Yoko, a cute little pup picked up in Japan by crewmember Manuel Costa. Seafarer Harry Black, left, seems unimpressed by the goings-on, while Robert Mazzocca, holding eyeglasses on Yoko, is having a devil of a time. Black owns the other puppy just in front of canine comedian.

## The SPORTS LINE

By Spike Marlin

It's always news in the fight game when an interesting-looking heavyweight comes along because the heavyweight division is noted for its poverty of talent. That's the main reason why a great deal of fuss is being made about Tommy "Hurricane" Jackson.

Jackson, who only has 18 professional fights, sprang into prominence on the strength of three straight victories; the first over Rex Layne the worn out Utah punching bag, the second over the battle-wise Clarence Henry and the third over Dan Bucceroni who was being touted as a Marciano opponent. Most of the excitement came after the Bucceroni fight when Jackson finished off the tall Philadelphia in six heats.

#### Busy Windmill

Apparently both writers and on-lookers were overcome by Jackson's windmill style which makes him look more like a busy lightweight than one of the big fellows. He throws a tremendous number of punches from all angles from bell to bell.

Actually right now, Jackson is little more than another Irish Bob Murphy, with one important difference—Murphy, a southpaw, was a one-handed fighter exclusively, and he was considerably older than Jackson when he got into big time. He too made quite a splash a

couple of years ago until Harry Matthews gave him a skillful spanking and Joe Maxim later boxed him silly in a light-heavy title bout.

Like Murphy, Jackson's knowledge of boxing could be written on the head of the pin. Both of them won fights simply by wearing down the opposition.

While not discounting Jackson's victory over Bucceroni it should be remembered that Roland La Starza knocked Dan down no less than six times and Murphy took him out inside of four rounds. Bucceroni is a fine-looking fighter as long as he is able to box straight stand-up style, because he has as pretty a one-two combination as you'd like to see. He simply can't handle the fighter who pounds him inside.

#### Tired In Ten-Rounder

Jackson looked less impressive in his bout with Henry than in the Bucceroni fight. He had to go the full 10 rounds with Henry, and as is to be expected, he tired from the furious pace he sets for himself. The result was that in the last three sessions Henry had him pretty well on the run.

Before Jackson can be considered a real threat he will have to learn to pace himself for the full 15 rounds. And he will also have to learn a little bit about boxing,

## Late Draws Plague Jean Lafitte As Ship Sails On Far East Run

Things are not going too well aboard the Jean Lafitte, writes Seafarer R. Willoughby, thanks mostly to the captain whom the men have labeled Sherman "Two-Gun Late-Draw" Foster.

The crux of the situation which seems to be annoying the men aboard the Waterman scow is the fact that the skipper goes out of his way to come up with a late draw, port in and port out. Only his methods vary, they claim, but not overall effect. It's always heigh-ho to a port and what happen to the draw!

Documenting the case, Willoughby points out several instances of the captain's failure to supply a money draw to the men while in a foreign port, when there was more than ample time to supply them with the wherewithal. The men might have countenanced one abrogation of the rules, but they looked with jaundiced eye upon repeated

attempts by the skipper to delay the draw and its consequent pleasures.

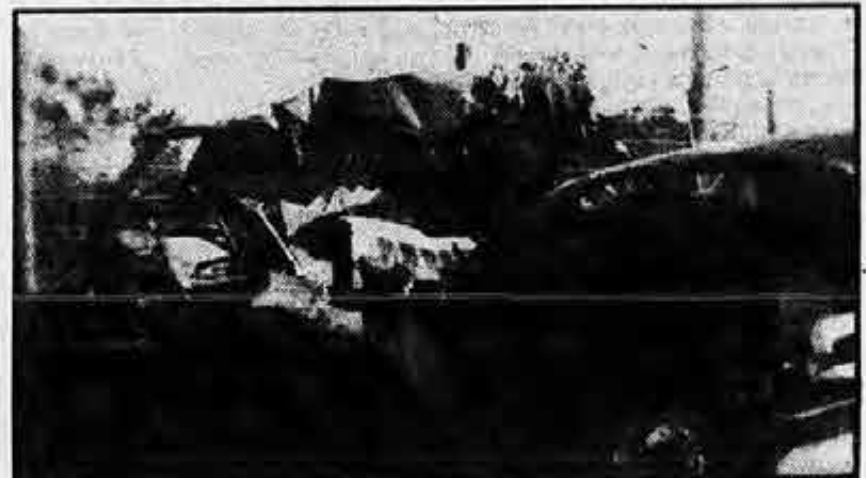
For instance, writes Willoughby, take the case of the ship arriving in Oakland, California, not too long ago. Moving over from Long Beach, the ship arrived at Oakland at 9:30 AM. The captain, after much evasive action, gave out the draw at 6:30 PM, claiming he got lost wending his way through traffic from San Francisco. The men were inclined to disbelieve the story on the grounds that any man who can guide a vessel along the ocean's many chartered and un-chartered routes, without seeing land for weeks on end, should certainly be able to maneuver his way between the two cities without a maximum of trouble and delay. However, some of the crew who lived in the area, and were either motorists or pedestrians, commiserated with the beleaguered skipper.

#### Gets Worse

If the men thought that was bad, it got worse later on, reported the Seafarer. After a rough crossing of 19 days to Yokohama, Japan, the vessel dropped anchor at 9:30 PM one evening and the men were ready for a little rolistering amid the girlsans. By some stroke of luck and twisted logistics, the port agent had the money and the mail on the dock after receiving several estimated times of arrival, as well as the ship being three days late. The draw never took place, because the captain didn't know which way was up by the time the vessel had been in port for one-half hour.

In Muroran, he claimed the banks were closed, but the agent gave out the money later. All in all, it was one heck of a late-draw voyage.

### Sellers In Savannah Smash-up



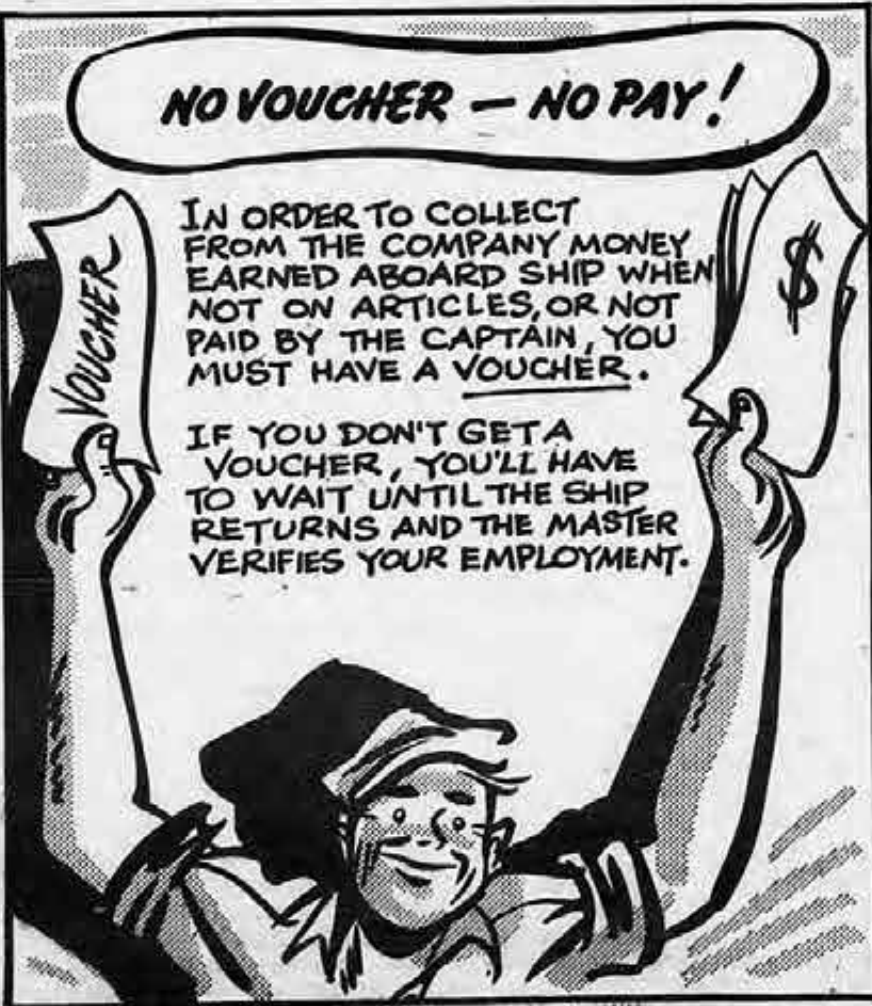
This is what car driven by J. B. Sellers looked like after running vehicle into rear of stalled truck in Savannah, Ga. He escaped with minor injuries, which cannot be said for the car.

## Seafarer Sam Says

**NO VOUCHER — NO PAY!**

**IN ORDER TO COLLECT FROM THE COMPANY MONEY EARNED ABOARD SHIP WHEN NOT ON ARTICLES, OR NOT PAID BY THE CAPTAIN, YOU MUST HAVE A VOUCHER.**

**IF YOU DON'T GET A VOUCHER, YOU'LL HAVE TO WAIT UNTIL THE SHIP RETURNS AND THE MASTER VERIFIES YOUR EMPLOYMENT.**



## GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here is John Gibbons' recipe for "mulligatawny soup."

With balmy days putting in an appearance now, it's a good time to dust off those hot-weather recipes, says chief cook John Gibbons, an SIU man for the last 15 years who's been sailing in the galley since 1932.

"Mulligatawny soup" is one of the best because, although it's hot when eaten, it will leave you feeling comfortable and cool soon after you're out of the messroom. The soup, of East Indian origin, means "pepper water" in the native tongue, but there's a lot more to it than that, Gibbons points out.

To prepare it, here's what you do: make about 5 gallons of stock, using veal and chicken bones, a carrot, turnip, onion, some celery roots, 3-4 bay leaves and 1/2 teaspoon of leaf thyme. About 2 hours of cooking will have it boiling at the high point. Next, melt 1/2 cup each of butter and bacon grease and blend in 2 cups of well-sifted flour. Stir this mixture about



Gibbons

2-3 minutes until it is smooth. Add 2 tablespoons of curry powder and mix a minute or two more.

Now, while cooking all the time, slowly add in the stock and bring it up slow for 3-4 minutes. Finally add the following diced or cubed ingredients: 4 apples, 4 onions, 3-4 carrot, 1 stalk celery, 2 white turnips and 1 can crushed tomatoes, all of which have been braised for about 10 minutes. The juice of 1 lemon should be included while braising and the whole combination should then be kept simmering on a very low fire about a half-hour. It should appear as a fine yellow or slightly orange color. Parsley can be sprinkled on top, if you like.

Add salt and pepper to taste and serve with boiled white rice, boiled noodles or even spaghetti. "The crews on many ships I've prepared it for have taken to Mulligatawny soup as a 'meal in itself,'" Gibbons added. "It's tops in hot weather climates." (Feeds 50).

### Explains Beef In Yokohama

To the Editor:

For the past two weeks Yokohama has been jumping with what's known as the Immigration Center Beef. It's all history now but while it was on, charges and counter charges galore flew hither and yon. Inasmuch as the beef involved several SIU men who were at the Immigration Center at the time, I would like very much to clarify and explain just exactly what happened and how it was more than ably handled by Dick Kim, SUP Agent in Yokohama.

First let me tell you the setup in the Immigration Center. It has as inmates seamen of all nationalities who have failed to join their ship when their respective vessels departed. It is a dormitory type set-up and while, I'm sure, it is no palace, still it can be termed adequate. The food served is below shipboard standards, but can be compared favorably with Army chow. Additional food from nearby restaurants can be purchased at any time. The Japanese immigration police are very easy to get along with and the telephone is always available to call the SUP hall.



Lipkin

On several occasions I have seen the police bring detainees down to the union hall and have noted with interest that they are never averse to permit the persons involved to shop, visit friends or even stop for a couple of fast ones. To sum it all up; as jails go (and I wish they would!), it's not a bad one. Compared to the can in Manila and Buenos Aires, and here, I really speak from personal experience, it's quite the country club.

#### Comes To Light

The beef came to light when a letter appeared in the Nippon Times, an American language daily printed in Tokyo. It was signed by sixteen seamen and it was a stirring indictment of the unbearable conditions at the Immigration Center. The men stated in no uncertain terms that the place was filthy, the food terrible and that they were not permitted to contact their consuls and company agents and further, several of them were being denied much-needed medical attention.

If the facts stated in the letter were anywhere near true it was indeed a deplorable condition. Knowing that there were men from my own organization being held there and being concerned for their well being, I went to the SUP hall to find out what the beef was all about and to wire headquarters at New York if it could possibly help. I learned from the SUP hall that the entrance to the dormitory had been barricaded from within with beds and mattresses and the place was under a state of siege.

#### Sitdown Strike

A sitdown and hunger strike was in progress and no one could get in or out. The recalcitrants kept the rest of the inmates under control with threats of death. Eventually it was broken up by the authorities.

Now that it's all over, this is the way I see it. It was a bum beef from start to finish and anyone with a grammar school education could see that there was a method and a purpose behind it all. The purpose was to blacken Kim, the duly appointed AFL representative, and the method was riot and confusion. The guiding hand of some one who knew his stuff regarding this type of thing was apparent. The poor

clowns on the inside were the dupes and the tools.

#### Union Book Precious

My Union book is something I hold and cherish dearly. The SIU is a big part of my life and I rise and fall with it. The organization is international in its scope and I accept and endorse as my brother any and all of our affiliates in the SUP, the MCS-AFL and the MFOV. I sailed with them on my last ship, the Sword Knot, and have found them to be good shipmates and good friends without exception.

As regards the SUP hall in Yokohama, I feel that here truly I can speak with authority. I have been hospitalized with a broken leg for four and a half months, and without the assistance, moral and financial, that I have received I would be in rough shape indeed. I have proper legal representation and first class treatment from the company agent. I have everything I need and I'm being treated with all consideration. All this is due to Kim's interest and efforts on my behalf. He's a first class piecarr and a first-rate guy. I'm proud and happy to call him friend and brother. Men of his caliber and stature have made the AFL what it is today and it is truly deplorable that any attempt has been made to blacken and besmirch him and the organization he represents.

It is very gratifying to know that from all this huiabalo and bum rapping, Kim has emerged stronger than ever in the esteem of all seagoing men of the AFL. The port of Yokohama is now calm and serene and I extend best wishes to all. See you soon, I hope.

Max Lipkin

### Takes Pictures Aboard Warrior

To the Editor:

With all the eager material aboard the "Wandering Warrior" it would be a shame not to share these smiling faces with the many LOG readers. This one is a really happy ship.

Our most famous member is famous indeed. Sailor Olavi Kivikoski picked this ship as his first since his historic voyage of 67 days crossing the Atlantic in a 33-foot boat. He is a great guy and when his story is published we'll certainly plug it.

There'll be more pictures later, as we're on our way to France, Greece and Turkey before we go home. Until we get some developing done then, we'll sign off for this time.

"Flashbulb" Bob O'Rourke and the Warrior crew



Seafarers bask in reflected glory as they gather around intrepid seaman Olavi Kivikoski on his first voyage after solo run in Atlantic. Shown above are, left to right, top row, Walt, Levy, Burns; bottom row, Johnson, Kivikoski and Hathcock.

# LETTERS

### Thanks Those Who Helped Him

To the Editor:

I am under the physically disabled benefit, which enables me to lead a happy and normal life. I would like to thank the Union for the time and energy put into getting it for me, for I know that I would never have gotten it except for these tireless efforts to put this through for me.

I have had plenty of experience with shipowners and know that you don't get anything from them without a struggle. I want to thank the members of the Welfare Services Department for their kind and courteous treatment and assistance while my benefit was pending. I would like to tell the membership that if any of them has a problem, take it up with Walter Siekmann and you will be treated with courtesy and helped on any problem, as I was.

We sure have the best seaman's union in the world, and the Union book is better security than any bank book. Let's make it even better than it is now by all doing our part.

Burton J. (Curley) Frazer

### Has High Praise For Welfare Aid

To the Editor:

I've just come out of the Staten Island hospital for the third time. The last time I went in was on Dec. 11 after transferring from the Sasebo, Japan, hospital when getting off the Olympic Games.

What I want to say concerns the Union and the Welfare Service Department. I believe the services offered by the department are the greatest thing in the world to combat loneliness and discouragement while a Seafarer lies in the hospital. The assistance we get from the welfare staff is terrific. The visits are rewarding enough, but when you add to that the payments from the Union as well as the reading matter brought to us by the patrolman, it is just so much icing.

The money is a great help to the men. It often helps them pay the rent on their flat back home. The men felt 100 percent better knowing the Union is behind them and thinking of them. The Welfare Department is the greatest.

I don't think it is possible to get better personal care anywhere in the world than we get under the

auspices of the Union at the hospitals. In addition, the Union helped me out with my money problems. I had some money coming from the company and I got it without any trouble at all, thanks to the SIU. The Union and the Welfare Services Department are the best in maritime. Everyone gives high praise to Walter Siekmann and his staff.

Hans R. Hanssen

### Crewmen Will Soon Be Ducks

To the Editor:

Would you please send a copy of the LOG to my home in Baltimore, as I like to keep up with the doings of the Union, and while I am at sea I don't get to read all copies.

There is not much to report as to the doings aboard the Strathbay this trip, except that the storm doors leak so badly that the crew will probably have webbed feet by the time this ship reaches port.

I will write again after we reach Yugoslavia and see how the crew acts after a rest between drinks.

Charles V. Bedell

(Ed. note: We have added your home address to our mailing list as you requested.)

### Wants To Get LOG Once Again

To the Editor:

I used to receive the LOG, but somehow it stopped coming. I have always been able to obtain copies at the Union Halls and other places both in the United States and overseas, but sometimes I miss a copy or two. The LOG being my favorite reading, I would like to have it sent to my address, so the back copies will be home when I arrive there after the trip.

I live with my sister and brother-in-law, who works on a weekly newspaper. He is foreman there and has read several copies of the LOG; he said he is glad that the LOG isn't a competitor, as he would have to look for another job.

I know the LOG has received many compliments, and in my opinion it should get an oscar for being the fine, educational, informative paper that our editorial staff puts out. Keep up the good work.

Frank Van Dusen

(Ed. note: Your name has been added to the LOG's mailing list, as you asked.)

### Seamen's Friend Dies In Mobile

To the Editor:

Many seamen from the Mobile area will be sorry to hear that Mrs. Eunice H. Taylor, physical therapist at the Mobile outpatient clinic of the USPHS, passed away at her home here. She died in the early morning of March 22 of a heart attack. She will be well remembered by many SIU men, for she had a way of treating each man as if his was the most important case in the hospital.

Mrs. Taylor has been with the USPHS since March 2, 1936, and had been on duty in Mobile since July 3, 1947. Prior to this, she had been at Hudson and Jay in New York.

William Wood

### All Hands Help Ailing Seafarer

To the Editor:

It gives me great pleasure to take this opportunity to thank you and the crew of the Robin Wentley, Captain Brockman, and the purser, Mr. Lyon, for their attention to my behalf. Everyone did his utmost to make my trip back from Capetown, South Africa, as comfortable as possible.

The food was excellent and the messman went to extremes to satisfy me. He served me as though I were some diplomat, or something.

I was hospitalized in Capetown for a cardiac condition and emphysema, a lung disorder. Sister Frances and Sister Cross at the Monastery Nursing Home treated me wonderfully, and so did Mr. Sinall of the Seaman's Mission.

I would like to thank the delegate for writing ahead and contacting Al Thompson of the Welfare Services. He made all of the arrangements to have me admitted to the Marine Hospital on Staten Island. He also took care of my baggage. Toby Flynn was on the job next day, to see if I needed anything. Thanks a lot, again, to everyone that helped me.

James H. Harker

### Asks Government To Train Men

To the Editor:

I am in favor of an educational system for maritime training as a fine thing. I think the companies, Government and the unions should be willing to maintain it.

The whole maritime industry benefits. The companies benefit by better-trained men. The Government, like the companies, benefits if war comes by properly trained men who could easily train the untrained or take out any type of ship on short notice. And the unions could be certain of the man's skill when he is sent to a job. Private individuals benefit by education, upgrading, raising of prestige and reputation.

Of course, the schooling must be held to the men of the maritime trade, with no initial training, only refresher and upgrading classes. This looks cheap enough to me for the Government's defense, the company's welfare and the union's protection and cheap enough for all.

There is nothing more to be said, only action to be taken—I hope.

William W. Williams

### Member's Wife Enjoys The LOG

To the Editor:

Would you please mail me the LOG, as I haven't received it in quite a long time. My husband is a Union member now on a voyage with the Steel Surveyor (Isthmian).

I wish to say that I enjoy reading this wonderful paper and feel very lost without it. I will appreciate receiving the LOG as soon as possible. Thank you.

Mrs. Eusilvo Andaya

(Ed. note: Your name has been added to the LOG's mailing list.)

### Now A Student Wants LOG Sent

To the Editor:

Since receiving my permit card in Boston last December, I have been taking a short break and studying in Mexico. I would very much appreciate it if you would send me a copy of the LOG to the above address, as I would like to continue to follow the Union's activities.

Charles Grader

(Ed. note: We have added your Mexican address to our mailing list.)

### Steeplechase A Sad Day To Some

I am writing this letter from Liverpool the day after the Grand National Steeplechase held an Aintree every year. It is the greatest race of its kind in the world. I was a sad witness because my pig fell at a fence and is still coming in. The winner, as no doubt you know, was Royal Tan, an Irish horse owned by Mr. J. Griffin, trained by Mr. O'Brien. The jockey was Mr. B. Marshall. Marshall won last year's Grand National on Early Mist, also owned by Mr. J. Griffin, likewise trained by O'Brien.



Fitzsimmons

The biggest news over here is the H-bomb, and our friend, Senator Joe McCarthy and Private Schine. The political artists are having a field day. I hope to be back in the States shortly; please give my regards to all the blokes and brothers.

John Fitzsimmons

### Thanks Crew For Good Treatment

To the Editor: I wish to thank the crew of the San Mateo Victory for the good food and good treatment all around while I was on temporary duty in Pusan on March 23. I am glad to have met such a fine crew, especially Bob Black. I sailed with him on my last ship, the Puerto Rico, before I was so rudely interrupted by the draft board.

I missed the Topa Topa by 12 hours. Another SIU ship in the harbor was the Badger Mariner.

The newly completed USS Club in Pusan is a good place to spend an evening. I will be glad when I get out March 1st, 1955. I will gladly change my 45 for a marlin spike. I would like to hear from some of my former shipmates.

Pfc. Roy A. Johnson  
US51233628  
622 MPCO APO 358  
c/o Postmaster  
San Francisco, Cal.

### Seminary Will Receive LOGS

To the Editor: Notre Dame Seminary of the South, which educates men for the priesthood, is compiling the only permanent periodical library in New Orleans. Fred Kreger, financial secretary of the Painters' Union Local 1244, is contributing his copies of the LOG, along with other AFL papers, to this library, which means that labor's side of the picture is going to be permanently available through the news items, editorials, etc., currently being published in labor papers.

Since the LOG is such an excellent paper and realistically reflects the problems of the men of the merchant marine, it is good for posterity to have it on permanent file in such a library, but it is also good for the LOG to put such first-hand labor information so truly representing the Union, where young men studying for the priesthood many know the true conditions. The library will be open to anyone wishing to use it.

Lou Van Sleklen

(Ed. note: A copy of the LOG will be sent regularly to Notre Dame Seminary every two weeks, as issued, from now on.)

### Union Gets Him Hospital Aid

To the Editor: I'm sure none of the brothers need any assurance from me that the Welfare Services Department of the Union is doing a real job for

# LETTERS

all of us, but I'd like to put in my two cents' worth anyway.

With shipping slow the way it is, I've been on the beach now for quite some time and had a little trouble getting into the marine hospital for a check-up. My malaria has been acting up again and I wanted a real check-up to find out what it's all about.

Without the Welfare Department, I'd still be waiting around to get into the hospital, and it might be a long time yet before I'd know what's wrong. But thanks to the Union's efforts, through the Welfare Services, I was admitted to the USPHS clinic at Hudson and Jay Streets in New York, where I got a complete check-up over a two-day period.

I'd even been treating myself for a while, because I couldn't figure a way to get into the hospital. It seems to me that a man who's been going to sea for 35 years and served in the US Navy shouldn't have any trouble getting into a marine hospital, but that's the way it worked out.

Thanks again to Walter Siekmann and the welfare gang on the second deck at headquarters.

Robert Fred Walker

### Chow Is Good All The Time

To the Editor: We, the crew of the Show Me Mariner (Bull), better known as the Floating Waldorf Astoria, want to bring to your attention in the LOG that this ship is one of the finest that we have had the good fortune to find ourselves aboard, and is mastered by Captain A. R. Bellhouse, who rates tops with the crew. Our chief mate is Edward Baker, and the junior third mate is a former member of the SIU, Mike Connelli is the purser. They really look after the welfare of the crew.

We crewed up in Baltimore on the maiden voyage, bound for France, England and Germany via New York. There is not even one beef and everybody gets along as if they are all brothers. There is never a grumble about the chow.

I also want to bring to your attention that this ship feeds good whether it is a holiday or not. Those other ships, that claim to be good feeders, were only so on special occasions. Our steward is John C. Reed, who hails from Iowa and our chief cook is John S. Kozerski, who is one of the best chief cooks that we have sailed with in a long time. Our baker is Harry T. Dean, who turns out some of the best pastries that we have eaten in a long time. The deck department is headed by Mike Dembroski, Andy Andreshak, Nicholas Swolka and John Buzelewski.

John Buzelewski

### GI Has That Old SIU Wanderlust

To the Editor: It surely has been swell receiving the LOG while in the Army. I like to feel that I am still part of the SIU, even though they call me a PFC.

I am stationed here in Straubing, Germany, about 22 miles from the Czechoslovakian border. It is in the Bavarian section. A year in one place is too much to take for a Seafarer. I sure will be glad to return to my travelling days on the good SIU ships. I miss the OT and the good chow too.

Best wishes to all my former shipmates.

PFC Fred A. Serrah  
US 51205377  
HQ Co. 6th A/C Regt.  
APO 46 c/o Postmaster  
New York, NY

### Recalls Germany In Older Times

To the Editor: Will drop a few lines to give you some kind of a score on this town. I have not been in Bremen, Germany, since the year of 1928. That was on the old West Kyska. Captain Reed was the skipper and Olson was first assistant then.

Years may go by but they still have that good old beer here. We go to Hamburg tonight. I think the last time I was there was in 1939 the day war was declared. I was on the old Wacosta and we were stopped by a German submarine. They came aboard and shook us down. We had a full load of Scotch whisky from Glasgow, Scotland, aboard consigned to New York. They held us up for an hour and a half, but no damage was done. I will never forget those days.

We leave for Hamburg tonight on my watch. We're due back in Mobile, Alabama, about April 10, so they say. Tell all my friends I said hello up New York way. Right now I'm on the La Salle.

James P. Creel

### Men Fired For Phony Excuses

To the Editor: I'm just returning after a three-and-a-half-month trip to Japan and the Persian Gulf on the French Creek (Cities Service). Our first port in the States was Houston, where we paid off. We sure had our share of beefs on here, thanks to the old man. If it wasn't for

him, I am sure it would have been a much nicer trip.

The ship's delegate, Mont (Fingers) McNabb, Jr., who is doing a fine job on here, asked the old man if he would send our mail ashore in Singapore, where we stopped for bunkers, and we would sign the log for the amount. He said it involved a lot of work for him and he did not care to be bothered. A wire was sent to headquarters about the matter. Whatever happened there I don't know, but when we got to Singapore, the old man changed his mind and sent our mail ashore. He comes from Norway and his name is Reinertsen. He has passed remarks about American ships and is a phony from the word go.

The night before we got to Houston the phony steward told the following men they were fired for the following reasons: Earl Bontelle, chief cook, cooks too much; Harry Black, second cook and baker, can't bake; Julie, third cook, uses five cans of vegetables instead of three for the crew; Mike Boggs, pantryman, incompetent and Dan Beard, BR, too slow. The steward claimed that the cooks used five and a half months' stores in three and a half months.

Well, anyway, to make a long story short, the crew stood behind the steward department. The patrolman, Charles Kimball, really went to bat for us and found the steward to be a phony. Charlie told the old man that the steward department was staying on and that he would have to pay the men replacing us two days' pay. The old man didn't go for this action at all so he called the company office in New York and told them the setup. The company office got Joe Algina on the line. Joe said we stay on, so that ended that two-hour argument till we got to Baltimore. Then it started again. This time all the men who were fired quit except the BR and the baker. The old man fired them again, but changed his story.

### Dirty Porthole Frames

He fired the BR because he didn't clean around the portholes often enough. The Baltimore patrolman said that he stays on. As for the baker, he had to go because he didn't get up at 2:00 AM when he was supposed to. He would get up at 3:00 or 4:00 AM instead, and for this reason he was fired. His work was put out and satisfactory as far as the crew was concerned. It was all a chicken beef, but the Baltimore patrolman said his hands were tied, because the baker did not get up on time.

The way I feel about it is this. The steward department has just so much work to do. When it is done, well, that's it. There just is no more to be done, so what difference does it make when a man turns to, as long as the work is put out to the crew's satisfaction.

The crew on here is really tops—one of the best I have ever had the pleasure to sail with, and I am proud to be part of it. Some of the oldtimers here include Charles Capeman, Harry Jaynes and Woodie Woodford.

Meyer H. Black

### Wants To Get Personal Paper

To the Editor: Would you please put me on the LOG's mailing list. At the hall, they're gobbled up like hot cakes. It's the best union paper I've ever run across. I'm also including a library form from the latest edition. Here's to more and better articles in the LOG's tradition.

S. J. Hutchinson

(Ed. note: We have added your name to the LOG's mailing list.)

### Suggests Clinic For SIU Families

To the Editor: The letter by Mrs. Virginia Teears in the March 19th LOG merits attention. I feel there is enough room in our welfare setup for an established clinic and hospital service for members and their dependents in all branches covered by the SIU, where treatment would be unlimited. Realizing such an idea may be a major problem, it no doubt will eventually be acted upon by our wide awake Union representatives.

True, the Seafarer himself is fairly secure when sickness strikes him, but what of his family, especially if it's a large one? While some have a little put aside for a rainy day, there are many who are not so fortunate for the high cost of living and rents eat up all his earnings.



Jellette

There are many phony health plans offered to the public, containing small-print gimmicks, gouging money from victims, giving nothing in return when it is vitally needed.

Some of our brothers have had this tragic experience. Reputable insurance companies have a limit on payments and services, and according to the press recently should one become eligible to claim they just drop the policy as quickly as possible. Future illness for him or his family means either a private hospital at high rates or a public institution.

From talks I've had with our welfare director, Walter Siekmann, I understand that much research has been made along these lines by the Union. If a plan can be worked out beneficial to our members, I feel sure that, as in the past, our Union will go all-out to put such a plan into operation. The record of the SIU's Welfare Plan speaks for itself—unlimited payments and service to our members. I have not heard of any other union that offers its membership such valuable service. All this, along with the best contracts in maritime.

John Jellette

### Wants To Help Men And Family

To the Editor: Will you please publish in the LOG the following notice to all seamen:

If you are in Galveston, Tex., and need a place to leave your gear while you are being hospitalized, instead of paying room rent on it call 2-8534. Or maybe you need an inexpensive room in a nice home for your mother or sister to sleep in while visiting you in the hospital. If so, don't forget to call on "Mom" who served you faithfully since 1940.

Alice Knowlton (known to seamen as "Mom")

### LOG Makes More Friends For SIU

To the Editor: During a visit to Pennsylvania I was invited to the Polish and American Club at Bobtown, Pa. It happened that I had a LOG in my pocket and I showed it to the members, who asked me if a copy could be sent to them regularly, as they liked the way it is written—straightforward and to the point. Many of them are members of the United Mine Workers.

E. Vlodek

(Ed. note: The LOG will be sent regularly to the Polish and American Club as you requested.)



Solid galley crew makes it hot for boys on board the Show Me Mariner. They are, left to right, S. S. Acero, Harry Dean, Enriquez Diaz and Jan Kozerski.

# A Seaman's Lone Expedition To Japan

Seafarers who look with longing toward the magical Isle of Japan, complete with its friendly girl-sans, may find it hard to believe that seamen were once distinctly unwelcome in that country. But until Commodore Matthew Perry opened the gates in 1853-54 by showing up in Japan with a well-armed fleet, it was a closed country for all but Dutch traders who had a precarious foothold on an island in Nagasaki harbor. Once a year the Dutch were allowed to bring in a ship. Otherwise, all other contact with foreigners was forbidden.

Nevertheless, there were some seamen who landed in the forbidden islands, usually as a result of whale-ship wrecks. In the 1800's the waters of the North Pacific were favorite hunting grounds for the New England and California whalers and victims of shipwrecks in that area would more often than not be carried ashore in Japan.

### Cast Himself Ashore

In every known instance, these men were imprisoned and some were put to death. But one adventurous seaman, Ronald MacDonald, deliberately went ashore in Japan in 1848, in the hope of building an empire for himself on the islands. His attempt was doomed to failure from the start, as he was kept in prison or under house guard for the full period of his stay until he was finally released one year later through American and Dutch intervention.

MacDonald, whose one-man invasion of Japan was only one of a series of unusual adventures, was born in Fort George, British Columbia. He was the son of a Scotsman who was employed by the Hudson Bay Company, but his mother was an Indian princess of high rank in the tribes of the area.

The start of his far-fetched idea for an expedition to Japan came in 1834 when he was only ten years old. Three Japanese fishermen were picked up off Vancouver Island after surviving a shipwreck. MacDonald got to know the fishermen and formed the hazy idea that somehow the Japanese were related to the Indians he knew. Since he himself was of royal Indian blood, so to speak, he got the dream of establishing an empire among the Japanese. The whole impractical scheme was mixed up with the idea of converting the Japanese to Christianity.

In the growing years that fol-

lowed, MacDonald's family moved from one Hudson Bay Company post to another while he hunted, trapped fur-bearing animals and worked as a woodsman. However, the idea of going to Japan stayed with him.

### Shipped On Whaler

Finally, he left the Northwest, striking out for New Orleans where he shipped out as OS on the whaler *Tuscany*. That vessel wound up in London at the end of its voyage, after which he shipped on a variety of merchant vessels including ships engaged in the illegal African slave trade.

Through all this time, MacDonald was looking for the opportunity to get to Japan. His chance came when he signed on the whaler *Plymouth* in the Hawaiian Islands in 1848.

It was pretty widely known at the time by everybody in the seafaring trade that contact with the Japanese was a pretty risky business. Several whalers that picked up shipwrecked Japanese fishermen found to their surprise that the Japanese more often than not would not take them back. If they did, the unfortunate fisherman were subject to a death penalty for having had contacts with foreigners.

The reverse was also true. Shipwrecked seamen who landed on the islands were assured of an inhospitable reception. Many of them were imprisoned for years. Others were put to death. And since the mid-19th century was a time when whalers ranged far and wide across the North Pacific whale fisheries, there were many such instances on the record.

The Japanese dislike for foreigners dated back to the 16th century when Portuguese merchantmen, seeking out the riches of the East, established trade relations with the islands. If the Portuguese had been satisfied merely to trade, there would have been little trouble. But the westerners were intent on "saving the heathen," which meant conversion to Christianity.

### Slammed The Gates

Franciscan missionaries settled in Japan and made such rapid headway that the Japanese government became alarmed. Figuring that Christianity and conquest



The unfortunate jailer who brought some female relatives to jail to goggle at the imprisoned seaman, had his head lopped off as punishment for exposing Japanese women to contact with a foreigner.

went hand in hand, they quickly slammed the gates on the Portuguese and all other foreigners with a series of decrees. Only the discreet and diplomatic Dutch escaped the Japanese wrath.

One well-known instance of the way the Japanese treated foreign contacts was the famous case of a shipwrecked Japanese boy who was picked up in 1840 by the American whaler *John Rowland*. He was taken back home to New England and went to school in Connecticut for six years. Afterwards he got homesick and went back to Japan. He was imprisoned immediately and released only when Commodore Perry arrived in the Islands because the Japanese needed an interpreter.

### Asked To Go Ashore

MacDonald was well aware of the dangers involved but despite them when the *Plymouth* came close to the northern islands of Japan he asked to be put afloat in a whaleboat. The captain agreed reluctantly and let him go. None of the crewmembers would cut the painter believing that they were condemning him to death, so MacDonald, with one final dramatic flourish severed his last tie with the ship and went off on his own.

As soon as he got within sight of shore, he deliberately capsized his boat, posing as a shipwrecked sailor. He was picked up by fishermen and taken ashore at Tangore. There he spent some time in protective custody trying to learn as much Japanese as possible while his captors tried to decide what to do with him.

From there they took him in a series of shifts from town to town, prison to prison, where he appeared before a variety of local potentates, all of whom made no final decision on him. He was taken to Tutumari for trial and imprisoned there awhile. Subsequently he was shifted to another jail and appeared before the local governor there. By slow stages, usually traveling by junk, he was shifted southward, sometimes in chains and sometimes in relative freedom.

During all this time he saw little of the Japanese other than his captors. On one occasion his jailor permitted a visit by some women relatives who, like women everywhere, were no doubt consumed with curiosity about this strange creature. The news of the visit got to higher authorities who promptly had the offending jailor's head lopped off.

Finally, after months of the cat and mouse treatment, MacDonald was sent to Nagasaki where he was spared the death penalty but imprisoned in a small house. There he became a teacher of English to

young Japanese. Many of them later became diplomats when the Japanese government established regular contacts with other countries.

Finally the American Navy corvette *Preble* showed up in Nagasaki harbor in the spring of 1849 and negotiations were undertaken through the Dutch for release of 13 American seamen imprisoned there by the Japanese. The procedure was completed in April 1849, and MacDonald was released with the rest. He had spent nearly a year in Japan but had never gotten started on his ambitious dream of empire.

MacDonald's later adventures rivaled his Japanese trip. After his release, he went to Singapore and joined the crew of the *Sea Witch*. The ship was wrecked in a hurricane but his luck held and he made it ashore by clinging to some timbers. His next stop was Australia where he joined in a local gold rush and struck it rich. His gold diggings made him wealthy for the time being, but the restless seaman couldn't stay put in one place for long. He caught a ship to Rome, Italy, and from there made his way to England.

Finally, at the ripe old age of 30,

he decided to give up his wanderings and return to the Pacific Northwest. He spent the next 40 years prospecting and farming, until his death in 1894 in a wilderness cabin at Fort Colville, Washington.

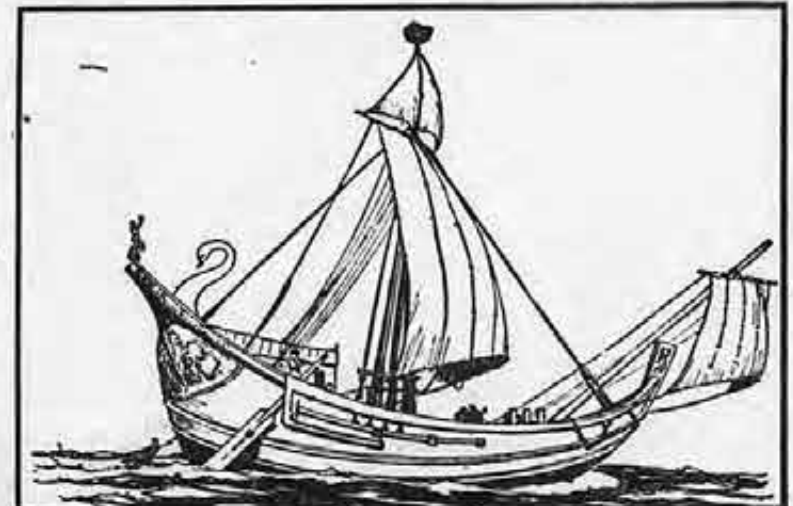
## Olde Photos Wanted by LOG

The LOG is interested in collecting and printing photographs showing what seagoing was like in the old days. All you oldtimers who have any old mementos, photographs of shipboard life, pictures of ships or anything that would show how seamen lived, ate and worked in the days gone by, send them in to the LOG. Whether they be steam or sail, around the turn of the century, during the first world war and as late as 1938, the LOG is interested in them all. We'll take care of them and return your souvenirs to you.

## SHIPS OF THE PAST

### "The Roman Corbita"

Great soldiers and travelers, the ancient Romans pioneered in many phases of shipbuilding to tend to the needs of empire. One of the larger varieties of the Roman merchant ship, built about 100 AD, was called the *corbita*, from *corbis*, meaning basket. Vessels of this type carried a basket at the masthead to indicate they



(From "The Book of Old Ships" (Doubleday), by Grant and Culver.)

were carriers of both passengers and cargo, but they were heavy and noted for their slow sailing. The sheer of these ships was considerable. They also featured a carved bowsprit, an elaborately decorated, high swelling stern and a curious topsail composed of triangular halves, which is still in use today.



Nagasaki (arrow) was only place that foreigners could contact Japan for hundreds of years until Commodore Perry's expedition in 1853. Dutch were allowed to live on an island in Nagasaki harbor and bring in one ship a year.







New Orleans Baby Attends First SIU Payoff



Visiting New Orleans home of Seafarer Louis R. Guertin (center), SIU Welfare Services Representative Bill Fredericks delivers a \$200 maternity benefit check to commemorate the birth of Hiram W. (held by Mrs. Guertin), on March 2. The occasion was the first SIU maternity benefit received by the family, as Louis, Jr., 2½, was born before the benefit began, and Guertin was not sailing during the year prior to the birth of Mary Louise, 16 months, as required under the Welfare Plan.

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.

Donna Gay Wilson, born February 25, 1954. Parents, Mr. and Mrs. Donn R. Wilson, 1 Rayburn Street, San Francisco, Cal.

Colleen O'Neill, born March 17, 1954. Parents, Mr. and Mrs. Francis O'Neill, 1453 Point Breeze Avenue, Philadelphia, Pa.

Judy Cruz, born March 15, 1954. Parents, Mr. and Mrs. Manuel Cruz, 1242 Simpson Street, Bronx, NY.

Gene Robert Greenwood, born March 5, 1954. Parents, Mr. and Mrs. Charles O. Greenwood, 917 Mace Avenue, Bronx, NY.

Teresa Tamara Butterson, born March 21, 1954. Parents, Mr. and Mrs. Walter G. Butterson, 150 Sea-

board Avenue, Portsmouth, Va.

Charlotte Deon Lewis, born March 24, 1954. Parents, Mr. and Mrs. Thomas C. Lewis, 4814 Johnson Street, Corpus Christi, Tex.

Joseph Normand Baris, born March 19, 1954. Parents, Mr. and Mrs. Eugene O. Baris, 7429 Maie Avenue, Los Angeles 1, Cal.

Ruth Ann Lindsjo, born March 14, 1954. Parents, Mr. and Mrs. Nils H. Lindsjo, 37 North Street, Worcester, Mass.

Michael Benjamin Lanning, born March 16, 1954. Parents, Mr. and Mrs. Patrick A. Lanning, 514 San Bernardino Avenue, Newport Beach, Cal.

Hiram Guertin, born March 2, 1954. Parents, Mr. and Mrs. Louis R. Guertin, 5016 North Villere Street, New Orleans, La.

Elizabeth Olivo, born November 15, 1953. Parents, Mr. and Mrs. Juan Olivo Otero, 521 Trinity Avenue, Bronx, NY.

Oliver Sylvester Ange, born March 14, 1954. Parents, Mr. and Mrs. Loyd J. Ange, 3239 Kimball Terrace, Norfolk, Va.

Karen Elise Babin, born December 2, 1953. Parents, Mr. and Mrs. Alphonse L. Babin, 710 North

Street, Baton Rouge, La.

Christine Ann Mable born March 13, 1954. Parents, Mr. and Mrs. Norman H. Mable, 198 Mast Road, Manchester, NH.

Mark Carlson Seaver, born February 26, 1954. Parents, Mr. and Mrs. Joseph H. Seaver, 4800 Piety Street, New Orleans, La.

Lou Ann Damron, born January 24, 1954. Parents, Mr. and Mrs. Louis Damron, 726 Sparrow Road, Norfolk, Va.

Joel Beck Jett, born March 8, 1954. Parents, Mr. and Mrs. William H. Jett, Route No. 1, Warrior, Ala.

Michael Stephen Gradick, born March 23, 1954. Parents, Mr. and Mrs. William H. Gradick, General Delivery, Eight Mile, Ala.

Albert Kenneth Brinkerhoff, born March 18, 1954. Parents, Mr. and Mrs. Albert C. Brinkerhoff, 117 Varick Street, New York, NY.

Beverly Laverne Collier, born February 24, 1954. Parents, Mr. and Mrs. Harry L. Collier, 64 Brooklyn Avenue, Brooklyn, NY.

in the HOSPITALS

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

- USPHS HOSPITAL STATEN ISLAND, NY
George Anderson
Thomas R. Bach
Thomas Barracloffe
Melvin Bass
John Beckmann
Marcie Boyles
Ellit Brodelso
Leo Broussard
Thomas Bryan
Benjamin Busby
Azhar Caram
Camiel Caus
Jar Chong
Hugh Crawford
Fred A. Delpenha
Wm. Doran
Estell Godfrey
Rune Gustafsson
Hans R. Hanssen
James H. Harker
John B. Hass
Lyle Hipp
Choo Chang Lai
Alexander Lister
William Luhrs
John McInnes

- USPHS HOSPITAL MANHATTAN BEACH, NY
Fortuno Bacomo
Thomas Bryant
Joseph Carr
Bomar R. Cheeley
Julian Cuthrell
Emilio Delgado
Antonio M. Diaz
John J. Driscoll
Matthew Gardiner
Robert Gilbert
Bart Guranick
Thomas Guranick
Thomas Isaksen
John Keenan
Fred Leandry
James J. Lawlor
Kaarel Lectmao

- VA HOSPITAL CORAL GABLES, FLA.
Jose C. Villar

- FAJADO CLINIC FAJADO, PUERTO RICO
Alexander Becker

- ST. PATRICKS HOSPITAL LAKE CHARLES, LA.
Joseph Darce

- WYCKOFF HEIGHTS HOSPITAL BROOKLYN, NY
John H. Lefco

- MOBILE INFIRMERY MOBILE, ALA.
Jonnie B. Koen

- VA HOSPITAL PHILADELPHIA, PA.
Charles N. Price

- USPHS HOSPITAL SAVANNAH, GA.
William C. Bedgood
B. Blanchard
Paul B. Bland
James Brown
L. F. Carpenter
George O. Corbett
Paul Jakubcak
Joseph Kramer

- USPHS HOSPITAL NEW ORLEANS, LA.
James Battle
M. J. Berry
Paul Boudreaux

- P. J. Carpovich
Sibastian Carragal
Richard W. Clark
Clarence W. Cobb
P. B. Cogley
S. Cope
J. D. Dambrino
Gordon R. Dolan
John G. Dooley
Jack N. Dows
Thomas L. Dugan
J. C. Fernandez
Leo Fontenot
B. D. Foster
J. H. Hountain
James E. Gardiner
Nathan Gardner
Jack Gleason
G. W. Graham
John B. Gunter
John L. Hinton
N. A. Huff

- John N. Hull
Charles W. Johnson
Thomas S. Johnson
William Johnson
Leonard Kay
John T. Kelly
E. G. Knapp
Leo H. Lang
James M. Lucky
Oscar F. Madero
C. E. McLarnan
Hector Murka
W. E. Reynolds
Rou D. Roberts
James J. Ruth
Luther Seidle
Harvey E. Shero
James T. Smith
Lonnie R. Tickle
J. E. Ward
R. W. Wilkerson

- GRASSLANDS HOSPITAL VALHALLA, NY
Arthur Lomas

- SEASIDE MEMORIAL HOSPITAL LONG BEACH, CAL.
Gregorio F. Diaz

- Ragnor A. Ericson
USPHS HOSPITAL BOSTON, MASS.
William G. Adams
Frank Alasavich
Theodora Mastaler

- James A. Penswick
Robert A. Rogers

- USPHS HOSPITAL GALVESTON, TEX.
Ralph Armstrong
Claude Davis
M. DeGollado
J. H. Dudley
Harvey E. Horn
John Markopollo
A. L. Miller
Floyd C. Nolan

- USPHS HOSPITAL NORFOLK, VA.
John L. Griffin
Montford Owens

- Alexander Preamell
Maximo Tangalin

- USPHS HOSPITAL SEATTLE, WASH.
O. E. Abrams
R. B. Barnes
Sverre Brenna
Henry Hauge
S. Johannessen
Carl R. Johnson

- USPHS HOSPITAL SAN FRANCISCO, CAL.
Henry Childs
Ho Yee Choe
C. B. Coburn
Gilbert Eller
Olav Gustausen
Hans P. Hansen
A. M. Keller
James McLaughlin
E. Moss

- USPHS HOSPITAL BALTIMORE, MD.
Clifford Adkins
Jessie A. Clarke
Carl E. Chandler
A. J. Cunningham
Millard M. Cutler
James R. Dodson
Walton Hudson
James B. Humphries
George Jerosimich
Alexander Johnson
Wm. Kenny
Karl Kristensen
William Kunak
Henry G. Leiby

- Peter Losado
Joseph D. McGraw
James Macunchuck
George Mattair
Wm. Middendorf
Falge A. Mitchell
Thomas Munzo
George Pipinos
John F. Smith
Wm. J. Stephens
Gustav V. Svensson
Frank Van Dusen
Henrich Wiese

NY Hospital Eases Rules In Dock Tie-up

Because of the emergency situation created in the Port of New York last month by the 29-day strike of old International Longshoremen's Association, the Staten Island US Public Health Service Hospital adjusted admissions rules to take care of seamen stranded on the beach by the strike.

In a couple of instances, men who had been in the hospital before the strike and had been discharged as fit for duty, had come down with illnesses while waiting for the strike to end so they could ship.

Ordinarily, the hospital would not accept patients under those circumstances since they had not been working on a ship in the interim, and might possibly be working ashore. However, the Union was able to submit proof that the men had been waiting to ship but had been unable to do so. Accordingly, the men in question were readmitted to the hospital for further treatment.

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. Your Union urges you to take an active part in meetings by taking these posts of service.

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

Letter from head of New Orleans USPHS hospital praises Seafarer blood donors. Includes a typed letter from John N. Bowden, Medical Director, dated March 30, 1954, to the Seafarers' International Union.

Doctor Hails SIU Blood Aid

NEW ORLEANS—The aid given by Seafarers sailing out of New

Orleans to the blood bank at the local US Public Health Service hospital has been applauded by the hospital's medical director. Dr. John N. Bowden, medical director of the hospital has written the Union that the transfusions "have enabled our doctors to give better medical care to seamen, and that many days of hospitalization and sickness have been saved."

Minimum 15 Pints At present Seafarers in New Orleans have an arrangement with the hospital there for an SIU blood bank. The local membership makes regular contributions, and in turn, the hospital reserves a minimum of 15 pints for use by ill or injured Seafarers at all times.

The blood bank was opened September 29, 1953, when five Seafarers started matters off by donating a pint each. Since then Mondays have been blood donor days with a number of Seafarers visiting the hospital regularly.

That the arrangement has worked out to the full satisfaction of all parties is indicated by Dr. Bowden's letter. A number of Seafarers have benefited directly from the assurance of a regular supply without the need to round up donors in an emergency situation.

# SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

Heading off this week's list of hospitalized men is Luis Williams out at the Staten Island USPHS hospital. Luis is from New York, so he is right around home while he is in drydock for observation. His last ship was the Hilton of Bull, on which he shipped as a saloon messman, and a good one, too.

Peter Prokoplek is out at the same hospital which he entered in the middle of last month. Pete stopped in for a look-see about some hernia trouble he is having. This Seafarer comes from New York, also, and his last job was as an AB aboard the Southport of South Atlantic.

Off the Choctaw where he was a saloon messman and into the hospital is Leo Broussard for a rather different operation than most of his brothers might ordinarily get. Leo's got a carbuncle on the back of his neck and he's there to see that he doesn't leave with it. He hails from Lafayette, La., and he'll probably head down that way during his convalescence period.

In the hospital for a hernia operation is Camiel Caus, entering the drydock in the latter part of last month. Caus comes from New York. His last job before entering the hospital was on the Show Me Mariner as engine maintenance.

Another New York boy in the hospital is Rex O'Connor. He, also, is in the boneyard for a hernia operation. His last ship was the Del Norte and Rex was aboard as a waiter.

Thomas Bryan has the boys all beat. He's in the hospital for a double hernia. The former messman on the Ines (Bull), entered the hospital on March 22 and hopes to be out soon. He comes from New York, too, which seems to have a corner on the market for hernias this week.

Other hernia sufferers, in the hospital for operations, are Nicholas Mark, Fred Delapenha and Edward Polise. Mark hails from Jamaica, L.I. and last shipped out as AB on the Seatrain New Jersey. Delapenha, chief steward aboard the Steel Flyer before entering the hospital, comes from New York and entered on March 8. Polise is a Brooklyn boy and shipped as engine utility on the Seatrain Louisiana on his last job.

Quite a few of the brothers have remarked favorably about letters in the SEAFARERS LOG that have suggested that forms be put aboard ship for the delegates to file accident and illness reports. These letters have a good point since up until now the companies have had it all their way on these reports and in some instances no reports have been filed at all.

It's time that some kind of double check was set up because in more and more instances we find the company has no report. Members come in saying a report was made on the ship but the company claims it never got one. We wonder if this is another way of ducking obligations to pay maintenance, or just inefficiency. It's high time something was done about it.

We repeat, it's a good idea whenever an accident report is made to ask for a duplicate copy. There's lots of money involved in maintenance and it is only sensible for a man to protect his claims accordingly.

When you need a hand

- DISTRIBUTION OF UNION BENEFITS
- FAMILY MATTERS · LEGAL ACTION
- FINANCIAL ADVICE · IMMIGRATION
- MATTERS · DRAFT BOARD PROBLEMS
- COAST GUARD MATTERS · UNEMPLOYMENT
- INSURANCE · SOCIAL SECURITY · HOUSING
- MAINTENANCE ENFORCEMENT · ALLOTMENTS
- REPATRIATION · AND PERSONAL PROBLEMS

THE

SIU

WELFARE

SERVICES

DEPARTMENT

YOUR PROBLEM IS OUR BUSINESS

## Company Stall Proves Expensive

A shipping company which denied a Seafarer more than one day's maintenance found to its sorrow that the action didn't pay. Because not only did Seafarer Carmen Barletta collect the full maintenance and cure but got transportation and unearned wages as well.

Barletta got more than he expected simply because he carried his complaint to the Welfare Services representative in Baltimore, John Arabasz. Until he got in touch with Welfare Services, he says, he was unaware of his transportation and unearned wages claim and would have settled for maintenance quite readily if the company agent had agreed to pay it in the first place without argument.

The case arose when Barletta, who was aboard ship as an AB, suffered a mild back sprain and reported to the USPHS out-patient clinic in New York City. There he was given treatment and ruled "not fit for duty." A replacement was then called in his place.

### Went To Baltimore

Barletta next went to Baltimore to continue treatment at the hospital there. While in Baltimore, he contacted the claim agent of the company who offered him one day's maintenance, although he was not fit for duty for a week.

The company's headquarters office claimed that Barletta had quit the ship of his own volition and claimed further he had gotten a fit for duty slip from the out-patient clinic in New York. However, the records at the clinic up-



Carmen Barletta smiles happily as he shows Baltimore Welfare Services representative, John Arabasz, settlement papers on his claim for maintenance, unearned wages and transportation.

held Barletta's claim on the sprained back.

As a result of submission of

records from both New York and Baltimore, the company agreed to pay a week's maintenance plus unearned wages due from the time the vessel discharged him until the articles terminated, and transportation from New York to Baltimore, which was his port of engagement. The difference between what he was originally offered and what he received with the assistance of Welfare Services amounted to over \$100.

Thus, Barletta found himself quite a few dollars better off because he took the trouble to contact the union. Of course, the company started things, but the SIU finished it off properly.

## Ship Fall Fatal To Seafarer; Union Arranges Sea Burial

An accident suffered in a fall from the chemical tanker Val Chem in New York proved fatal to Seafarer Henry Core, despite the blood donations he received from several New York Seafarers through Welfare Services. Although medical science and the Union's efforts were unable to save Core's life, Welfare Services saw to it that his last wishes were respected and all arrangements were made for burial at sea as he wanted.

Core fell off the ship onto a barge and suffered severe internal injuries as well as several broken bones. He was rushed to Lincoln Hospital nearby and a request was made to Welfare Services for blood donations as he was bleeding continually and was in critical condition.

A group of blood donors was taken to the hospital from the SIU hall. Meanwhile, Welfare Services contacted the family that he had been living with in the States for a good many years, as his own next of kin, his mother, lives in Melbourne, Australia.

When the injured Seafarer passed away in the hospital despite all efforts to save him, the Union dispatched a cable to his mother in Melbourne, giving her the details.

Core's last wish was that his body be cremated and his ashes scattered at sea. Consent for this kind of ceremony was needed from his mother as his next of kin, and was obtained accordingly.

Since Core had no immediate family in the US, his estate and personal possessions all came under the jurisdiction of the Public Administrator. Legal advice was given to the family he had been living with accordingly, so that questions of his estate could be cleared through the regular channels without delay.

Finally, Welfare Services, at the request of Core's close friends here in the United States, made all arrangements for funeral services and then for the burial at sea which was his last wish.

The last rites for the deceased Seafarer will take place aboard the Steel Vendor, sometime on its current outbound voyage. As Seafarers aboard the ship pay their

last respects, Core's ashes will be scattered to the waves in the tradition of so many seamen before him.

## FINAL DISPATCH

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

**Yanas Dallal, 55:** A fatal heart ailment caused Brother Dallal's death on February 27, 1954, in New York, NY. Since September, 1945, Brother Dallal had sailed SIU as a member of the steward department. Burial took place at Heavenly Rest Cemetery, Whippony, NJ. Brother Dallal is survived by his cousin, Amat Samy, of 161 Madison Street, New York, NY.

**Harry D. Rasure, 65:** On January 15, 1954, Brother Rasure died of a heart ailment in Boston, Mass. He was buried at Memphis Memorial Park Cemetery, Memphis, Tenn. For the past three years Brother Rasure had worked as messman, sailing from New York. His estate is administered by his cousin, Harry D. Rasure, 3538 Philwood, Memphis, Tenn.

**Daniel F. Kelleher, 47:** Sailing out of Norfolk, Brother Kelleher had been a member of the SIU since 1943; he sailed as a wiper. On February 23, 1954, Brother Kelleher died of heart trouble in Philadelphia, Pa., and was buried at Holy Cemetery in that city. He is survived by his sister, Mrs. Anne Braggy, 60 Wendell Street, Philadelphia, Pa.

**Randolph Edmondson, 47:** On March 8, 1954, Brother Edmondson died at the USPHS hospital, Staten Island, NY, and was buried at

Flushing Cemetery, Flushing, NY. Since 1943, when he joined the SIU in Baltimore, he had sailed as a member of the steward department. He leaves his wife, Bernice Edmondson, 511 West 152 Street, New York, NY.

**Peter Lloyd Williams, 38:** A member of the engine department, Brother Williams died of heart disease at his home in New York, NY, and was buried at Calvary Cemetery, Queens, NY. He is survived by his brother, John Lloyd Williams of 5219 West Adams, Chicago, Ill.

**Joseph E. Lissner, 33:** On March 8th Brother Lissner died of visceral congestion at his home, 25 South Street, New York, NY. He was buried at Forest Lawn Cemetery, Glendale, Cal. Brother Lissner had sailed as a member of the deck department for the past five years. He leaves his mother, Mrs. Adele B. Lissner, 3453 Buena Vista Avenue, Glendale, Cal.

**Lester E. Mack, 54:** An OS in the deck department for the past three years, Brother Mack died of shock due to adrenal failure at the USPHS hospital, Baltimore, Md.; he was buried at that city's Greenmount Cemetery.

**Willie C. Thomas, 50:** Brother Thomas was fatally stricken with lobar pneumonia on March 11th in Baltimore, Md. He had been an oiler in the engine department, joining the SIU in Mobile in 1939. He is survived by a brother James M. Thomas, 5528 Vickery Boulevard, Dallas, Tex.

"The world's best-fed seamen" are the Seafarers aboard SIU-contracted ships. They enjoy this distinction because their shipmates sailing in the steward department are crackerjacks at their jobs in the galley, just as they are at their work on deck or in the engine spaces below decks.

Union-enforced working rules and contract clauses governing meals and food stores aboard ship play their part. Then skilled SIU stewards and cooks take over. The results are good chow and good service.

## THE WORLD'S BEST-FED SEAMEN



**SUNDAY SEAFARERS, with April 6**  
**MENU**

BREAKFAST					
Whiled Orange Juice	Baked Apples	Half Grapefruit			
Assorted Dry Cereals	Baking Grills	Waffle Box			
Eggs To Order	Omelette	Fried Potatoes			
Pancakes Cakes With Syrup	Dry Toast	Assorted Jams	Marmalade		
Bread	Butter	Tea	Coffee	Cocoa	
LUNCH					
Salad	Crackers	Chow Chow			
Crock Of Tomato Soup					
Roast Young Turkey With Dressing	Grancherry Sauce and Gravy				
Baked Beef With Gravy	Buttered Green Broccoli	Butterbean			
Mashed Potatoes	Candied Sweet Potatoes				
Bread	Butter	Eggs	Coffee	Cocoa	Strawberry Aft
DINNER					
Cold Buffet Plate	Bell Peppers	Leeks	Lobster Salad		
Potato Salad	Hard-Boiled Eggs	Salad	Boston Light Sauce		
Sliced Australian Pineapple-Cured Ham	Sliced Roast Fresh Ham				
Cannons Neck	Sliced Beef Tongue	Liverwurst	Sliced Roast		
Beef	Sliced Corned Beef	Religun			
Chasse and Dumplings	Cake	Ice Cream			
Dayton Iced Tea	Coffee	Cocoa	Bread	Butter	