

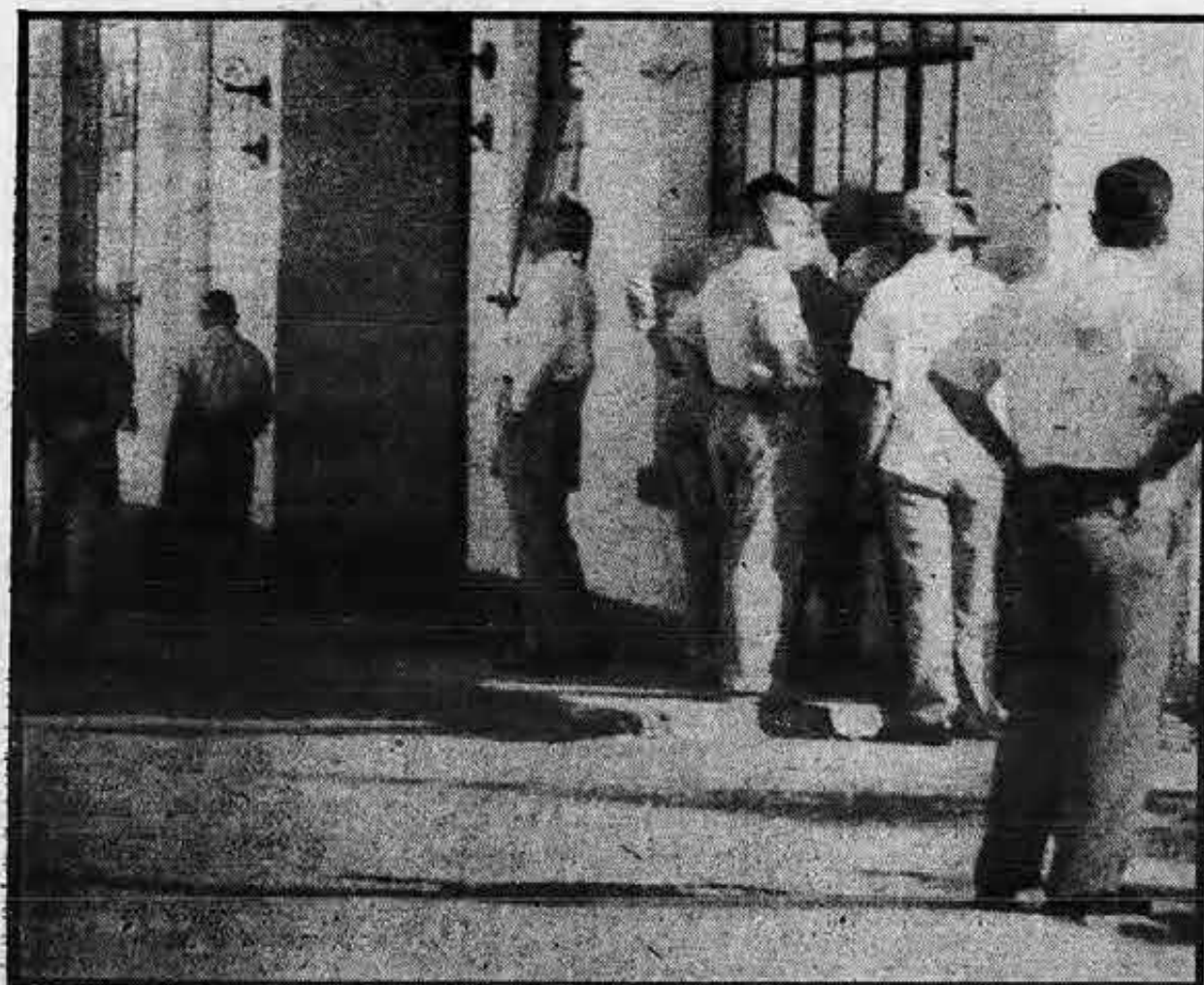
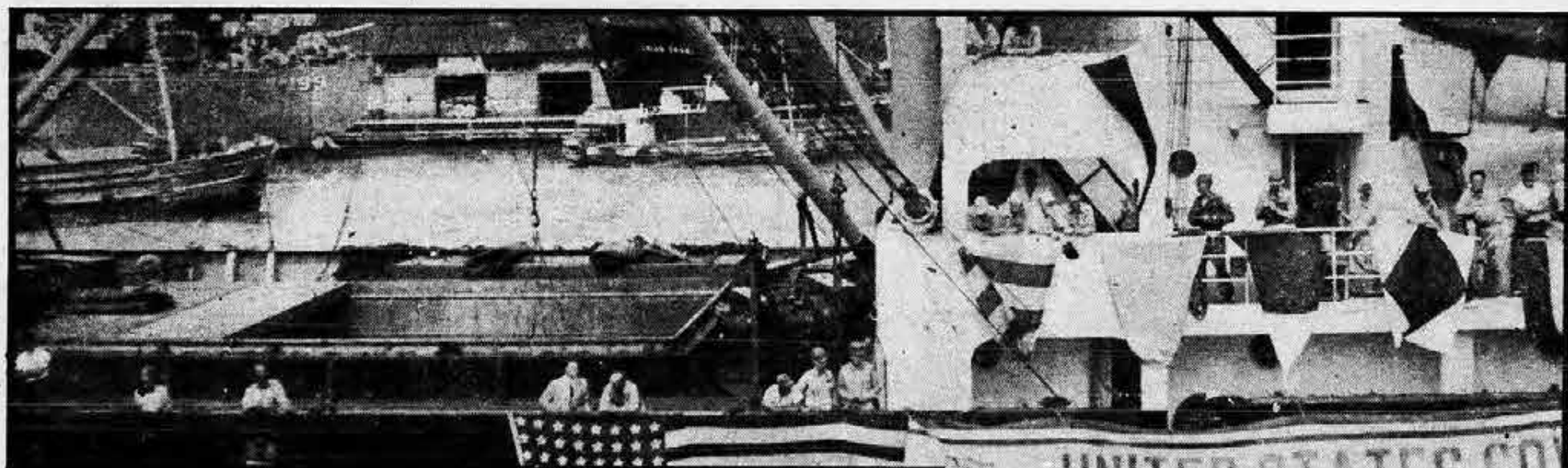


SIU SHIP'S CREW DEBUNKS 'MUTINY'

Story On Page 3

Union Pressing Contract Talks

Story On Page 3



Big Welcome. Above, shoreside officials in Pusan, Korea make preparations for an elaborate welcoming ceremony for the SIU-manned New Rochelle Victory, which carried the first cargo of Korean Emergency Relief. It was a big event. (Story on Page 3.)

On Strike. At left, crewmembers of the Florida (P&O) stand outside the cruise ship's berth. The Seafarers refused to cross MM&P and MEBA picketlines (two pickets walking at far left) and the vessel didn't sail. Deck and engine officers walked off in dispute over higher wages and OT. (Story on Page 4.)

Vote 18 Atlantic Tankers, Wind-Up Set For December 15



A group of 23 crewmembers aboard the Atlantic Coast get together to show that they're solid SIU. Some more crewmembers, who were on watch when the shot was taken, were unable to get into the picture. The Coast's crewmembers, who will be voting next week, predict a great SIU victory.

With 18 of 23 ships voted and three more voting this week, the all-important National Labor Relations Board election in Atlantic Refining is drawing to a successful close. All signs point to a convincing SIU vote victory with pre-election estimates of the outcome apparently being upheld or even surpassed by the actual voting.

To date, approximately 700 ballots have been cast on the 18 ships, and at the company's shoreside installations in Philadelphia and Port Arthur, Texas. Between 160

and 200 votes are still to be cast with a number of additional shoreside ballots pending as well as those of the five remaining ships. Judging from all impartial accounts, the outcome of the election can no longer be changed by the remaining ships. On the contrary, SIU strength is very high on these vessels all of whom are counted on to deliver a heavy majority for the SIU.

SIU Leads In Strongholds

The tipoff on the way the election is going was the atmosphere at the company's shoreside Anchorage in Philadelphia and its installation at Atreco, Texas. Here it was expected that the company-dominated Atlantic Maritime Employees Union would make its strongest showing what with shore relief, leadersmen and other company supporters voting. However, it was apparent, from the way the men grouped and expressed themselves, that even here the SIU commanded the support of a majority of the men.

Voting this week were the Atlantic Producer, Atlantic Coast and the R. C. Tuttle. The two remaining ships, which are out foreign, will be voted during the month of December. Present scheduling calls for the Atlantic Exporter to vote on December 12 in Philadelphia and for the Dealer to be the final ship polled on December 12.

Final Vote

When all the ships have completed their tally, a final vote will be held at NLRB regional office December 15, covering all tankermen who missed the previous voting for a variety of reasons. Once this is done, the Labor Board will open the ballots and count the results. Final totals should be available sometime before Christmas.

Thus far the vote has run pretty smoothly with the exception of the one incident on the Importer where six SIU backers were fired a few hours before voting took place on the grounds of using "obscene language" to the ship's officers. These votes were subsequently challenged by the AMEU.

Despite these firings, however, not a single AMEU supporter could be found on the vessel who would act as an observer for the AMEU, indicating that the crew was unanimous in its pro-SIU feelings.

As soon as the election results are announced the SIU expects to enter into immediate contract negotiations for the company in order to obtain an SIU contract with SIU style working rules and take-home pay for the Atlantic tankermen.

SIU Meets Tankers By Land, Sea, Air

Despite a last-ditch rash of firings of SIU supporters, even the officials of the AMEU—the company union—showed that they knew the vote in the Atlantic Refining Company's fleet is going SIU by substantial majority.

Atlantic tankers arriving in Philadelphia were met in fine style by the SIU—by both sea and air. Launches have been used to meet the ships and in one instance even a seaplane was employed.

Meanwhile, Atlantic tankermen on vacation, in hospitals, in service and men who were fired continued to pour in from all parts of the country to cast their votes in the election, and the crews have already started to talk about their plans once Atlantic signs the SIU contract.

Six Men Fired

As the Atlantic Importer arrived in Providence, six crewmembers were fired for, as the company claims, "using obscene language." These men voted anyway, however, despite the fact that Stanley Alcott, chairman of the AMEU, challenged their votes—breaking a pre-election agreement that men fired the same day as the vote would be allowed to vote unchallenged.

Showered With Paper

The men on the Importer had heard of the firings shortly before arrival, and when Alcott began to climb aboard, he was showered with pieces of AMEU literature that had been ripped up by the crew. He was unable to find a single man on the ship who would serve as an observer for the AMEU, and even Alcott estimated that the ship voted SIU 100 percent. Alcott was so nervous aboard the ship, that he failed to drink a cup of coffee given him by a crewmember.

Previously, Alcott had disappeared during the voting of four other ships. Admitting defeat and the hopelessness of the AMEU "cause," Alcott took a trip to Port

Arthur, where a handful of shore relief men voted. During this trip to "rally" the few men voting there, including only four men in the shore gang, Alcott ignored the voting of four ships in Philadelphia—admitting that it was no use to even try to rally some AMEU votes on these ships. Instead, he sent his assistant to handle the voting on these four ships.

Air-Sea Greeting

The E. J. Henry got a fine greeting from the SIU, as a special



Bill Harvey, one of the men fired on the Importer, leaves the ship with his gear.

plane met the ship as she came in. Circling the ship, the plane dropped SIU literature to the men aboard. Later, a 40-foot cabin

(Continued on page 17)

New Numbers For Hq. Phones

The telephone numbers of all New York headquarters phones were changed this week 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.

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Army Shore Leave Bans Under New SIU Fire, Legal Aspect Studied

The SIU is planning a full-scale campaign against the Army's practice of arbitrarily restricting Seafarers to their ships at the various foreign installations.

For some time, the Union has attempted to get some action on this score. However, this

resulted in no satisfaction as the Defense Department kept passing the buck to local area commanders without any satisfactory answer to the problem faced by Seafarers.

Now the SIU is studying the legal aspects of the case prior to taking the matter up with the Administration. As far as is known, the Union will try to determine whether or not the Army has any legal right to restrict seamen.

Basically, the Union has stated, the question is whether or not the Army has the right to restrict civilian merchant seamen in peacetime and to deprive merchant seamen of their traditional rights to shore leave. In all of these cases, the restrictions are placed on the seamen by the Army, while the local governments in these various overseas installations are perfectly willing to have American merchant seamen go ashore.

Overtime Question

There is also a legal question concerning overtime for restriction to ship under such circumstances, and the Union is studying this aspect of the case, too. It is doubtful whether the Army has the right to restrict seamen to their ships

in areas where the local government is willing to allow the men ashore.

In all cases, the Army's restrictions on seamen have been arbitrary, and have not even been consistent from one base to another. In Korea, for example, the restrictions have been kept in force even though the fighting stopped several months ago. Martial law also stopped several months ago in Korea, and the Korean government has said it would like to have American merchant seamen go ashore. Yet the Army, arbitrarily, will not allow seamen to go ashore—and even imposes different restrictions from one Korean port to another.

In other parts of the world, where the bases were supposed to be in the "Top Secret" classification, American merchant seamen were allowed ashore and were allowed complete freedom of movement.

18 Miles From Base

Yet, in some of the other bases, such as St. Georges Bay and Goose Bay, Labrador, American merchant seamen are restricted to ship by the Army. In the case of St.

Georges Bay, the vessels dock about 18 miles away from the base. The local government has said it is perfectly willing to have the seamen go ashore. Yet, the Army restricts the seamen to their ships.

The Union views this as a serious problem, particularly in view of the increasing number of overseas bases that the Army is establishing. This practice is setting a precedent whereby the Army could possibly refuse seamen any shore leave during peacetime in almost any foreign port, and thus deprive the seamen of their traditional rights.

"This situation of having the Army arbitrarily force its will on American merchant seamen during peacetime," said an SIU headquarters spokesman, "cannot be allowed to continue. Since we can't get any answer from the Army about this situation, the Union is undertaking a campaign through other channels to fight this power-grab by the Army. Seamen have traditionally been allowed shore leave in foreign ports during peacetime, and the Army cannot be allowed to interfere with that traditional right."



Korean President Syngman Rhee addresses a group of Koreans and Army personnel in Pusan on the occasion of honoring the first American ship to reach the country with a load of relief cargo.

Korea Hails First Relief Cargo

The first load of American relief for Korea arrived in Pusan Harbor aboard the SIU-manned New Rochelle Victory early this month. It was greeted by brass bands, flags, and appropriate ceremonies including a welcoming speech by South Korea's President Syngman Rhee.

The New Rochelle Victory carried 8,000 tons of rice as the first emergency relief cargo for the war-torn and famine-threatened country. Her cargo was part of a \$200 million appropriation voted by the last session of Congress for the relief and rehabilitation of Korea. This appropriation also includes provision for industrial equipment, building materials and railroad rolling stock.

However, the most pressing need at the moment is food, with untold millions of Koreans living on extremely short rations.

Pier-Side Ceremony

When the ship arrived at Pusan, Korea, it was met at the pier by Army and Navy contingents including an Army brass band. The ship, draped with US and Korean flags, served as a backdrop for a pier-side ceremony attended by high ranking civilian and military officials as well as several hundred Korean guests.

The vessel is a Government-owned ship that is under charter for the South Atlantic Steamship Company. The Korean reception

SIU's Gains To Be Shown On Pay Chart

A comprehensive chart showing all the money improvements in SIU contracts from 1944 to the present day is now in preparation by headquarters. When completed, copies of the chart will show at a glance every wage change for every rating in the last ten years.

The chart will also show the year by year changes in overtime rates, maintenance and cure payments, working hours, vacation and welfare benefits. It will be a capsule picture of all the SIU's negotiating gains during that period.

Figures for the years 1939 to 1944 are available in part but are not included in the charts because wage scales were not standardized from one company to the next during that early period.

Copies will be made available in headquarters and will be distributed to the outports as well for inspection by Seafarers in every SIU hall.

is an aftermath of similar ceremonies which took place when the vessel sailed from Oakland, California.

The vessel is the first of many relief cargo ships destined for Korean ports from America, scheduled to reach the Far Eastern ally in the next months. The emergency relief cargo is expected to bolster the faltering native crop harvesting and give added protection to the danger of Communism spreading over South Korea.

The first shipment came under

the Government ruling providing a 50-50 ratio for emergency relief shipping to Korea in American bottoms.

On another food relief front the SIU-manned Strathbay reached Karachi, Pakistan, with 9,800 tons of wheat. Its arrival represented the half-way mark in the movement of 700,000 tons of wheat to Pakistan to avert possible famine in that country. Over 80,000 tons shipped thus far have been distributed free of charge to needy Pakistanis.

More Contract Gains In Offing As Negotiators Speed Meetings

SIU contract negotiations with the shipowners are moving into high gear as a series of regular meetings is taking up various clarifications and improvements in the contract for the coming year.

Aside from money matters, covered by provisions on wages, overtime and vacation pay, the negotiations involve the strengthening of some contract provisions that have given trouble in the past year since the standard agreement has been in operation. They also include additions to the general rules and working rules not now provided for in the agreement.

In order to assure uninterrupted negotiations, the Union and shipowner representatives have agreed to another 24-day extension of the agreement to December 24. In any case, all money provisions are retroactive to October 1, 1953, the date that the old agreement expired.

Bonus Questions

One section of the agreement that has already been decided on is the question of war area bonuses. The European Mediterranean and Pacific area bonus of \$2.50 a day will be discontinued as well as the Korean area bonus as of November 30. However, the 100 percent bonus and \$100 attack bonus will continue in areas I, II, III, and IV along the China Coast, as well as the \$5.00 a day bonus in Area VII, which is the general vicinity of Saigon, Indo China. War risk insurance of \$10,000 will continue in all these areas as well as Hong Kong. War risk insurance of \$5,000 will continue in Pacific, Mediterranean and European areas, including Korea.

Money Draws

Included among issues under discussion are the money draws in

foreign ports which have been a sore spot. Up until now, many captains and shipowners have been evading this particular clause by claiming that they were unable to obtain American currency in many ports and could not carry sufficient cash on board to satisfy draw needs.

To overcome these objections the Union has proposed that draws be issued either in American currency or travelers' checks, with a \$1 daily penalty for failure to issue such draws.

The question of family allotments is another contract provision that will come up for discussion. It has been the practice up until now for the company to cut off family allotments when a man is taken off a ship because of illness or injury. The Union is asking that these allotments continue until all wage payments due the Seafarer under maritime law are exhausted.

Another point is the question of restriction of seamen to the ship in certain foreign ports. Here the Union intends to enlist the support of the shipowners in combating restrictions imposed in Korea and other areas.

Standard Stores

The practice of some companies of storing ships with lower grade meats or buying inferior produce overseas would be overcome by a Union proposal for a standard stores list and storing of frozen foods for overseas voyages.

Other proposals include increased clothing loss allowances from \$300

Men Debunk 'Mutiny' Cry On SIU Ship

A dispute aboard an SIU-manned Liberty ship, the Seaciff, that was heralded in the West Coast press with "mutiny" headlines has boiled down to a food beef between a crew and the skipper of the ship. As a result, the skipper has been removed from the vessel, but at the same time, the Coast Guard has entered the fray by filing "misconduct" charges against five unlicensed crewmembers. The Coast Guard also hit several of the officers, including the second mate, radio operator, and first and second assistants with similar "misconduct" accusations.

The whole "mutiny" story recalls the famous non-existent mutiny aboard the freighter William Carson in July, 1948. On that occasion, the newspapers had warships rushing to "Quell Mutiny."

It was later discovered that the mutiny report came from an obviously demented radio operator who jumped overboard following the call.

No Rulings Yet

Up until now, the Coast Guard has not issued its decision on the Seaciff "mutiny" except against

two of the unlicensed crew. One man was put on probation and another suspended for two months.

Meanwhile the Seaciff has gone out again with a new set of officers and all is quiet and peaceful at last report.

Testimony from the crew of the ship, from steward S. F. Cullison, the center of the controversy, and from the SIU Seattle hall, puts a different complexion on the story. When the ship left Seattle, it was improperly stored for a long trip. The SIU patrolman went aboard and had the captain sign an agreement that he would buy additional stores in the Far East. This was done so that the ship would not be delayed in sailing.

Hard-Timed Crew

After the ship got to sea, the captain instructed the third mate to get the statement he signed back from the steward. When the steward refused to surrender it, the captain started his regime of hard timing the crew with the aid of the third and second mates and the radio operator.

By the time the ship got to Japan, the captain was for locking up the entire unlicensed crew because they had asked him to paint the fo'c'sles and other contract provisions. He went to the US Coast Guard in Yokohama and filed blanket charges against everybody, which were dismissed by the Coast Guard commandant there with the recommendation that the proceedings be forwarded to Washington.

When that happened the Captain "flipped his agate" as the crew put it. On the second shuttle trip to Yokohama, the crew called the steamboat inspector down to the ship to check on holes in the life

(Continued on page 17)

SIU Crew Boards Second Of 4 New Super-Tankers

The Orion Star, the second of four super-tankers ordered by Orion, has taken her Seafarer-crew, and after completing sea trials, has begun operations under an MSTS contract.

The 30,000-deadweight-ton super-tanker is a sister ship to the Orion Comet, which took an SIU crew last month and is also operating under an MSTS contract. Two additional sister ships are still under construction, and will be completed next year.

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: December 2, December 16, December 30.

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

Both of them will also operate under charter to the Government, and they, too, will be crewed by Seafarers.

The Orion Star took her crew out of Baltimore, after she was completed at the Sparrows Point, Md., shipyard. In her sea tests, she easily made 18 knots, which is a full knot more than the 17 knots required under the terms of the MSTS contract.

The 647-foot tanker carries 255,000 barrels of oil, and can discharge her entire cargo within 12 hours through the use of special pumps that she carries. The ships are powered by steam turbine engines that develop 16,000 horsepower. They each carry a six-bladed propeller of special design. All vessels are, or will be equipped with the latest navigational equipment.

Board Ruling Limits Aid To Bloomfield

The new Federal Maritime Board has reversed the old one and voted to deny the SIU-contracted Bloomfield Steamship Company a subsidiary on the Gulf to Mediterranean run. The Board, however, ruled that Bloomfield is still eligible for aid on the run from the Gulf to Northern Europe and Scandinavian ports.

Previously the old Federal Maritime Board, that had been appointed under the Truman administration, had approved Bloomfield's petition for subsidies on both routes, declaring that on neither route were US flag carriers handling 50 percent of the commerce.

Reopened Case

However, both Lykes Brothers and Waterman interceded in the matter with Lykes Brothers leading the fight, and asked that the case be reopened before the new Federal Maritime Board. The Board, after hearing arguments, has decided that existing American lines are carrying 50 percent of commerce on the Mediterranean route. Lykes Brothers is the other subsidized carrier.

It was reported in Washington that members of Congress had been asked to intercede by both sides with the result that a great deal of pressure was placed on the board.

The outcome of the Bloomfield case is expected to have an important bearing on future subsidy legislation since there has been a movement afoot to spread subsidies among more companies than the original 13 receiving aid under the 1936 Merchant Marine Act.



Picketing the Florida's pier in Miami are members of officers unions on strike against the company. Shown above are, left to right, Walter Johnson, MEBA, and Charles Eaton, MMP.

SS Florida Officers Strike Over Pay, OT

The cruise ship Florida remained tied up tightly in her berth in Miami this week, as the Seafarer-crew of the vessel refused to cross picketlines put up by the mates, engineers and captain of the vessel.

The skipper, four deck officers and the five engineers walked off the vessel last Friday after prolonged negotiations with the company failed to produce any agreement on their demands for higher pay and higher overtime. The Masters, Mates and Pilots,

AFL, representing the deck officers, and the Marine Engineers Benevolent Association, CIO, representing the engineers, put up picketlines.

Recruiting Scabs

The company immediately announced that it was going to recruit non-union deck and engine officers to take over the jobs of the striking officers, and said the ship would sail this past Monday. However, the company's attempts to get non-union officers have not worked out, and the entire crew has refused to cross the MM&P and the MEBA picketlines to go aboard the ship.

The company offered to transfer the tickets of some 200 passengers to airline reservations, when the ship was tied up and unable to sail on schedule. Most of the passengers took the offer and traveled by air, and the airlines had to put on extra flights to accommodate the extra rush of travellers.

Gov't Ships Get Cathode Treatment

Additional preservation to Maritime Administration National Defense Reserve Fleet vessels by means of passing electric current through the plate of the hulls was announced by Louis S. Rothschild, Maritime Administrator. The vessels to be treated are in the Brunswick River reserve fleet at Wilmington, NC.

Estimates indicate the employment of cathodic protection will save \$3,000,000 a year over traditional methods of underwater protection of ships on the 2,100 vessels now in the eight Reserve Fleet sites. One hundred and seventy ships at the Wilmington site will be given the added protection, bringing the total to 650 at the Hudson River, James River and Wilmington berths. Maritime Administration vessels based at Suisun Bay, Cal.; Astoria, Oregon; Olympia, Washington; Beaumont, Texas, and Mobile, Alabama, are being considered for similar protection against rusting and pitting.

As I See It . . .

Paul Hall



THE SIU CREW OF THE ATLANTIC WATER, A LIBERTY SHIP that is under charter to the Government, deserves a lot of credit for the way they stuck by their ship after it ran aground recently. All accounts received by your Union agree that the ship was pretty badly damaged with many of her bottom plates ripped off. Yet when the Navy wanted to take over the job of bringing the ship into port, the Seafarers aboard her refused to get off. They felt, and rightly so, that anything the Navy could sail could be sailed by the skilled professional seamen in the SIU. As a result, they took the ship into port themselves in an unseaworthy condition.

Pride In Jobs

Some people might say that this was a pretty foolhardy thing for the Seafarers to do, that working on the ship was just a job, and if the ship was in trouble the men should have plied off and let the salvagers take over. What they overlook is the fact that seamen in the SIU have a great deal of pride in the way a job is to be done, in "SIU style" as the men of the Atlantic Water put it. It was their ship and they were given the responsibility of sailing her. From all reports they discharged that responsibility to the fullest degree.

WE'RE MAKING PRETTY GOOD HEADWAY NOW, IN OUR SIU contract negotiations and it appears as if we will have a pretty nice-looking package to bring back to the membership when our negotiations are wound up. Our standard agreement of last year, in which your Union's negotiators re-wrote the general rules and working rules of the contract, has held up very well in practice with the exception of a few clauses which are now in the process of being strengthened and clarified. These items and the proposals we have put forward are reported elsewhere in this issue of the LOG.

We do not anticipate any difficulty in writing improvements into the agreement on these and other issues. And when the contract is signed and delivered, we are confident that the Seafarers will lead all the rest in take-home pay and conditions as your Union has consistently done down through the years.

OUR NEW HALL IN BALTIMORE IS SHAPING UP NICELY according to all reports with progress being made in rebuilding inside and out. The target date for opening the hall has been delayed somewhat because some changes were made in the original design to allow more space for the membership and for the needs of the Union's offices and subsidiaries. As a result it was decided it would be best to build an additional wing so as to avoid overcrowding that might result if the original plans were followed.

In any case we feel it is best to make haste slowly in this matter so as to assure our membership shipping out of Baltimore that the hall they do get will be the kind of place that will meet all their needs. In that respect your Union has profited greatly by its experience in operating its New York headquarters, which has given a good picture of the kind of space we need for an efficient operation.

Your Union is quite certain that when the new Baltimore hall is completed, it will rate as the finest Union hall of its kind, barring none, thanks to the improvements that have been included in its design as a result of our experiences in New York. It will be another landmark in the SIU's program to provide modern, comfortable and efficiently-operating Union halls in all major SIU ports.

BY NOW ALL SEAFARERS ARE FULLY FAMILIAR WITH THE problem that the US Public Health Service Hospitals are facing and the attempts being made by some people to take the seamen's hospitals away from them. Recently your Union, through the columns of this newspaper, asked the membership to write to their representatives in Washington and tell them how they felt about the hospitals.

Your Union has long been accustomed to the membership taking a direct and active role in the problems which faced it and seamen in general. Still the tremendous response that this appeal has roused up was beyond expectations. A very large number of ship's crews have gone on record as writing their Senators and Congressmen on this issue, either as a group or as individuals. They have reported a great deal of this kind of activity to headquarters in their ship's minutes.

Further, we have received an equally strong response from the wives, parents and relatives of Seafarers, many of whom are faithful readers of the SEAFARERS LOG. A great many of them have added their impact to the protests on this issue, because they realize their stake in maintaining the health and well-being of the Seafarer. This kind of response is one indication of why the SIU has been able to make the kind of progress it has through the years. With an alert and active membership of this kind the Union has been able to win many serious beefs in the past. We are hopeful that this beef on the hospitals will go the same way.

WE'VE LONG HAD A MOTTO IN THE SIU THAT SEAFARERS will remember, namely "An SIU ship is a clean ship." Our contention has always been, and still is, that Seafarers, as sound professional seamen, take good care of the ship they sailed on, provided they got the necessary cooperation from the shipowners and the officers.

Just recently the SIU gang on the Binghamton Victory got quite a bit of praise from the Maritime Administration and the Coast Guard inspectors for the excellent manner in which they maintained the vessel.

This is the kind of experienced and efficient seamanship that the SIU is proud of. Congratulations to the brothers of the Binghamton Victory are certainly in order.

BROTHER CHAIRMAN!

Heading up the meeting officers at the last Seattle membership meeting was Brother Robert Air, one of the many Seafarers who has received his membership book through an organizing drive. Air became an SIU member in New York on June 29, 1950, after sailing aboard the Bradford Island and the Government Camp, two Cities Service tankers. He served ten months as an organizer aboard these two ships.

Right now Air is enjoying a little rest after taking a two and a half month's trip to the Far East on the City of Alma. He's looking for another Far East run for the next trip.

The 27 year old Seafarer is a native of Floral Park, New York. He's single at the moment and says he isn't anticipating matrimony in the near future.

A couple of veteran Seafarers ran the last Savannah membership meeting in solid style. Handling the chair was Seafarer Jesse Floyd, while Durward D. Story served as recording secretary for the meeting. Floyd is a ten year man in the SIU, joining the union in New York on July 26, 1943. He's an Alabamian by birth and still makes his home in Phoenix City in that state. He's 29 years old and sails in the deck department.

Story is one of the original union members, getting his book in Baltimore on October 28, 1938.

Georgia is his home state, as he was born there the day after New Year's in 1910. He too sails on deck.

Chairing the Norfolk membership meeting was Seafarer Robert Renfrow of that city, while Luby Wheeler, also of Norfolk, handled the recording secretary's chores. Both of these men sail with the black gang.

Renfrow has been an SIU member for a little over a year, getting his book in New York on August 7, 1952. He's a native Virginian, 37 years of age.

Wheeler comes from North Carolina originally but he and his wife now make Norfolk their home. The 28-year-old Seafarer joined the SIU in Baltimore on March 27, 1944.

The West Coast seems to be full of transplanted easterners and middle-westerners, and the San Francisco port meeting was no exception. A Florida native, Jesse Collins, was recording secretary, while W. L. York, originally from Missouri, was reading clerk. Both of these men have now settled down in California.

Collins, who is 29, joined the SIU in Baltimore on December 24, 1944. He calls San Jose, California, his home town now. York got his Union book in New York on July 22, 1948 and now sails out of Vista, California.



Air



Wheeler



Motion On Shipping Voted Down By Ports

A motion passed by the Philadelphia membership meeting of November 4 on shipping crewmembers to new ships out of one port has been voted down by the headquarters membership and membership meetings in other ports. It provided that all ships should be crewed completely out of the port from which the ship signs on.

The motion read as follows: "In the future, all jobs on ships crewing up, new or otherwise, that the entire crew be called from the board in the port where the ship is crewing up."

A headquarters spokesman explained that in the past it has been the practice in crewing new ships, or ships of newly-signed companies,

to place a small number of key men aboard, who might or might not come from the port the ship is crewing out of. This practice is authorized under Article XXII, Section 2 of the SIU constitution which reads as follows: "A majority vote of the membership may make special exceptions or rules for any company or vessel for organizational purposes, whether covered by a contract or not."

Signing New Outfits

This practice has helped considerably in signing up new companies. It has also been followed on the new Mariner ships, for example, where much of the equipment is new and unfamiliar, and it was necessary to break men in on the operations of the ship. In such instances, the objective was to supply a good crew for the new ship to assure trouble-free operation the first trip out.

In many instances, it has been necessary for some of the men, particularly electricians, to go aboard in the shipyard for a "break-in" period before they actually took the ship out on a regular run.

Once the ship was crewed in such a manner, it could be crewed on later trips through the normal rotary shipping procedure. Such ships would have enough hold-over crewmembers aboard to keep things running smoothly until new men in the second crew got used to the operation.

In voting down the resolution, it was the prevailing opinion that this practice assured the SIU a crack at many new ships and new companies who would otherwise be hesitant to take a crew right off the board the first time out. A number of SIU-contracted companies took on additional charters of Government-owned ships on this basis.

In all other instances, rotary shipping is being followed strictly by crewing all jobs off the board as they come.

Three Qualify For December College Exam

Three applicants who qualified for the Seafarers Scholarship Plan are taking the next College Entrance Board Examination test on December 5. Several other applicants failed to meet the necessary requirements which include three years sea time on their own or their fathers' discharges, and graduation in the upper third of their high school class.

The next examination will take place on January 9. Subsequent tests will come up at regular intervals through the year.

Applicants who are currently in their senior year at high school can apply for the scholarships. Of course, their performance in the remainder of their high school studies will be taken into account in making the awards.

After all the examination returns are in next summer, a board of college administrators will select four winners who will receive \$1,500 annually for their college studies.

Seafarers, or children of Seafarers, up to the age of 35 are eligible for the scholarships.



Every seat is filled and it's "standing room only" in Manhattan Center, as an overflow crowd of longshoremen listens to AFL-ILA speakers outline the new union's program. Over 6,500 longshoremen attended the rally, and many more had to be turned away for lack of enough room.

Certain AFL-ILA Victory Hailed By 6,500 Dockers

A wildly-cheering, jam-packed meeting of 6,500 New York longshoremen hailed the inevitable victory of the new AFL-ILA at the first city-wide longshore rally of the new organization. The meeting, which took place in the huge assembly hall of Manhattan Center, cheered and applauded as AFL-ILA

organizers and other speakers reported on the progress of the organizing drive to date.

An early indication of the feelings of longshoremen was seen in the fact that they would soon vote on accepting or rejecting of the employers' last contract offer of ten cents an hour. Overwhelming rejection of the offer would be looked on as evidence that longshoremen are dissatisfied with the way contracts are being negotiated by the old ILA.

The huge voluntary turnout of longshoremen and their enthusiastic response was considered by observers as conclusive evidence that the yall of fear and intimidation so long imposed by the old ILA had crumbled. AFL-ILA leaders and organizers were jubilant at the turnout, which as one speaker put it, "drove a few more nails into the coffin lid" of the old ILA.

Ryan Pensioned Off

Meanwhile in Philadelphia, the old ILA went through the motions of reshuffling its leadership when it arranged for its president, Joe Ryan, to resign on a \$10,000 a year pension. Ryan was replaced by Captain William Bradley, a non-longshoreman who is head of the LA Marine Division, representing tugboat and bargemen. Ryan had just been indicted the day before on charges of stealing \$45,000 in union funds.

On the legal front, the AFL-ILA pressed ahead in its drive for a National Labor Relations Board election to decide who shall represent longshoremen in the port of New York. At the same time, the new union filed suit in the New York State Supreme Court asking that the old ILA be dissolved and its records handed over on the grounds that it had long ceased to function as a trade union.

With the New York-New Jersey Waterfront Commission scheduled to take control of hiring in the port on December 1, longshoremen at the meeting were given positive assurance that the new AFL-ILA would fight for repeal of the state law, once the new union had recognition and a contract.

Although the meeting had been scheduled for 8 PM, longshoremen, by the thousands crowded into the hall long before that hour, and

when the meeting began it was standing room only. Police had to turn large numbers of disappointed latecomers away on the grounds that any more people would overcrowd the hall dangerously.

Among the highlights of the meeting were the following:

- AFL President George Meany, in a special message to the gathering, told the men that they had done more to clean up the port in six weeks than any other group in the past 30 years. He gave positive assurances that the full

strength of the AFL on both the national and local level, would be committed to the new union until the fight was won.

- Acting president Larry Long of the AFL-ILA emphasized the fact that both he and Buster Slaughter, the acting secretary, were purely temporary officers. Once a constitution has been drafted, he said, the longshoremen would elect their own permanent officers by secret ballot.

- Organizer Jim Egan revealed

(Continued on page 17)

Two Ore Line Vessels Take SIU Slopchests

Skippers of two Ore Lines ships, in response to the growing number of complaints from the crewmembers, have taken aboard slop chests from the SIU Sea Chest. The skippers of the other vessels in the company have not yet taken heed of the complaints about the higher-priced, lower-quality slop chests.

However, both the Cubore and the Baltore already have taken aboard their first supply of SIU Sea Chest gear, and it is expected that other vessels in the fleet will follow suit.

Despite a wave of slop chest beefs from their crews, the skippers of Ore Line vessels had refused to take aboard Sea Chest merchandise, even though it was offered on a competitive basis. Instead, they preferred to buy higher-priced gear, with lower quality from a dealer in Baltimore.

The captains of the Baltore and the Cubore took notice of the complaints of their crewmembers, and ordered Sea Chest merchandise during the last week, when they were in port. The Sea Chest, which has facilities in all major East Coast and Gulf Ports, promptly filled the order with high quality brand name merchandise at lower prices.

Passed Buck

When the company was first approached by the Sea Chest with an offer to supply merchandise on a competitive basis, the company passed the buck on to the masters.

The skippers of the line's ships replied that they would buy slop chest supplies where they pleased, regardless of price or quality.

This was in sharp contrast to virtually every other SIU contracted offshore operator, since almost all these ships had taken on Sea Chest merchandise for the simple reason that it was priced lower and the quality was higher.

Letter Ignored

Finally, after the company was approached again on the problem, it distributed a letter to the skippers telling them to buy from the Sea Chest whenever the Sea Chest offered competitive prices. The skippers ignored this letter.

The last time that the Cubore was in port, however, the skipper made the first move for the ships of the company, and ordered slop chest supplies from the Sea Chest. The Baltore, which arrived in port shortly after followed suit.

A previous survey by the Sea Chest showed that the Ore Lines ships were charging far more for standard items than ships with Sea Chest slop chests. Further, it was shown that prices varied from ship to ship for the same item, and it was also learned that the dealers were charging different ships different prices for the same items.

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 XIII, Section 3 "Balloting shall take place in person, at port offices and shall be secret. No signature of any voter, or other distinguishing mark shall appear on the ballot, except that any member may write in the name or names of any member or members as appropriate, for any office, or the job of port agent or patrolman."

MAN VOTING - KEEP OUT

Secrecy is guaranteed every SIU member in voting. There is absolutely no way for anyone to determine how he casts his ballot. He can, in voting, write in the name or names of men he wishes to serve as officials.



Gov't May Shut Down Kings Point

The first of a series of meetings between representatives of state maritime academies and Louis S. Rothschild, head of the United States Maritime Administration, have taken place in Washington, DC, to discuss the fate of the US Merchant Marine Academy at Kings Point, NY.

The announcement of the meeting came at the same time as the Maritime Administrator announced the closing of the US Maritime Service Training Station at Alameda, Calif. Shipping circles look upon this shutdown as the first step in a program aimed at eliminating vocational training for the merchant marine under Federal auspices.

No Decision Yet

The Maritime Administration has not decided to close the national cadet academy at Kings Point at this time, according to an Administration spokesman, but closing is a possibility as an economy measure. Rothschild, in the past, asked steamship companies and maritime unions to help support the training program, with the warning that the program might be forced to shut down if help was not forthcoming from these sources.

Aids State Schools

As well as fully supporting the academy as a national institution, the Government annually grants substantial aid to the four state maritime academies in New York, Maine, Massachusetts and California. Economy moves on the part of the Government have brought under consideration the possible withdrawal of the state aid funds, and this has brought pressure on the Government to close the national academy instead, leaving the state academies open.

British Replace Jacobs Ladder



The danger of climbing Jacobs ladders and gangways has been eliminated on 51 newly-constructed British ships. The new ships, part of the Shell Petroleum fleet, will be equipped with the automatic elevator pictured above. The elevator is capable of carrying six men.

SUP, MFOU Win New Vacation Systems

The Sailors Union of the Pacific and the Marine Firemen's, Oilers', Watertenders' and Wipers' Union last week announced identical but separate vacation plans won from the Pacific Maritime Association members through collective bargaining agreements. The plan involves payment by shipowners into a central fund, from which the unions will pay the members on the basis of their sea time.

Both plans were won through collective bargaining after the MFOU joined the Seafarers International Union of North America late last month. The two new plans begin payment on January 1, 1954. Separate funds are to be set up by the two unions to be known as the SUP Vacation Fund and the

MFOU Vacation Fund. They are to be used for administering and operating the Sailors' and Firemen's Vacation Plans.

Effective October 1

Seamen of both unions are eligible for vacation benefits under the new plan for work periods covering work performed on and after October 1, 1953, after which date contributing employers are contracted to make payments directly to the separate plans rather than to seamen on an individual basis. The number of days of vacation pay for which seamen are eligible varies from three days for 90 days of covered employment to 14 days for a full year of work.

The agreement calls for contributing employers, both of PMA and the Shipowners' Association of the Pacific, to contribute 55 cents a day for every seaman during the period from October 1, 1953 to March 31, 1954, inclusive. The contributions drop down to 50 cents a day after the March 31 cutoff date with that rate of payment continuing throughout the life of the plans.

The initial administrator of the plan, named by all parties concerned, is Omar F. Hoskins, with the PMA naming two trustees, the SUP and MFOU one each, and a neutral trustee named by the other parties to help administer the plans. Trustees are J. Paul St. Sure and Thomas E. Cuffe, for PMA; Harry Lundeberg, SUP; Vincent J. Malone, MFOU; and Jerd F. Sullivan, Jr., as neutral trustee.

Hoskins recently conducted a study of welfare and vacation plans in US trade unions, including those of the A&G district. The SUP Vacation Plan was drafted on the basis of his observations.

Operators of the plan left the way open for additional employers not now covered by the agreement to participate in the vacation plans upon the joint approval of the three parties involved.

Vacation benefits are prorated for the periods worked up to 360 days, but seamen may apply for benefits at any time. Benefits must be claimed within one year of the termination date of the period worked, either aboard ship or in other forms of covered employment.

SIU NEWSLETTER from WASHINGTON

Former US Democratic Senator O'Connor, Maryland, who was appointed to the job as head of the shipping lobby in the Capitol, will find it hard to maintain his job these days. The reason is that the subsidized lines put him in the lobby spot, but other steamship lines, not subsidized, feel that he is not the best man for their cause in Congress.

Under Coast Guard rules adopted to implement the Safety of Life at Sea Convention, 1948, vessels over 500 gross tons on international voyages must carry a lifeboat portable radio equipment unless one lifeboat on each side of the vessel is fitted with a non-portable radio installation. This equipment is supposed to be installed not later than November 19, 1953.

However, the catch is that radio manufacturers have been unable to meet this delivery deadline as to some orders, so that the US Coast Guard was asked for a policy with respect to vessels for which the equipment has not yet been obtained.

District Inspectors of the Coast Guard, under authority from headquarters, will grant an extension of time where it has not been possible for shipowners to obtain the portable radio equipment.

The Jap merchant fleet, which proved to be the toughest foe for US carriers trans-Pacific before World War II, has rehabilitated itself much more quickly than anyone would have guessed. Starting from scratch after the war, with the help of this country, the Japs, particularly since 1951, are beginning to smother the berth once again.

For example, during the whole year of 1952 American lines, sailing out of the Gulf to the Orient, made a total of 137 sailings, while Jap lines made 86. For the period January-August of this year the Japanese lines already have made 81 sailings, or about 10 a month, all of them liner sailings, as against only 86 for the US companies.

The Japs have seven companies in the Gulf-trans-Pacific trade and are attempting an all-out campaign to capture the traffic and regain supremacy in the trans-Pacific shipping business.

Many American steamship lines are becoming more alarmed over the operation of Mariner ships by the Military Sea Transportation Service. They can't help but feel that much of this MSTS movement could be handled by private lines on berth space. The reason for their feeling is that under orders from the Defense Department, the private lines cannot find just what types and quantity of cargo the MSTS-controlled Mariners are carrying.

Some time ago, the Department of Defense called the operators in and laid down the law that they must never reveal the contents of military cargo carried on Mariners for account of MSTS, whether this be soybeans, phosphate or instruments of war. Therefore, it is hard for one line to learn from another just what this movement amounts to and, indeed, whether it is a type of movement that could be handled by private companies.

Just recently, some of the US Gulf lines got wind of a plan on the part of MSTS to send two Mariners out of the Gulf with full carloads of bulk commodities. The private lines immediately proceeded to make a formal protest but when MSTS heard of the protest that was coming in, cancelled their plans to use the Mariners, thereby reserving the bulk movement for private lines.

People abroad seem to have a better appreciation of the need for an adequate merchant marine than US citizens do. This is unfortunate, but it seems to be a true statement. The people of this country simply do not realize yet the importance of a merchant marine and of a capacity for producing ships in an emergency.

If this country is to reach and maintain the national objective of carrying at least 50 percent of its foreign commerce, more cooperation on the part of American shippers must be forthcoming. The 50 percent goal is one that US lines have seldom reached in the past and one which we are far short of at the present time.

It is true that the importance of the American merchant marine in a national emergency has been proved in two world wars. However, it is a sad fact that the importance of the same fleet in peacetime is much less appreciated.

Atom power for merchant ships is a subject on which much has been written, but little understood. Within less than two years, much more will be known on the subject, because the Newport News Shipbuilding Corporation has been given the great light by the Atomic Energy Commission to make a study of nuclear power to propel ships.

The private shipyard will bear all the costs and make a complete report in about a year.

Dr. John R. Dunning, dean of the School of Engineering, Columbia University, says that the future peacetime uses of atomic energy are very promising. He goes much further and declares that every major ship, 10 years from now, will be built for atomic propulsion.

However, some ship designers and builders feel that present methods of ship propulsion are far from obsolete and will continue to stress improvements in them. The power plants of the new Mariners are a good example of that. And British marine architects and designers are doing a great deal of work with gas turbine propulsion systems which have shown very promising possibilities on at least one tanker on which the system has been installed.

Some quarters in Britain, are feeling the pinch of Panamanian competition as well as US shipowners. There is a move afoot among members of the Conservative Party to restrict transfers of British ships to Panamanian flag operations on the grounds that these vessels are providing unfair competition to British-flag operations. However, the Churchill government has shown little sympathy for the move and for the time being it appears that considerable transfers of British shipping will continue without hindrance from the British authorities.

SIU COMMITTEES

AT WORK

An attempt to violate the shipping rules came a cropper in New York recently and resulted in the man in question being brought to trial before a rank and file trial committee.

The committee, consisting of Ed Robinson, A. H. Anderson, S. F. Schuyler, A. Gonzales and H. Herkenheims, heard that the man had quit the ship after being aboard five days. The ship was scheduled to lay up temporarily two days later. Under the SIU rules, the old crew has the right to go back on a laid-up ship provided it calls for a crew within ten days.

Got Card Back

The accused Seafarer got his shipping card back on the grounds he had been laid off the ship with the rest of the crew, and then when she called for a new crew, he decided he would go back on board her. But since this man had quit the ship, he would normally have had to re-register on the shipping list and would have no claim to his old job.

He was spotted in the act of shipping to his old job by a for-

mer shipmate with the result that he was brought up on charges. The committee found him guilty of violating the shipping rules and imposed a fine.

In Baltimore recently, a rank and file committee consisting of W. H. Maxon, Clyde F. Carlson, John D. Cammens, C. Thompson and Burkey Shuler, heard charges against a Seafarer who had been gassed up so thoroughly on a ship that he raised his watch four days in a row.

Then when the ship came in for a payoff, he compounded the action by skipping the vessel without sticking around for the patrolman to come aboard.

Charges were filed against him under two sections of Article XVI, and the man notified of the proceedings against him by registered mail. This was necessary since he was not present at the membership meeting at which the charges were read.

The committee heard all the evidence, and then found him guilty on both counts, levying a fine on each count of the charges.



Shuler



Carlson

Your SIU Washington Reporter

Top of the News

KANSAS CITY KIDNAPERS GET DEATH SENTENCE—Carl Austin Hall and Mrs. Bonnie Heady, who were convicted of the kidnap-murder of Bobby Greenlease, six-year-old son of a wealthy automobile dealer, have been sentenced to die in the gas chamber. It will be the first time in Missouri's history that a woman will have been executed. Chances are considered very slight for any appeal, or commutation of the death penalty.

ANOTHER ROYAL TOUR BEGINS—Queen Elizabeth II of England and her husband have started a six month royal tour that will cover more than 50,000 miles to the far corners of the British empire. It's planned that the royal couple will attend 50 state balls and dinners, open six parliaments and visit colonies and dominions as far off as Australia in the course of the trip. First stops will be made at Bermuda and Jamaica.

ANCIENT SKULL A MERE YOUNGSTER—Red faced scientists are trying to explain to the public how they were taken in by the skull of the so-called Pittdown Man, that was supposed to be 500,000 years old. The skull had been advertised for 40 years as the oldest fossil of living man ever discovered. New tests with fluorine proved that the skull was about 50,000 years old not 500,000 and had been doctored with chemicals to give it an appearance of age.

TRUMAN FEUDS WITH BROWNELL—Former President Truman last week accused Attorney-General Herbert Brownell of lying in response to claims by Brownell that the former President had "knowingly promoted a Russian spy." Earlier, the former president had refused to answer a subpoena issued by Chairman Velde of the House Un-American Activities Committee, the first time in history a former president has been subpoenaed by a Congressional committee. At the root of the controversy was Harry Dexter White, former assistant Secretary of the Treasury and Director of the International Monetary Fund. Brownell charged that White was a Russian spy and that Mr. Truman was aware of this when he promoted White to the latter post.

PROGRESS IN KOREA—Hopes for an end to the present truce deadlock in Korea brightened this week, when American representative Arthur Dean reported that the Communists had backed down on their demand that India and other Asian neutrals be seated at the forthcoming peace conference. The UN was apparently willing to meet the new Communist stipulation that these nations sit in as observers, rather than participants. Meanwhile, the POW situation became more twisted than ever. The Communists, now realizing that they blundered in insisting on the "explanations," seem to be attempting to wreck these sessions in a face-saving effort.

FOUR BILLION DEFICIT SEEN—The Administration estimates that Uncle Sam will go into the red another \$4 billion next year even though it expects to cut spending by \$6 billion. This means that the national debt limit ceiling, now at \$275 billion will have to be raised by act of Congress.

HOLLYWOOD STARS SHOCK MAYOR, PLEASE ROYALTY—The biggest furore over Hollywood in recent years arose over the show put on by top Hollywood stars for the visiting King Paul and Queen Frederika of Greece. Los Angeles Mayor Norris Poulson described the show as "filthy, disgusting and obscene." The Los Angeles press took up the cudgels and called the show "smutty" and an "affront to all decent-minded persons." Hollywood actor-director Dick Powell, who emceed the show, quickly came to his own defense. He called the show "sophisticated" and "good, clean-fun." Reached in Texas for comment, King Paul called the show "immensely entertaining." Queen Frederika said of the songs of Eartha Kitt, chief target of the critics, "I have seldom been more amused."

ROBIN HOOD A RED?—A member of the Indiana State Board of Education recommended that all references to Robin Hood, legendary English adventurer and bandit, be stricken from books used in Indiana public schools. The board member contended that Robin Hood's exploits were "Communist-inspired" and that his philosophy of "rob the rich and give to the poor" was designed to promote the Communist party line. Reached in England, the present Sheriff of Nottingham asserted that Robin Hood "was no Communist." The board member also wished to delete all references to the Quaker (Friends) religion on the grounds that the faith promoted the interests of Communism through its traditional pacifism. Indiana Republican Governor Craig took the matter "under advisement."

UN CENSURES ISRAEL—The United States joined the United Kingdom, France and other UN members in condemning the recent Israeli attack on the Jordan border town of Kibya in which 53 Arabs were killed. The UN placed blame for the massacre at the door of the Israeli government and charged that Israel troops, rather than civilians, carried out the raid.

RUSSIA AGREES TO TALKS WITH WEST—The Soviet Government has reversed itself and suddenly agreed to meet with US, British and French representatives to discuss the long-pending problem of a peace treaty for Austria and a settlement of Germany's difficulties. No conditions were placed in the Russian notification, but nobody foresaw the proposed meeting as promising an easy solution to the whole question.

BOSS, SECRETARY FOUND AFTER 22 YEARS—A Tennessee insurance man who disappeared 22 years ago and his secretary have been located in Texas where they set up home and have six children. The man, Thomas C. Buntin of Nashville, has been living under an assumed name in Orange, Texas. He had long been declared legally dead and his first wife has long since remarried and collected on a \$50,000 insurance policy. The insurance company is now trying to get at least part of the money back.

LOG EXCLUSIVE YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

Tips For Christmas Shopping

By SIDNEY MARGOLIUS

It's a fact that much of the merchandise on the market for Christmas is of poor quality and little usefulness despite its novelty appeal and high price, and is a waste of a Seafarer's money. Everybody is in a buying mood at Christmas and merchants find this a grand opportunity to get rid of goods that don't otherwise sell. A large New York toyshop manager once told me frankly that he and other merchants find Christmas gives them a chance to unload the buying mistakes of the rest of the year. Another distributor, who sells a gadget for adults, confided, quite proudly, that it didn't work well but he got no returns because the people who were given it generally got bored with it before they learned it didn't last long.

You'll find here tips on gifts of enduring value for adults, too. But especially for kids, buy basic playthings they'll use all year rather than mechanical novelties. Often toys adults find clever are too complicated for a child to understand. If a kid can't understand a toy and it has no play value for him, he'll absolutely ignore it.

Among bread-and-butter playthings kids will use all year, are painting materials, building blocks, transportation toys, construction toys, simple musical instruments like tom-toms and wrist-bells, handicraft and simple science tools, housekeeping toys that are fairly large and sturdy, dolls with plenty of costumes made with easy-to-handle fasteners.

Here are some specific playthings recommended by experts:

Construction Blocks: These are a basic plaything, but expensive in wood. You can now buy big blocks made of corrugated paper that will take a lot of abuse, at \$6 for a set of 12.

Handicraft Materials: Good handicraft items suitable as gifts, or for yourself, include:

Natural moist clay, which becomes dry so it can be modeled into different shapes and articles without firing, and then can be decorated with poster paints and shellacked.

Flo-Paque colors, which can be used to decorate fabrics, china, glass, pottery, metals, wood, tile, etc. These colors cover more area than paint, dry within five minutes and are waterproof.

Kelon liquid plastic kits. The liquid plastic can be poured into a mold for the desired shape and allowed to jelly; when cool, it retains its shape permanently.

Flexcraft and Flex-Span kits feature a form of liquid plastic especially suitable for making costume jewelry. You form leaves or other outlines with wire, apply the liquid plastic, and it bridges over the area formed by wire with a film which becomes hard.

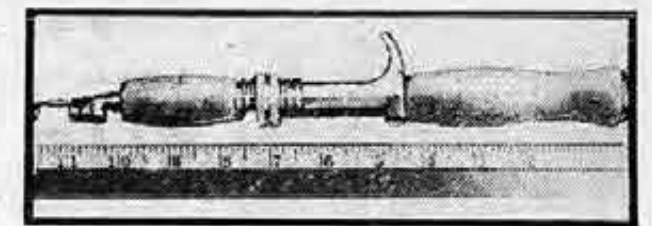
Plastic rainbow beads can be cut with scissors, pierced, squashed flat, pasted, strung without a loom, and used in other ways to make jewelry and other handicraft items. They're not only more versatile than traditional beads, but cost less: 75c. a package, or \$1.25 for a kit of 600 beads, 12 clasps, direction booklet and twine. If you can't find these in local stores, you can order them from Arts Cooperative Service, 340 Amsterdam Ave., New York 24, NY.

Furniture: A good type of children's furniture is

simply small, well-made boxes with a sponge-rubber cushion for the seat. These have the advantage of providing storage space and extra play uses. They can be bought or made up yourself. For toy storage, child specialists consider low shelves and cupboards more convenient than toy chests.

Hand Looms: Simple frame looms on the market can weave square rugs, mats, etc. These cost as little as \$1. Make sure any loom you buy is sturdy, and get complete instruction material with it.

Ed-U-Cards: These are card games that teach. Each set tells a story in action pictures. Sets are



This five-foot casting rod that telescopes into a handle to a length of just 11 inches is a good gift for a Seafarer since its weighs only six ounces and can fit into a suitcase. Costs about \$13.50.

graded according to children's ages, with a special alphabet set for pre-school children. Sold by some five-and-tens and chain drug stores for 29-39 cents a set.

Construction Sets: Most metal construction toys are too difficult for children younger than eight, even though merchants often try to sell them for younger kids. But the newer junior plastic construction sets are easier to handle, because the plastic tubes of different lengths fit together over knobs, rather than with nuts and bolts. These cost about \$4.

Interlocking Bricks: Another good new set, for children six and up, has small scale-model hollow bricks made of plastic that interlock so the child can build walls. The set has gates, doorways, windows, and other equipment, and the bricks themselves are scaled in size from real concrete blocks. Sets are \$2.95 for one of 152 pieces; \$4.95 for a 306 piece set.

Gifts for Adults

For adults, too, simple, usable gifts have most value. Here are tips, particularly on the newer materials:

In socks, mercerized lisle gives better wear than fancy rayons. In nylon socks, pick those with cotton feet because the new synthetic materials don't absorb perspiration. If you don't know the size, there are now expansible socks in one size made to stretch.

In shirts, solid colors are generally better quality for the same money than fancy patterns. Of the "synthetic" shirts, dacron most effectively eliminates ironing (but costs most), orlon still needs some, and nylon seems to be least satisfactory. But you can still buy two or three good cotton shirts for the price of one orlon or dacron.

In sweaters, orlon is stronger than nylon and costs less than dacron, while providing much the same durability and shape-retention as dacron. But a blend of wool and orlon is often an even better choice than all-orklon, because the wool in the blend helps eliminate the tendency of synthetics like orlon to form little fiber balls and also has more "give." In nylon sweaters, permanently crimp-set ones are strongest and have softer texture. In wool sweaters, worsteds give most wear. Avoid cashmere and angora. They are costly but perishable.

In women's blouses, orlon or dacron makes a good gift for a working gal because it washes easily and needs little or no ironing, but has less usefulness for a housewife who might find a rayon blouse as satisfactory.

In pipes, an outdoor man like a Seafarer will prefer a small one he can easily pocket, but make sure the walls of the bowl are at least a quarter inch thick for a cool smoke. Also, the straighter the grain, the cooler the smoke.

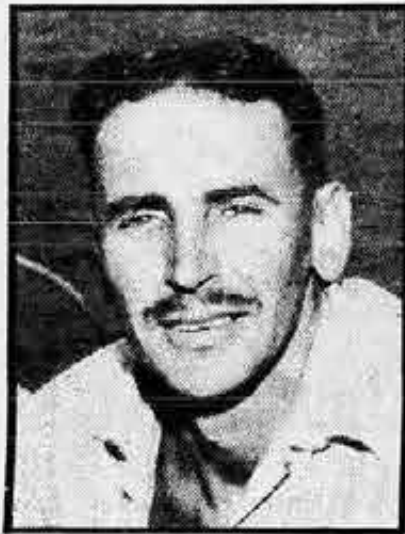
SIU Man Reaches Home After Solo Ocean Trip

Seafarer Olavi Kivikoski, who crossed the North Atlantic single-handed in a 30-foot schooner, has arrived safely at his parents' home in Kemi, Finland, according to word received from his friends here. Kivikoski got home at the end of October, 4 1/2 months after he weighed anchor at City Island, New York and set out across the ocean in his two-masted ship, the Turquoise.

His first landfall was Den Helder, Holland, where he arrived on

been home since he had left Finland in 1940.

Originally, Kivikoski had planned to fly back to New York and ship out again this winter with the SIU. Then next spring he hoped to return to Finland and attempt a single-handed westbound crossing of the North Atlantic.



Olavi Kivikoski

August 22, 67 days after he left New York. After that he traveled by slow stages through the Kiel Canal, up past Copenhagen to Goteberg, Sweden.

From there, according to his routing, he took the inland route across Sweden on the lakes and canals, so as to keep out of the lower Baltic Sea which is Soviet-controlled. Once on the Swedish east coast he headed north in the Gulf of Bothnia between Sweden and Finland to the Kemi River at the head of the Gulf. Fortunately, although it was already mid-autumn, the area was not yet frozen over and Kivikoski was able to make it home.

Kivikoski's arrival touched off quite a local celebration in the small Finnish town. He had not

Fight Seen On MSTs Use For Refugee Lift

A hot fight over a State Department proposal to use MSTs vessels for transporting European refugees to the US is expected to develop, with the US shipping companies leading the fight against this proposal to further expand Military Sea Transportation Service activities.

The State Department proposal comes right on the heels of a number of proposals by Congress to cut down MSTs activities, and to stop MSTs competition with privately-owned US-flag tonnage. The 1953 Refugee Relief Act calls for the transportation of about 209,000 aliens to the US during the period ending December 31, 1956.

The Intergovernmental Committee for European Migration will handle the movement, but the US will pay most or part of the cost and the act provides that when the US pays part of the cost, the transportation must be by US-flag vessels or by US-flag planes "when available."

The State Department has suggested that MSTs vessels could be used in addition to privately-owned US-flag ships, to satisfy the law.

CG Checking All Ships In Key US Ports

Coast Guard patrols have been set up to meet and identify all vessels arriving at New York, Charleston, Norfolk, New Orleans and Galveston, as a part of a general tightening up of security regulations along the Eastern Seaboard.

The Coast Guard in New York has also been pressing the operators of the various harbor craft to get their Coast Guard port security checks, and to carry a port security card. This would mean that every operator or crewman of junkboats, barges, water taxis and other harbor craft would have to go through the same sort of security check that seamen get for validated papers.

So far, the Coast Guard has been spot checking harbor craft in New York, and has merely been giving out warnings to those who had no port security cards. The Coast Guard, it explains, is still giving these people time to get the cards before it cracks down and begins to impose penalties.

Meanwhile, this week, the 24-hour security patrols were set up outside the five ports. The patrol vessels will approach every vessel coming into port and identify the ship by name, type and registry. In New York, for example, patrol craft have been stationed at Ambrose Lightship and at City Island—the two entry points for deep sea shipping.

In addition to identifying the vessel, the Coast Guard patrol crews will also board all vessels that have touched any port in a Communist-controlled country. A complete check of these ships will be made, the Coast Guard said, with Geiger counters. These Geiger counters are indicators which will immediately show the presence of any radio-active material—the material that would be present in an atom bomb.

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.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 11-9-53 To 11-20-53

No. Seafarers Receiving Benefits this Period	1205		
Average Benefits Paid Each Seafarer	69.58		
Total Benefits Paid this Period		83,848	40

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5,325	00		
Death Benefits	13,055	69		
Disability Benefits	1,275	00		
Maternity Benefits	5,400	00		
Vacation Benefits	58,792	71		
Total			83,848	40

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	400,515	00		
Death Benefits Paid Since July 1, 1950 *	732,911	43		
Disability Benefits Paid Since May 1, 1952 *	25,040	00		
Maternity Benefits Paid Since April 1, 1952 *	187,200	00		
Vacation Benefits Paid Since Feb. 11, 1952 *	276,149	87		
Total			4,109,816	30

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	554,397	51		
	Welfare	520,598	08		
Estimated Accounts Receivable	Vacation	162,691	00		
	Welfare	150,177	00		
US Government Bonds (Welfare)		1,976,066	38		
Real Estate (Welfare)		448,989	01		
Other Assets - Training Ship (Welfare)		119,060	97		
TOTAL ASSETS				3,931,979	95

COMMENT:

The next examination of the various applicants for scholarship benefits will take place on Dec. 5, 1953. There will be two examination dates in 1954 for that years scholarship benefits, which will be Jan. 9th and March 15th. As of this date, only four people have applied for the scholarships to be given out for 1954. The deadline for applications for the 1954 scholarship is Feb. 20, 1954.

Those eligible under the plan who have hospital benefits due them on leaving a hospital, must apply for same within 14 days of the date of his discharge from the hospital. If such application is not made, then he forfeits the benefits due him.

Submitted 11-23-53

Al Kerr, Assistant Administrator

... and, remember this ...

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



UNION TALK

By KEITH TERPE

We were confident of an easy SIU victory in the Atlantic election for many weeks—even before the voting got underway—but the clearest indication on how we stand has come from the other side, from the frantic actions of the company and the company union. Nobody gets that desperate when he has a winner on the fire.

Thus, with all voting due to end December 15, and no apparent reason why the tally of the ballots can't be made right after that, it appears extremely likely that the official notice of our victory in Atlantic will see the light of day by Christmas, as fitting a time as any for such a happy event. Promptly after that, we intend to go in and get the best contract our people in Atlantic have ever seen.

Desperation Shows Up In Many Ways

The desperation of the company and the Atlantic Maritime Employees Union has shown in many ways, as both are obviously aware that the balloting for the SIU is exceeding their worst expectations. Their empty boasts of 4-1 and even 5-1 victory are crashing down on their heads and they're getting sicker every moment.

This is indicated, for example, by their plea for a quick end to the balloting, so that many eligible voters unable to make it in time will be denied a chance to cast their ballots. We had hoped they would not stand in the way and would allow as many men as possible to vote, but it seems they see defeat all around them and are principally interested now in holding down the SIU margin. Thus, after all ships had voted we had expected there would be a period of several days when eligible men would be able to cast their ballots at the NLRB office in Philadelphia, so that the maximum turn-out could be achieved.

Vote Ends December 15

The AMEU felt different about it, however, and whined loud and long until this final "catchall, wrap-up" vote was cut down to a few hours on December 15. Yet, unfortunate as this is from the point of view of denying the chance to vote to several dozen Atlantic men, we interpret it as a good sign of opposition weakness. They do not see any chance of winning it themselves, so now they are merely concerned with keeping our vote down as much as possible.

In addition, there was the case where the AMEU cast a shadow on the integrity of the NLRB itself to throw out one vote, which they recognized as one which would surely go to the SIU. The man in question got down to a ship too late to vote, and when he met the NLRB agent coming out of the gate after polling the ship he produced identification and asked if he could do it then. The Labor Board man said he saw no reason why he couldn't, gave him a ballot and the tankerman retired to a distance several yards away where he could mark it in secret.

Afterwards, he returned the folded ballot to the agent, who put it in an envelope and assured him his ballot would be put in the ballot box when the next ship was voted. However, since they are unable to trust themselves, AMEU officials saw no reason why they should trust the impartial NLRB agent. They demanded the ballot be thrown out because "no AMEU observer was present." Nothing was lost by this maneuver since the Atlantic man will vote again anyway on another ship, but just how silly can they get?

AMEU Tribute For SIU Organizers

Perhaps the best tribute our organizing team has gotten in this drive came from the AMEU itself this week, when it moved to have the voting of two ships now running foreign held on arrival back in the US. Both the Atlantic Exporter and Atlantic Dealer were due to return to Texas, then to vote up north about a week later. We have more than enough solid strength on both ships now to win them easily, but might have picked up several more just by one more shoreside contract by the organizers in the Texas area.

AMEU, however, wouldn't risk it; they must estimate as we do that we've got enough to beat them right now and they don't want us to pick up anything extra. So they petitioned to have the ships vote down south instead, which will mean the men will vote cold, without any shoreside contact at all.

Crew Sticks To Stricken Ship

Deciding that, "if the Navy thinks they can sail our ship, then we know that we can do it—and better," the Seafarer-crew of the Atlantic Water (Metro) voted 100 percent to stick with their damaged vessel and to "bring her back in true SIU style."

K. Puchalski reports that the vessel, which ran aground on the Labrador coast, had her bottom ripped open from her bow to her midships house. The crew was told that, if they wanted, they could leave the damaged ship and the Navy would sail her back to Halifax, where she would be thoroughly examined.

Ship's Meeting Held

A special ship's meeting was held, and the crew discussed the offer. The result was that the crew decided, "if the Navy thinks they can sail our ship, then we know we can do it—and better," and the crew voted to stay aboard. However, they had the captain give them a written statement that the ship would go no further than Halifax until after she was examined and was seaworthy.

The Atlantic Water hit bad weather on the way to Goose Bay. Her compass went out. Then the weather cleared, and the captain, who had been on the bridge for two days and nights without sleep, ordered the ship to head for Goose Bay. Instead, she ran on a reef, and radioed for help.

An ice-breaker and Army tugs were sent to help her. They tried to pull her off, but each time they pulled, they just succeeded in ripping open more of her plates. A salvage ship and a Navy salvage expert arrived, and joined in the work. All the salvage ships joined together on the lines, and ripped open some more of the Atlantic Water's bottom—but couldn't get her off the reef. While all this was going on, the weather was getting worse, and 16 inches of snow fell during the later parts of the rescue operation.

Freighters Alongside

Two freighters were sent alongside the Atlantic Water, and Army longshoremen took off part of her cargo, in an effort to lighten her. While the longshoremen unloaded 800 tons of cargo, the temperature ranged around seven degrees, and the Atlantic Water was covered with over three inches of solid ice.

With her cargo lightened, the tugs tried pulling her again—and just ripped open more bottom plates. Then an insurance company adjuster arrived, Puchalski reports,

and suggested pumping air into the ship. The air was pumped in, and this time the tugs were able to pull the ship off the reef.

However the time spent on the reef and the early rescue efforts did great damage to the ship.

The Atlantic Water then limped into Goose Bay, where the port

authorities promptly declared that she was unseaworthy. That's when the Navy made its kind offer to sail the damaged vessel, and the crew voted to remain aboard.

The Army congratulated all the vessels involved, and the crews of all the ships for "a cold and trying task well done."

'Save USPHS' Drive Gaining Momentum Aboard SIU Ships

The Honorable
U. S. Senate Chambers
Washington, D. C.

Dear Congressman:

There is now before the House of Representatives a bill, the passage of which would close the Merchant Marine Hospitals.

I earnestly solicit your support in defeating this bill which would so adversely affect our great Merchant Marine.

In times of stress and particularly, in times of war, the United States has been served valiantly by our Merchant Marine. It would indeed seem shabby treatment to reduce the care which these mariners need in times of sickness.

Yours respectfully,

Sample of letter which crewmembers of the Steel Rover and Steel Seafarer had printed and distributed to several SIU ship's crews.

The SIU crews of the Steel Rover and Steel Seafarer (Isthmian) swung into the fight to save the USPHS hospitals and medical service for seamen, as the two crews mailed about 100 letters of protest to Washington.

Aboard each of the vessels, the crews got together on a printed form letter protesting the proposed closing of the USPHS facilities. Each of the men signed copies of the letter and then sent it to the Senators from his home state, and to the Congressmen from his home district. In this way, each of the men was able to register his protest and to add his name to the many thousands of protests pouring in from all over the world.

Other Seafarers aboard different ships and on all coasts also joined

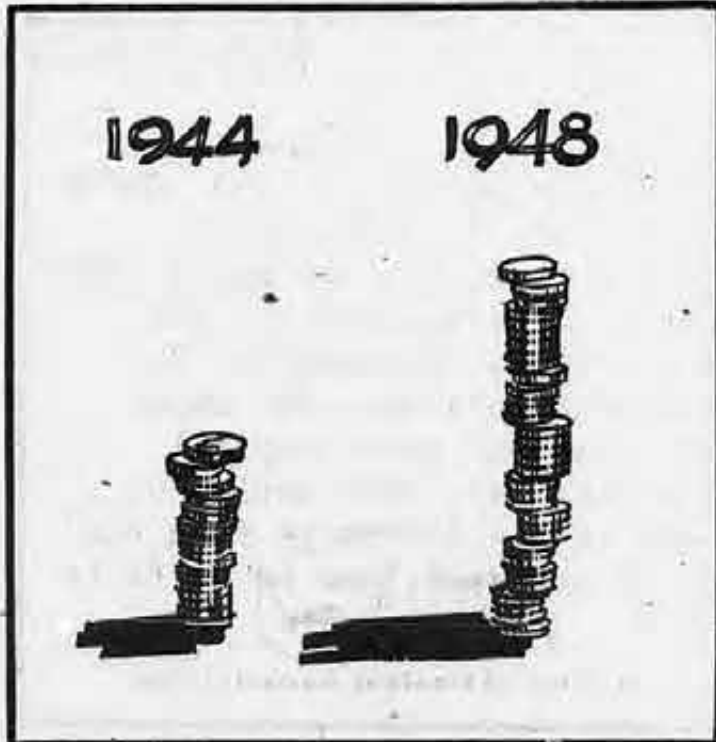
in sending an avalanche of protest to Washington, while the Union also continued its all-out fight to save USPHS hospitals and medical service for seamen.

The Government, in following its "economy" program has proposed stopping all free medical service for seamen, and closing the USPHS hospitals which seamen use. The SIU has pledged itself to fight this move in an all-out fight, and the membership has been asked to write to their Senator and Congressmen, and to also have all their families and friends write in protest.

Cartoon History Of The SIU

SIU Leads All The Rest

No. 5



With the new contracts, which Isthmian also signed, the A&G District had doubled seamen's wages in the period 1944-1948. All the gains had been made through the militancy and solidarity of the membership, while other unions screamed "me, too."



Although the SIU won an election in Cities Service, the company had nine ships it bought after the vote started, exempted. It set up a phony company union. The anti-labor apparatus was in full swing, but the company moved to nullify the victory.



SIU volunteer organizers were welcomed aboard the nine new Cities Service ships by the underpaid crews. SIU literature was read eagerly by the men, the new ships also voted. The NLRB vote went SIU by 89 percent, despite efforts by the company.

PORT REPORTS

New Orleans:

Bookmen On Beach For Holidays Period

Although shipping took a temporary drop here since the last period, we have to report that it is still good as there are as many permitmen shipping as bookmen. Bookmen are still hanging around for the holidays and permitmen are having it pretty good in competing for the jobs. Quite a few of the brothers are also talking up the opening of the fair grounds race track Thanksgiving Day and the SIU membership should be well represented there during the meet.

Last meeting had a record crowd of bookmen in the hall as the crew was laid off the Frederic Collins (Drytrans) and the Del Mar (Mississippi), and they are awaiting the re-shipment of these crews. Both ships should be crewed up before the end of the week and the outlook of the coming two weeks is good with at least seven scheduled payoffs due in here that will go out again.

Paul Boudreaux, John Doyle, Cyril Henning and Ralph Plehet of the Mississippi Shipping Co. Line

—SIU shore gang exhibited their spirit of Union interest by voluntarily appearing in the hospital to contribute blood to our blood bank. They were accompanied by Chester Coumas, of the Del Alba (Mississippi), who also contributed.

Lawrence Mays and Andrew Gindel lately of the Catahoula (Natl. Navigation), are some of the new members in the hospital here in New Orleans. They were involved in an automobile accident and both are making satisfactory progress. Bill Swilley is undergoing treatment for a back ailment and is joined by Junior Pullen in saying hello to friends.

Organize Outfit

Bill Butts, SIU member and now special representative on the organizational staff of the NO Building and Construction Trades Council, reported that the Teamsters, with the aid of the Council, knocked off a very non-union outfit last week. The company is in the mixed concrete and building material business and was a thorn in the side of the Teamsters when they recently struck the other companies for a better contract.

This outfit, Montague Materials Company, located on the airline highway, one of the two main highways entering New Orleans, was so non-union that it advertised itself with a large sign on the top of the building that read, "Montague Was Never Un-Fair But Now Non-Union." This sign has been on top of the building for over two years for all to see when entering New Orleans. But when the chips were down it changed its tune and after a two-day tie-up signed a full union contract with the Teamsters and other trades involved.

Ships Paying Off

Ships paying off were the Del Viento and Del Mar (Mississippi); De Soto (Waterman); and the Frederic C. Collins of Drytrans. The Del Alba of Mississippi and Bloomfield's Margaret Brown signed on.

Ships in transit were the Alcoa Corsair, Pioneer, Patriot, Cavalier and Polaris (Alcoa); Steel Age, Steel Executive and Steel Advocate (Isthmian); Del Alba (Mississippi); Seatrain New York and Savannah (Seatrain); Monarch of the Seas, Gateway City, Claiborne, Maiden, Creek, Gulfport, Lafayette

(Waterman); Margaret Brown (Bloomfield); Southern States and Southern Cities (Southern); and Bull's Binghamton Victory.

Lindsey Williams
New Orleans Port Agent

San Francisco:

Hospital Patients Like Union Movies

Shipping for the past two weeks has been pretty steady and the men are shipping at a fairly even pace. Future shipping looks to be about the same as it is at the present time, with everyone staying happy.

Paying off were the Longview Victory (Victory Carriers); Sea Cliff (Coral); Compass (Compass), and Holy Star (Intercontinental). Signing on were the Coe Victory and Longview Victory (Victory Carriers); Citrus Packer (Waterman); and the Sea Cliff.

In-transit vessels were the Coeur D'Alene Victory and Coe Victory (Victory Carriers); General Patton (National Waterways); Massmar and Marymar (Calmar); and Bienville (Waterman).

Talks On Union

The hospital patrolman has had a lot of thanks sent through him to the SIU for the movie shown in the USPHS hospital here, not only from the seamen, but from other patients as well. M. Papadakis spoke briefly on the history of the Union and its various beefs, while Tom Banning spoke on membership cooperation offered the officials in their new setup on the coast.

Around on the beach at this time is George King, who joined the Union in 1943. He participated in all the strikes and was chairman of the Isthmian Strike Committee, also a strike committee member in 1946 in New Orleans.

The first ship King sailed for the SIU was the Lafayette to North Africa. His most recent ship was the Seanan, which he got off in Japan to be hospitalized. He's married and lives in New Orleans.

On the beach now are oldtimers J. R. Wing, A. C. Lutey, J. H. Childs and A. F. Smith. Men in the marine hospital include A. J. Ellingsen, F. A. Burns, A. E. Allan, Ho Yee Choe, O. Gustavsen, Peter Smith, W. Timmerman, R. R. White, W. T. Center and I. J. Pereira.

Tom Banning
San Francisco Port Agent

Philadelphia:

Snowfall, Atlantic Vote Top Philly News

We have dug ourselves out from under our first snowfall and are back to business as usual.

Paying off were the Cantigny (Cities Service); Steel Vendor (Isthmian); Albion (Drytrans); Western Trader (WestNav.); Dorothy (Bull); and Portmar (Calmar). We shipped a full crew aboard the Badger Mariner (South Atlantic). This is the second new Mariner to crew in this port.

In-transit ships were the Bienville, Chickasaw, Yaka, Afoundria, Lafayette and DeSoto (Waterman); Robin Locksley and Robin Kettering (Seas); Ines and Elizabeth (Bull) and Cantigny (Cities Service).

The voting of the Atlantic fleet is progressing rapidly and we are hopeful of a quick victory. The men are marching right up to the ballot box and voting SIU—all the way.

Steve Cardullo
Philadelphia Port Agent

New York:

Payoffs, Repairs Chief Topics Of Discussion

Shipping is still below normal although there has been a steady overturn on the ships that have been arriving.

Paying off were the Beatrice and Rosario (Bull); Chiwawa, Bents Fort, Salem Maritime, Winter Hill and Logans Fort (Cities Service); Northwestern Victory (Victory Carriers); Steel Architect and Steel Voyager (Isthmian); Azalea City (Waterman); Trinity (Carras); Val Chem (Valentine Oil); Robin Sherwood and Robin Wentley (Seas); and Catahoula (National Navigation).

Signing on were the Robin Doncaster and Robin Kettering (Seas); Lafayette (Waterman); Northwestern Victory (Victory Carriers); Trinity (Carras); Steel Age and Hoosier Mariner (Isthmian).

In-Transits

In-transit ships were the Alcoa Ranger (Alcoa); Frances, Beatrice and Kathryn (Bull); Iberville, Fairland and Antinous (Waterman); Lone Jack and Abiqua (Cities Service); Seatrain Savannah, Georgia, Texas, Louisiana and New York (Seatrain); Steel Flyer, Steel Recorder, Steel Apprentice and Steel Voyager (Isthmian); Pennmar and Yorkmar (Calmar); Robin Kettering and Robin Kirk (Seas).

We have had several ships come in with repair and stores beefs

which had paid off and signed on in other ports. They merely came in to top off cargo and so stayed a short time in port, making it impossible to get repairs done. These things should be reported to officials in the payoff port and every effort should be made to get them taken care of before signing articles for another voyage.

Crews Fly In

We have had several tanker crews flown in from foreign ports for payoff in recent weeks, the latest being the Camas Meadows (US Petroleum). In some instances the company has tried to force the crew to pay off in these foreign countries without anyone to represent them in any manner. Do not do this under any circumstances. You can demand to be brought back to the area in which the vessel signed articles before being paid off, and you are entitled to full pay until they get you back.

Claude Simmons
Asst. Sec.-Treas.

Lake Charles:

Shipping On Slow Bell In Louisiana Port

Things are running along smoothly here in our beautiful little city, although shipping has been a bit on the slow side these past two weeks. We have had some jobs, but we are overloaded with men in some ratings and do not advise anyone to come down this way.

Calling in this area during the past two weeks were the Salem Maritime (twice), Logans Fort, Winter Hill, Abiqua, Government Camp, Bradford Island and Fort Hoskins (Cities Service). The Val-chem of Valentine came in over in Orange, Texas, and the Del Alba (Mississippi) arrived in Port Arthur. All the vessels had some jobs for the boys, keeping everybody happy.

For some time now we have had the pleasure of playing host to John "Blackie" Blizard, who was one of the boys to switch to the SIU in the successful Cities Service drive in 1950. "Blackie" sails in the deck department, although he can ship as an FWT when he wants to. He says he prefers the deck because it is cooler there and he can always find some guys to jaw with while working.

Leroy Clarke
Lake Charles Port Agent

Baltimore:

Ore, Calmar Vessels Keep Port Hopping

Shipping in the past two weeks has been a little on the slow bell, but we expect it to pick up, with the Orion Star (Oil Carriers) taking on a full crew soon. We also have Ore ships booked for every day of the coming week, plus a few Calmar ships in for payoff. With the holidays coming up, the turnover is expected to be good as it is around all holidays, and prospects look good for bookmen.



Alston

Ships paying off in the past period included the Trojan Seaman (Troy); Steelore, Baltore, Oremar, Marore and Cubore (Ore); Robin Kettering (Seas); John B. Waterman (Waterman); Evelyn, Mae and

Hilton (Bull); and the Steel Recorder (Isthmian).

15 Ships Sign On

Sign-ons were conducted on the Cantigny (Cities Service); Steelore, Baltore, Oremar, and Cubore (Ore); Evelyn and Mae (Bull); Petrolite (Tanker Sag); and the Trojan Seaman, John B. Waterman and Steel Recorder. Ships in transit were the Ines, Arlyn and Elizabeth (Bull); De Soto, Iberville and Azalea City (Waterman); Bethcoaster and Portmar (Calmar); Bradford Island (City Service); Alcoa Puritan and Alcoa Runner (Alcoa); Steel Architect and Steel Flyer (Isthmian); and the Robin Kettering (Seas).

We are glad to report at this time that the Ore Line is beginning to take the Sea Chest aboard its ships. If the men who make these scows keep insisting on Sea Chest gear, we are sure that before very long all the Ore vessels will carry Sea Chest stores.

As far as the election in Atlantic is concerned, things seem to be in great shape for the SIU. It sure looks like another win for a Union which has never lost. We're halfway through with polling the ships, and, from unofficial reports, it seems and looks as if the SIU is sweeping to victory.

The port is in fine shape at this time and the "gashounds" seem to have left our port for parts unknown. They know that they're not wanted around here.

In Hospital

There are many brothers in the marine hospital who would like to get a few lines from their shipmates on the outside. In the Baltimore hospital are Frank Pasquali, Thaddeus Laboda, Lloyd J. Thomas, Carl S. Fleming, Milton Habrat, Frank Conforto, Earl T. Erickson, Earl McKendree, Robert Lambert, James Penswick, Percy L. Harrelson, William Mays, Alex Presnill, Jessie A. Clarke, William Gallaway, William McIlveen and Jeff Davis.

Some of the oldtimers we have around on the beach now are Mike Dembrowski, Leo Garadedian, Fred Pittman, Roy Alston, Roy Poston, "Streamline" Tomlinson and Andy Reasko.

Speaking of Alston, he's one of the best chief cooks and bakers in the SIU. He's been a member since 1947 and has always done a wonderful job aboard every ship he's sailed. He thinks the SIU is tops in the labor field and the most progressive Union in existence. He wouldn't trade his book for anything in the world.

Earl Sheppard
Baltimore Port Agent

A & G SHIPPING RECORD

Shipping Figures November 4 To November 18

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	31	26	18	75	6	8	6	20
New York	159	133	136	428	100	84	65	249
Philadelphia	40	22	11	73	35	23	23	81
Baltimore	128	118	88	334	76	67	54	197
Norfolk	7	10	6	23	2	5	4	11
Savannah	34	15	16	65	38	32	15	85
Tampa	11	18	16	45	5	4	2	11
Mobile	42	30	39	111	47	34	37	118
New Orleans	123	91	112	326	57	64	60	181
Galveston	22	47	37	106	52	36	29	117
Seattle	48	33	37	118	41	22	26	89
San Francisco	54	67	45	166	51	52	55	158
Wilmington	38	30	22	90	22	23	19	64

588 1,007 995 1,981

IN THE WAKE

Ever since a seafaring man named Noah enlisted the aid of a dove to help determine weather conditions, the birds which travel the waters of the world have been considered omens of storms to come. The swan, associated with many strange stories, is believed to fly toward the wind when a hurricane is brewing, and when a swan builds its nest high, this is because the bird knows that high waters are coming.

If the nest is low, no unusually heavy rainfalls are to be feared. Many ships, as a matter of fact, have been built to resemble this graceful, white bird—such as the gondola, and the ships sailed by the Vikings.

A seagull perched on the water is considered a good sign, but the sea gull is associated with a stranger legend. Men who sailed the seas in ages past looked upon the gull with superstitious dread, believing that these birds were the souls of their dead, drowned shipmates; although the gulls were feared, none would dare to shoot them.

The seductive mermaid, found in romantic stories and in the vivid imaginations of lonely seamen long ago, crops up again and again in tall tales—and this probably was started by sailors to amaze and amuse their friends after returning home from long voyages. However, even Henry Hudson, as late as 1608, reported that two of his sailors, on a voyage from Spitzbergen to Nova Zembla, spied a mermaid, which swam up to the vessel and started at the men intently before she swam away.

The captain of yet another vessel—an Englishman this time, claims to have seen a mermaid in St. John's harbor, Newfoundland. Unflattering as it seems, poor eyesight and hasty observation may have resulted in calling a mermaid what was, actually a walrus, a dugong or a sea cow. When seen at a distance, these creatures have a human shape.

This seems particularly likely in the case of the seal, another human-appearing animal, which was

practically unknown in Europe until quite recently and which any European sailor in foreign waters would be unable to identify.

The most powerful blow which can be delivered by any living thing, is the flip of a whale's tail . . . A snail can walk on one foot without lifting it from the ground, and a snail is able to crawl over the edge of a sharp razor blade without cutting itself . . . Contrary to all circumstantial evidence, a fish has almost no odor. What we smell is the oil secreted in the fish's scales, to help it glide more easily through the water.

The smallest of all known fish is the pandaka pygmaea, found near the Philippine Islands, which measures 7/16 of an inch and has a transparent body . . . The gurnard is a fish with hands, feet, wings and skids, but the lancelet fish doesn't even have a brain . . . Despite all the interesting facts discovered about the denizens of the deep, no living man has yet been able to find out whether or not fish ever die of old age, and if they sleep.

Next time you order baked oysters in a restaurant, don't waste time looking for a pearl. Not only because any possible pearls have been spoiled by the heat of cooking, but because no valuable pearl is ever found in an edible oyster. Pearls produced by clams, by oysters and other mollusks, usually resemble the shells on which they are growing and where they are found, and the oysters which we eat are found in shells which lack glowing, rainbow-like shells.

Consequently, any pearl growing in an edible oyster would probably be dull, lustreless and completely lacking in value, even though they are genuine pearls, which have developed in exactly the same manner as a fabulously valuable pearl.

The freshwater mollusk, however, which produces beautiful, valuable pearls, is edible, but only as a last resort, since they are tough and don't taste particularly good.

THE INQUIRING SEAFARER

Question: What kind of facilities would you like to see on the ship of the future?

Joseph Negron, MM: I would like to see every ship, coastwise or not, have television, if possible, in the future. Also, air conditioning is a must for the future. It's no picnic now in the Persian Gulf and other places, and it sure doesn't figure to get any cooler there.



Adolph De Marco, OS: It would be nice if every ship had a baseball team with complete outfits, movies for the crew and a swimming pool. It also would be welcome to have a water-cooling system for the showers in hot regions, as well as a cold drink vending machine for the tropics.

Angel Reyes, BR Utility: First of all I'd like to see an atomic-powered ship, then runs would be shortened considerably. The best thing to have aboard a ship is a television set. With the TV there is no need for a movie camera and it is the best thing for spare moments.



Frank Puglisi, AB: Top priority should be given to air conditioning the ships. It is of great necessity in hot weather. However, I don't think American ships need much improvement because the living conditions aboard them are the tops in maritime. All we need is air conditioning.

C. P. "Slim" Thompson, AB: I'd like to see the Seafarer get everything in the way of facilities in ships of the future. Most of all I think every ship should have one fo'c'sle for each watch and a c h watch should have its own shower. Men off watch are awakened too often because of overcrowding.



Michael Dillon, AB: I believe that in the ship of the future each member will have his own fo'c'sle with his own shower. I'd like to see it anyway. I believe TV is impractical for all ships, but we do need bigger and better recreation and laundry rooms for the unlicensed personnel.



MEET THE SEAFARER



PETER PATRICK, Steward

Peter Patrick is one steward who can really boast about the food that he puts out aboard ship, and he's got the entire crew and officers of his last ship to back him up on any boasting that he cares to do.

Although Pete is a comparatively quiet man, who isn't given to boasting, the crew of the Camas Meadows (US Petroleum) has shown its appreciation of his food in the solid form of a silver service.

Pete, who started sailing back in 1945 with the SIU, took the Camas Meadows 13 months ago, as the first tanker that he had ever sailed. Taking her as chief steward, Pete made the 13-month trip on the Persian Gulf-Mediterranean run.

Liked Chow 13 Months

The Persian Gulf can get awfully hot, and a 13-month shuttle can get pretty monotonous. In most cases, after the first few months, the food all starts to taste the same—no matter how well it's cooked. But not on the Camas Meadows. In fact, when the ship paid off after 13 long months, the crew and officers got together and presented Pete with a complete silver service for 12 in appreciation of the food and the menus they enjoyed all during the trip.

Pete's comment about all of this was just, "Well, my chief cook was H. Rogan, and he was tops. Without him, the food wouldn't have been nearly as good as it was. He is a great cook, and was ready to cooperate whenever he could."

Pete is 24 and single—but he doesn't expect to remain a bachelor for long. "I've got a wonderful girl," he says, "and I hope to get married around the beginning of this coming year."

After that, well Pete says, "I figure that I'll keep sailing for a few more years, and then I'll have enough money saved so that I'll be able to go into business for myself. 'As all the guys on the Camas Meadows used to say, 'we've got one fine Union,' and with the payoffs that we're getting under the SIU contracts, I'll be able to save up enough money in a few years."

Pete started out by working

aboard a dredge in Delaware. He worked for a few months, and then took a trip on a WSA ship. "While I was on that ship," he says, "I heard some of the guys in the crew talking about the SIU, so when the trip was over, I looked into the Union. I was fortunate enough to be able to make a trip right away on an SIU ship, and I've been sailing SIU ever since then."

Union Activity

But Pete hasn't been sailing and enjoying SIU conditions without doing anything to help his Union. Pete was active on the picket lines during the Isthmian strike, and has also been active in several other beefs that the Union has had in the New York area. Since he makes his home in Orange, New Jersey, he ships out of New York almost all the time.

Before making this last trip on the Camas Meadows, Pete was always a freighter man. "I used to sail Robin Lines and Waterman ships most of the time," he says, "because I liked the ships, and I liked the crews on those ships. I also liked freighters, but figured I'd take a chance and take a tanker this last time out."

In addition to the food that he served on the Camas Meadow, Pete also enjoyed a great deal of popularity with the crew. When the ship's delegate got off the ship in the Mediterranean, the crew asked Pete to serve as acting ship's delegate on the trip back to the States, in spite of the fact that he was a department head.

When the Camas Meadows arrived back in the States, she arrived with only 25 hours disputed overtime—after a 13-month trip. There were no other beefs on the ship, and it was a really clean payoff. Pete's only comment was, "we had one or two performers on the ship when we left the States, but they got off the ship within a couple of months. After that, we had a top crew, and we had a great trip. When we got back to the payoff, after 13 months, I still had my entire original stewards department, except for one man who had to get off in France because he was sick."

The Seafarers Puzzle

ACROSS	DOWN	11. Pres. Jackson's nickname	20. Father	29. High: Abbr.	32. Bingle Del—(Mississippi)
1. The Seven—club in Glasgow	1. Over the—	16. Equipment	21. Oldtime warship	32. Bingle Del—(Mississippi)	34. Short hit
5. A great union	2. Britain's foreign secretary	20. Father	22. Fert below Sydney	35. Dam in Canal Zone	36. Breakfast food
8. It's north of Jamaica	3. All: German	21. Oldtime warship	23. Weep	36. Breakfast food	40. On
12. On the beach	4. Look at	22. Fert below Sydney	24. Good place to anchor	41. Salled	42. Wise man
13. A long time	5. Buy from union ones	23. Weep	25. Chew up	43. Heap	44. Gulf near Socotra
14. N. African port	6. Small bit	24. Good place to anchor	26. Pronoun	44. Gulf near Socotra	46. Writing tablet
15. Tell your troubles to him	7. One: French Zone	25. Chew up	27. Pipe joint	46. Writing tablet	47. Distress call
17. Placed	8. It's in Canal Zone	26. Pronoun	28. Elevated railways	47. Distress call	
18. Compass bearing	9. Russian mountains	27. Pipe joint			
19. Europe relief agency	10. Clear boat of water	28. Elevated railways			
20. Small truck					
21. Cheer					
22. Crew member					
23. Good way to wake up					
27. Ceylon export					
30. Gouge out					
31. The sun					
32. Unpleasant place					
33. Still					
34. Stockiest					
36. Zernial of baseball					
37. Three strikes					
38. Street in Bridgeton, Barbados					
41. Ship's weapon					
42. Mineral spring					
45. Rave					
46. Port east of Alexandria					
48. Aleutian island					
49. Cape in Mass.					
50. Flirt					
51. Kind of sign					
52. River in England					
53. Observed					

TEN YEARS AGO

The United States Senate, by a vote of 85 to 5, voted for the establishment of an international organization that "might become a new League of Nations," and also voted for postwar collaboration for peace. Senators Wheeler, Langer, Reynolds, Johnston and Shipstead voted against the resolution . . . At Rabaul, the Japanese lost three destroyers, eight merchant ships (50,000 tons) and three coastal vessels. Two cruisers, five other merchant ships and two tankers were also damaged in the air raids . . . The SIU's rank-and-file credentials committee made its report on the candidates for Union office in the regular Union-wide elections . . . Moscow announced the capture of Fastov, a rail junction southwest of Kiev . . . Heavy fighting took place at New Guinea, and severe losses were reported by both sides . . . In Yugoslavia, Mikhailovitch forces cut the Belgrade-Skopje-Salonika railroad.

President Roosevelt ordered that the US take immediate possession of the coal mines as a result of a strike by 530,000 bituminous and anthracite mine workers . . . Hitler in a speech on the anniversary of the beer hall putch, blamed the

US for the "air war," and declared that, "Germany will lay down its arms only five minutes after victory" . . . Churchill told the House of Commons that British liaison officers were operating with guerrillas in Albania . . . The SIU fought for demands that torpedoed seamen continue to get wages and subsistence until they were repatriated and paid off . . . The Nazis flooded coastal areas on the Gulf of Gaeta in Italy to stall the advance of the US Fifth Army . . . An unidentified plane flew over the Vatican and dropped four bombs. The Allies immediately denied a German claim that it was an Allied plane.

Despite floods, heavy rain and extremely muddy terrain, the US Eighth Army crossed the River Sangro in Italy, and established bridgeheads on both sides . . . Japanese planes met an Allied war fleet off Bougainville Island, and Tokyo announced that its planes had sunk three carriers, three cruisers and one large unidentified ship . . . Chinese forces charged that the Japanese troops in the Hunan-Hupeh border region of China were using poison gas in large quantities.

SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer

Editor, HENRY BRAND; Managing Editor, RAY DENISON; Art Editor, BERNARD BRAMAN; Photo Editor, DANIEL NELVAI SIG; Writers, HERMAN ARTHUR, IRWIN SPYACK, ARY PERVALI, JERRY BRUCE, AL MASKIN, NOEL FARMENTEL, LESTER KUSHNER, GUY AREA REPORTER, BILL MOODY.



Peculiar Welcome

There was an ironic twist to the arrival of the New Rochelle Victory in Korea with several thousand tons of emergency food cargo. Military and diplomatic big-wigs were present in carload lots along with brass bands, speeches and plenty of bunting. And there is no question but that the cargo was a welcome addition to South Korea's scanty and inadequate food supplies.

Yet when all the welcoming speeches and ceremonies were over, the Seafarers on the New Rochelle Victory, like SIU men on other ships, were denied the right to shore leave by the military authorities. The cargo might be welcome but the crew that got it there was given the cold shoulder.

The longer these shore leave bans continue, the more mysterious they become. The South Korean authorities have repeatedly stated that the seamen would be welcome. The martial law, that was the original excuse for restricting seamen, has long since lifted. The fighting in Korea has been over for many months now.

Nor is Korea the only place where these senseless bans are in effect. Army bases in Labrador and Newfoundland are equally verboten, even though in one instance the ships are 18 miles from the base. But at other locations, equally super-secret, seamen are allowed ashore.

All these men on SIU ships have been cleared by the Coast Guard. It has been their right, and the right of other seamen before them of a long sea voyage. The SIU questions the sense of the Army regulations, and it seriously doubts their legality. It intends to explore every possible avenue to see to it that these bans are lifted.

~ ~ ~

That 'Mutiny' Story

The so-called "mutiny" on the Seacraft would seem comic if it weren't for the near-tragic implications of the case. West Coast newspapers accepting at face value the wild accusations of an obviously irresponsible skipper, have practically hung and keel-hauled the SIU crew in print. But sober examination puts a different light on the whole matter.

The fact remains that the Coast Guard in Yokohama dismissed the whole business as without foundation in the first instance, and even here, the worst the Coast Guard did was to charge a few crewmembers (half of them ship's officers) with misconduct.

Here was a case of a captain, who by all crew accounts, was eccentric to say the least. A former master of Panamanian ships, he attempted to ride herd on the SIU men in the fashion to which he was accustomed. When they objected, he went hog wild.

One upshot of the whole thing is that the captain is no longer with us. That was his first (and no doubt his last) SIU ship. And all indications are that the penalties, if any, will be minor ones.

~ ~ ~

The POW Question

There have been a number of different views expressed concerning the few American POWs who said they wanted to stay in Communist hands. However, many people seem to agree that there'll always be a few unstable personalities out of thousands who will make a choice of that kind. "The Hatworker," official organ of the United Hat, Cap and Millinery Workers, AFL, sums up this feeling pretty well in its editorial:

"Aside from members of the immediate families concerned we see no one in the United States busting a gut to wrest the scant two dozen American crackpots in Korea who prefer to stay with the Communists rather than return home. We haven't asked the Indian repatriation supervisors to beat hell out of the screwballs in order to make them see reason. The general feeling is that it's just too bad. We have psychos and and just plain bums in our own country. There are perverts, dope fiends, winos and lackwits in infinite variety. If some of them land on Skid Row and refuse to return to their families, it's too bad for the families, but we don't punish the respectable members of the community for their sins. We don't force the entire community to move to Skid Row as the Communists want us to do in Panmunjon."

LETTER of the WEEK

Thanks SIU For Aid To Aliens

To the Editor:

This is a note to thank the Union and all the officials of the SIU for the wonderful work they are doing for the members, especially the alien membership. This letter is on behalf of the alien members aboard the Fairland (Waterman), as well as for myself.

Just to show what kind of a Union the SIU is, let me relate a tale which happened to me some time back. I'm sure it has happened before and the Union pitched in then as well, but it is good to know that the SIU is always on the job. Being a member of the Union paid off for me twice within a short period, enabling me to get two jobs, swell payoffs and keep the wolf from the porthole, so to speak.

Joseph

I paid off the Coe Victory (Victory Carriers) last summer in Long Beach, California, and after hanging around for awhile in the good old western sunshine, I decided to ship out again. The Union shipped me to the Fairland, but the company claimed that the alien quota was filled and so they turned me down for the voyage. I am an alien from India and have been an SIU member for a long time, shipping in the stewards department.

That didn't end the story by a long shot, however, with the Union stepping in and throwing its weight around in order to protect me. The Union found out that Waterman was full of seawater and that there was a vacancy still open in the alien quota. Back I went to the ship and got the job right quick. The company knew it was on the spot when the Union threatened it wouldn't crew the ship unless I was allowed to take the job. You never saw a company turn tail that fast.

Refused Job Again
After a payoff five weeks later in San Francisco, the company recrewed the ship in October but refused to hire any aliens at all, claiming the ship was going on an intercoastal run. The Union found out that the itinerary called for the ship to go foreign after the intercoastal run and on those grounds made the company ship me as well as eight other aliens. There's no fooling with the SIU when it's in the right.

I want to thank the Union again, for myself and the eight other aliens aboard the Fairland, for the splendid work it did in setting the company straight and seeing that we were not discriminated against. All of us are extremely grateful to the SIU and proud to be in the best union in maritime.

Just as we were certain in the past, we are just as sure of the Union's intentions for the future regarding the alien members, as well as all the men. We know the SIU takes care of its own. We're glad to be aboard.

Eric Joseph

'It Doesn't Say We Gotta Stop Fighting These Guys!'



LABOR ROUND-UP

The 35,000-member Local 1031 of the International Brotherhood of Electrical Workers is sponsoring the "I Was a Communist for the FBI" radio program in Chicago with Dana Andrews as the star. In addition it is paying for spot commercials plugging employment opportunities at four Chicago firms contracted to the local. One of the commercials boasts that not one of the local's members has ever lost a day's pay participating in a strike called by the local.

A recent survey of the national wage pattern has shown that wage increases are becoming tougher to get. While the increase generally in the second quarter of 1953 was 10 cents, it was only five cents in the third quarter. Of 3,546 agreements surveyed in the third quarter, six percent showed no increase, eight percent showed the top increase of 15 cents and 30 percent, the highest figure, showed a 4-6 cent increase.

Raising the federal minimum wage to \$1 would be bad for the worker, the US Chamber of Commerce said in its November Labor Relations Letter. Such a minimum "may damage many an employer's ability to make suitable adjustments in event of an economic recession," said the Letter, and thus he'd have to fire workers.

About 11,150 machinists, former railroaders, were receiving employee annuities under the Railroad Retirement Act at the beginning of 1953, according to the Machinists Journal. About one-third of these retired employees had wives who were eligible for annuities in addition to those payable to the husbands.

The motion picture industry has sunk to "an all-time low" in the number of films being produced in this country, meaning less jobs for union actors, the AFL Screen Actors Guild reported. Foreign competition was blamed for the condition, but television appearances by some of the 8,000 members filled in the slack in the employment picture.

Holiday pay for work done:

gubernatorial and Presidential election days was provided for in an agreement signed with the Miller Brewing Co. by Office Employees Local 9, Milwaukee, Wis. Union members working on those day will receive two and one-half times the regular rate of pay. The pact also calls for shift differentials, check-off of union dues and initiation fees and a broad health and welfare program.

Agents of the Quaker City Life Insurance Co. in Washington, DC, gained a general increase of \$4 a week in an agreement reached with the company by the Insurance Agents' International Union. In addition to the increase, the agents will receive a lump-sum payment retroactive to Jan. 1.

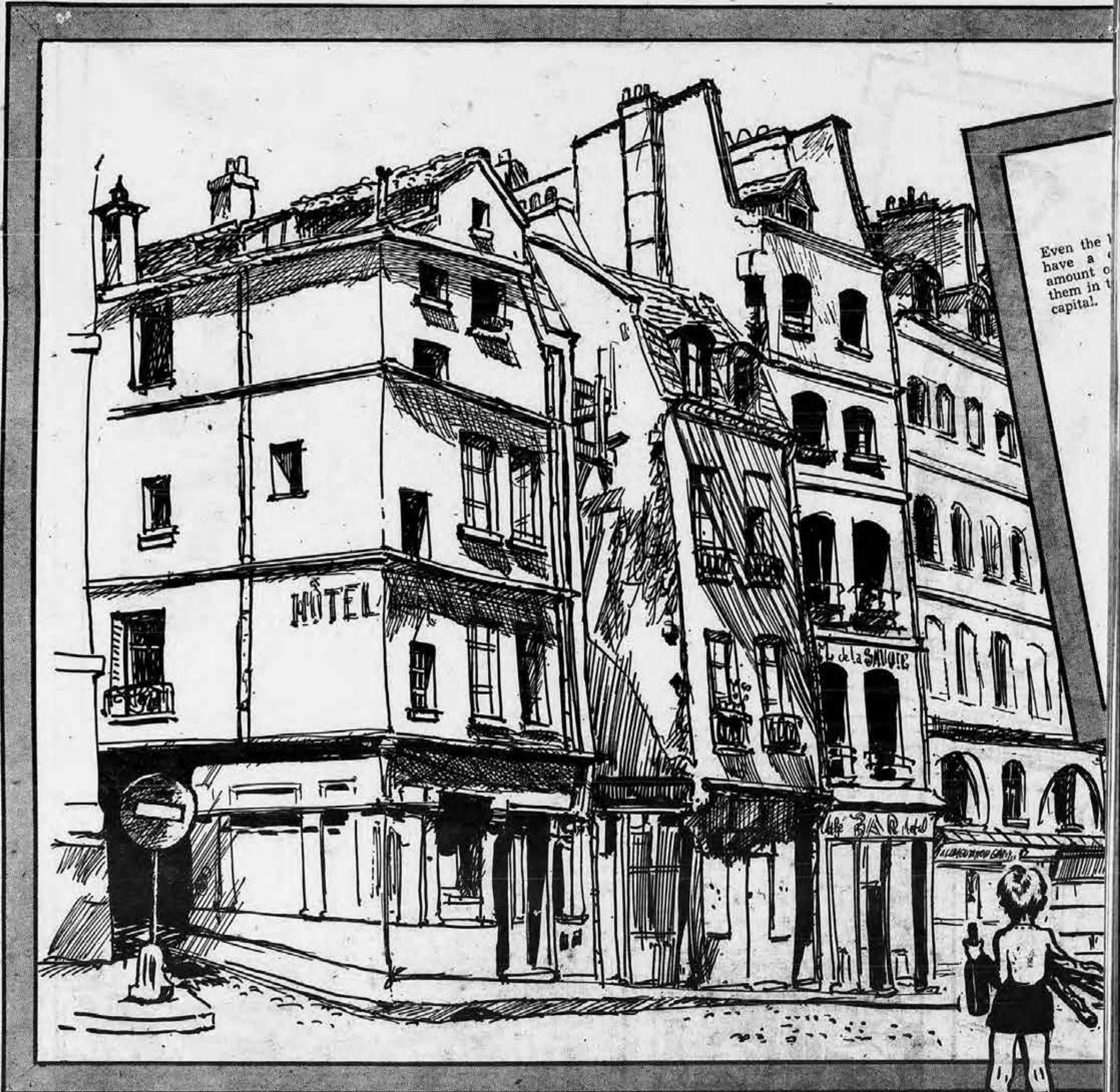
A successful drive for the local community chest was run by members of Meeteetuiters Local 94 in Scottsbluff, Nebraska, when the town's community chest discontinued. Members of the union, in cooperation with Swift & Company raised \$3,500 for 14 local organizations.

New York City bus drivers, members of the CIO Transport Workers Union, have won a 40 hour week and an increase in wages on private bus lines as the result of an arbitrator's award. The award was an outgrowth of a strike of several weeks' duration last winter. The bus companies, in turn, announced that they would seek permission to increase their fares up to 15 and 17 cents.

New Jersey Utility Workers, employed by the Public Service Gas and Electric Company have been on strike for the past week in a dispute over wage increases and other contract improvements. The men are members of the Utility Construction and Gas Appliance Workers, Union, Local 247. Up until now service has been maintained by company supervisors, while State authorities have been attempting to mediate the dispute.

Approximately 1,800 maintenance and distribution workers employed by the company are involved in the current walkout.

A SEAFAREE



Even the
have a
amount of
them in
capital.

A row of tired-looking old houses lean on each other on the Rue Descartes. "Francois Villon knew these" Smith writes.

The drawings on this page are the product of the talented pen of Seafarer Eddy Smith, now studying art in Paris. Smith will be remembered by many Seafarers as the creator of the popular

strip "Seafare" which at one time ran regularly in the LOG.

Smith went to work on the Union newspaper in 1948 right off an SIU ship. After approximately two years on the

LOG staff, he decided to try his luck in Paris.

Here are some of his impressions of the fabled city on the Seine that has served as a magnet for travelers.



The
lea
dit

R IN PARIS



us stops
ertain
style to
e French

A Paris landmark, the world-famed Cathedral of Notre Dame is shown as viewed from the rear. It was begun in 1163 AD, finished in 1260.



Notre Dame
(1163 - 1260)

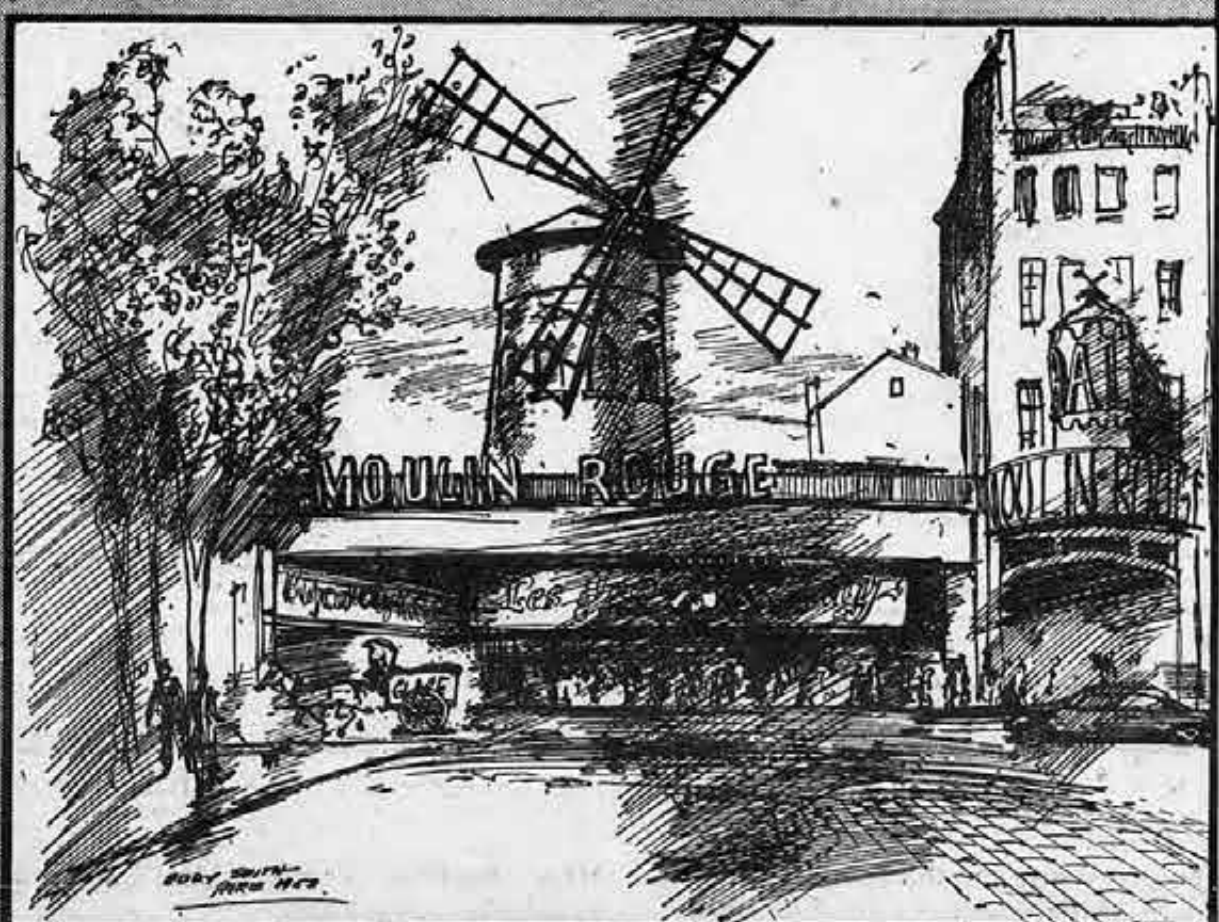
Eddy Smith -
PARIS - 1952



wine bottle and
es of bread are tra-
nal in Paris.



Old torture chambers such as these
serve as informal night clubs.



The Moulin Rouge, made famous via the motion pictures, is preserved as a prime
attraction for curious tourists taking in the sights.

MARITIME

The Food and Agricultural Administration of the United Nations is sponsoring an international exchange of ideas on the building of fishing boats. The annual world commercial catch of fish is estimated at about 25,000,000 tons. Two naval architects, Jon Olaf Traung, of Sweden, and Commander A. C. Hardy, of England, declared that proper design of commercial fishing vessels could help double the present figure and ease the food problem for people everywhere. The idea is reputed to have originated in a magazine article by the Swedish naval expert. The UN food group organized the first international congress on design and equipment with the first session was held in Paris, France. The second session is being held in Miami, Florida, in cooperation with the United States Fish and Wildlife Service.

Jules Ramorony, French under-Secretary for Merchant Marine, told the French National Assembly that plans are underway for the construction of a new, super trans-Atlantic liner for service between Le Havre and New York. The project is presently under study. Two types of ships are under consideration. One would have a top speed of 31 knots and the other, of lesser tonnage would have a speed of 27 knots. Passenger accommodations on each would be about the same. M. Ramorony made his announcement in reply to demands that France should have a new ship on the way to replace the Ile de France and the Liberte, which are scheduled to be taken from service in 1958 and 1959, respectively. The French Line has suggested a vessel of between 50,000 and 60,000 tons with a speed of 31 knots. The estimated cost of such a ship would be \$85,000,000.

Japan's Mitsui Line, now operating both east and westbound 'round-the-world cargo services is making a strong bid for return of its pre-war status as one of the major freighter operators. Four of the Mitsui Line ships are presently unloading in New York. Among cargoes is the company's first shipment of rubber from the Singapore area to New York since the war. The Asakasan Maru discharged the rubber at Pier 1, Staten Island, preparatory to sailing for Japan loaded with general goods.

H. Hobert Holly, engineer for Bethlehem Steel Company, and James A. Pennypacker, superintendent of Bethlehem's shipbuilding division, warned naval architects that merchant ships must be designed with reduced building and operating costs in mind if the American merchant marine is to remain in business against low-cost, foreign competition. The warning was sounded at the 61st annual meeting of the Society of Naval Architects and Marine Engineers. The Bethlehem representatives at the meeting told the audience, meeting at New York's Waldorf-Astoria hotel, that the designer must produce a saleable finished product, which must be of sound engineering design and convince the prospective owner of its ability to pay. Other topics of discussion at the meeting were Hydrodynamic Aspects of Appendage Design, Experiments on Single Screw Merchant Ships and Marine Engineering on Small Vessels.

Annual awards for notable accomplishments in the maritime industry were presented at a recent ceremony in New York. Recipients of the various awards were: John Burkhart, technical manager of Bethlehem Steel's Quincy shipbuilding division, who was presented with the David L. Taylor award for achievement in marine engineering; H. Gerrish Smith, chairman of the board of Shipbuilders Council of America, received the Land Medal for outstanding accomplishments in the marine field; William B. Jupp, manager of Socony-Vacuum's transportation department, J. V. Malcolmson, assistant general manager of the Texas Company's marine department, and A. B. Kurz, vice-president of the Keystone Shipping Company jointly received the Captain Joseph Linnard prize. The President's Award for the year went jointly to R. P. Giblon, chief engineer for George C. Sharp, William Elmer, of the New York Shipbuilding Corporation, and J. F. Nace, of General Electric Company.

Eight more Liberty ships were recently chartered by the Military Sea Transportation Service. The vessels were turned over on time-charter for four months, beginning in December, with an option for an additional four months. The chartered ships are the Liberty Bell and Liberty Flag (Tramp Cargo Carriers); Ocean Lotte (Ocean Transportation Co.); Liberty F (Dover Steamships); Seamonster (Excelsior); Sealegend (Insular); Seamerit (Seven Seas); and Northsky (North-easter).

The Pacific-Atlantic Steamship Company is scheduled to take over for the government operation of the Golden Mariner on December 28. Two other Mariner type ships to be transferred over to private industry are the Diamond Mariner, which will be taken over by the Prudential Steamship Company, and the Show Me Mariner, which A. H. Bull and Company is scheduled to operate.

SEAFARERS

in ACTION

Sometimes a ship's delegate becomes so popular that he can't quit the job even if he gets tired of the headaches that are involved. That's apparently what happened with Mike Sikorsky, ship's delegate on the Strathbay (Strathmore Shipping).

Apparently the crew had been having trouble for some time getting the captain to paint the crews quarters and the shoreside patrolman had to enter the picture to see to it that the captain carried out the necessary job. As ship's delegate, Sikorsky followed the matter up on shipboard with the result that the captain finally gave way and broke out the paint cans.

With that job well underway, Sikorsky asked his shipmates if he could resign the ship's delegate's job. But the men played a nasty trick on him and after accepting his resignation with a vote of thanks, reelected him unanimously.

The veteran Seafarer was born in Rhode Island on April 4, 1907, and joined the Union in Baltimore where he and his wife now live. He sails in the deck department.

Seafarers on the Cubore were the first in the Ore Line fleet to get an SIU slopchest aboard, thanks to the efforts of several crewmembers, including Charles Hostetter and George Mattair. Crews on Ore and Calmar ships have been complaining for some time that the slopchests aboard were high priced and the masters would not buy from the Sea Chest on a competitive basis. But as a result of Hostetter and Mattair's efforts the Cubore now has a Union slopchest aboard, and it's expected that other Ore and Calmar Line vessels will follow suit in short order.

Hostetter has been sailing with the SIU for four years, joining the Union in the port of Tampa on September 9, 1949. He was born in Longdale, Virginia, on January 28, 1925, and sails in the deck department.

Mattair is a Georgia native who got into the SIU via the port of Savannah on December 20, 1952. He's 42 years old and now has his home in Jacksonville. He sails in the deck department.



Sikorsky



Mattair

On the Job

Use Of Piping In Engine Room

Anybody who has ever been in the engine room of a ship must have been impressed with the tremendous amount and variety of piping visible on all sides. Actually on a merchant ship there are several miles of piping and tubing in a bewildering collection of sizes, shapes and materials. The maintenance and upkeep of all these pipes and fittings is a necessary and important function of a well-run engine room.

Piping used aboard ships has to conform to Coast Guard regulations as to size, materials used and other specifications. The use of the right piping in the right place is the responsibility of the engineers who have to keep abreast of the changing regulations on this score.

Piping is generally made of cast iron, wrought iron, steel, copper, brass lead, monel and a variety of alloys that are constantly coming on the market. For all-purpose piping seamless steel is permissible, and is required by regulation in fuel oil service lines between pumps, or in all steam lines with a temperature of 450 degrees fahrenheit and/or 350 pounds per square inch of pressure.

Special Use Pipes

Other piping has special uses. Wrought iron can be used for hot and cold water lines where temperature is not over 350 degrees fahrenheit. Galvanized pipe is useable for low pressure water lines. Seamless drawn copper is suitable for uses where temperature is not over 408 degrees. It wouldn't be much use with superheated steam, or in any instance where it would come in contact with fuel oil, except in the case of flexible copper connections used for oil burners. The same would be true of brass piping. Brass or copper piping is best used for salt water as they will not corrode as readily as steel.

Lead pipe can also be used for saltwater and for bilge lines outside of machinery spaces. But lead, being soft, is easily damaged and has to be protected.

Damage to pipe lines in a different manner usually takes place when a pipe is first put in operation after being out of use than it does when the line is in service, or is completely unused. For example, when a cold pipe is opened to handle hot water, steam or other heated material, some parts of the metal may expand more rapidly than others, due to different thicknesses of the piping involved. Also if there is any condensed moisture in a steam line it can form what is known as a "water hammer." The water is pushed along ahead of the steam with great force and may do a great deal of damage to bends in the line and to valves.

Admit Steam Slowly To Line

It's advisable when opening a pipe for use to drain all spaces where water may have accumulated and admit steam slowly to the line. Bypass valves should be used to warm up the line and equalize pressure before large valves are opened. Where there are no bypasses, the line can be warmed by cracking the connecting valve just enough to let a small amount of steam in. The trap bypasses should also be opened to allow free drainage and then closed once the pipe is free of water.

A line that is in regular operation can suffer damage through corrosion or deposits of solids on the pipe walls. In some instances, if electrical currents get at the line they will in effect plate the walls of the pipe with metal from the joints. Vibration because of pressure can also cause damage.

Where corrosion is a continuing problem, the only thing that can be done is replace the line with one made of a different metal that is corrosive-resistant. Electrical trouble can be checked by stopping current leakage are making that the pipe joints and fittings are good conductors and will allow the current to pass through without traveling through the liquid. Vibration troubles simply require firmer support of the pipe.

Dry Out Idle Piping

When a pipe is idle, and is partly filled with water, or has moisture clinging to the sides, it will rust far more rapidly than when completely filled, or dry. Cold pipes are more subject to vibration because they contract and will fit loosely. Therefore, pipes should be thoroughly dried out when shut off and mountings and supports made as tight as possible.

Several other general precautions should be followed in dealing with piping. Piping should never be used to hang on or stand on, or hang chain from, or put heavy weight on in any way. Copper and brass piping should be kept free from contact with bilges. When cleaning strainers, no more than the maximum pressure allowable should be placed on sea chests.

Before adjusting reducing valves, they should be drained and warmed up. The inlet valve to the reducing valve should be fully opened. Traps and bypasses should be examined whenever the feed tanks show an abnormal temperature rise. Exposed auxiliary machinery should be drained and drains broken to prevent freezing in cold weather.

Burl

From Soup To Nutsy

By Bernard Seaman



Longshore Rally Sees Victory For AFL-ILA



A group of longshoremen read leaflets announcing the AFL-ILA mass meeting. Leaflets were distributed on all docks via a cavalcade of automobiles.

(Continued from page 5)
that in the supposedly invulnerable ILA stronghold, Local 824, which is controlled by Harold Bowers, the

Melting Ice Brings Ocean Level Rise

An interesting development that promises to have effects on shipping is the receding ice age. While scientists disagree on cause and effect, there is general agreement that temperatures are consistently higher, during the cold months, all over the globe. As a result of this factor, the polar ice caps are melting faster and causing generally higher sea levels.

For example, the additional fluid water, resulting from the melting of glaciers, has raised the level of the ocean along New Jersey's coast by approximately nine inches. It is believed that this added water in the ocean may dilute much of the state's underground fresh water supply. In view of this, some authorities oppose for the time being, the Army Corps of Engineers' proposal to dredge an additional 15 feet of the Delaware River bottom, which they believe would increase the threat of salt water intrusion on a vital source of fresh water.

Further evidence of these unusually high ocean levels is found in the recent storms and floods throughout the country. On some of these occasions, full moons and high tides combined to flood areas which had rarely experienced floods before.

With an additional nine inches of water, however, many channels are able to accommodate ships with greater ease than before.

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.

new union received pledge cards from 71 percent of the men.

• John Dwyer, in charge of the Manhattan organizing drive, told the longshoremen that organizers were operating on all Manhattan piers every day of the week despite the threats of old line ILA toughs, and that the old ILA has not dared to molest the men in any way.

• SIU Secretary-Treasurer Paul Hall told the longshoremen that after the election had been won, the first order of business would be to negotiate a decent contract. He charged the stevedoring firms with pleading poverty while they siphoned hundreds of thousands of dollars in bribes and kickbacks into the pockets of the old ILA leadership.

• Tony Mike DiVincenzo, a Hoboken leader, told how longshoremen in that port helped inflict a crushing political defeat on a mayor and police commissioner who had been operating in cahoots with ILA leaders there.

Other speakers at the meeting included Sigmund "Whitey" Brovanski, Cleophas Jacobs, Vince Erato, and Pete Johnson, counsel for the new union.

In New York the NLRB began making preparations for a vote of East Coast longshoremen between December 5 and 19 on the last offer made to them by the employers before they struck. The longshoremen are now under a Taft-Hartley injunction which ends at midnight, December 24, and are all working.

Vote on Last Offer

However, the law provides that before the injunction expires, the men must vote on the last offer made by the employers. The New York Shipping Association's last offer was a 10-cent an hour package, of which 8½ cents would be a wage increase, while the rest would go toward fringe benefits.

Representatives of the Shipping Association, the old ILA and the new AFL-ILA met with the NLRB to discuss this coming vote. The new AFL-ILA, although it never struck, was included under the Taft-Hartley injunction because of its tremendous strength and following among the longshoremen. This vote will only be concerning the employers' last offer. It will be in addition to the representation election that the AFL-ILA has petitioned for. The NLRB has been holding hearings on this petition during the past week.

The Humboldt Times

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28 PAGES

Ship's Officer Says Lives Threatened!

Typical of the inflammatory headlines on the Seaciff case was this one from the Humboldt Times, a West Coast newspaper.

'Mutiny' Turns Up As Food Beef

(Continued from page 3)
boats, defective electrical equipment and defective engine room equipment. The steamboat inspector read the riot act to the chief engineer and saw to it that the repairs were made.

Odd Behavior

In addition, the crew said, the captain was given to a variety of eccentric behavior especially when

drunk. This included throwing dishes and silverware overboard. On one occasion he sawed the lock off the galley storeroom to get some coffee up into his cabin. He was also quoted by the crew as saying that he would "get three or four men before the trip is finished," including Cullison.

As a matter of fact, the captain went so far as to have the steward

shipped to the Army hospital in Pusan in handcuffs for psychiatric examination, claiming that Cullison was "dangerous." Army psychiatrists found nothing wrong and released him.

The upshot of the whole thing was that when the ship got back to the States, charges started flying hot and heavy, and newspaper headlines of "mutiny" did the same. Although the hearings were recessed two weeks ago, no decisions other than the two have been announced by the Coast Guard.

SIU Meets Atlantic Ships By Land, Launch And Plane



John Quinn (left) and GI Joe Reuss stand alongside Atlantic Trader before casting their votes. Quinn had just gotten out of the hospital the day before, but he voted.

(Continued from page 2)

cruiser, bearing SIU banners met the ship, and tossed more SIU literature aboard. The launch has met all of the Atlantic ships arriving in the area, supplying the crews with the latest SIU literature and news of the voting. The SIU plane went out to meet the Trader, but was unable to break through the fog and greet the ship.

Travel From Afar

Meanwhile, Atlantic men continued travel from all over the country to cast their SIU votes. One man left the hospital with his whole back and chest in a cast so he could vote. Men flew from the West Coast to cast their ballots. Another came to vote in a cast. When he had been in the hospital, he was told to report back for another ship as soon as he was "fit for duty," but when he showed up to vote, he was told that "other company records" show that he's due to be fired.

On all of the ships voting, however, the feeling was the same. There was a cheerful atmosphere of jubilation at what the crewmembers knew was another SIU victory. Only the XMAS and

aboard wore long faces. The SIU supporters were smiling and joking and already talking of how things will be under an SIU contract.

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight. Seafarers are urged to use one permanent address for mail so that claims can be checked speedily and payment made right away.

Storm Causes Heavy Damage To NY Port

New York port interests are still trying to recover from the damage done by the short-lived storm that hit the city on November 6 and 7, and it is expected that the losses will run into millions of dollars.

However, insurance men will not even estimate the extent of the damage, and the final total of the claims and the losses sustained from the storm will not definitely be known for many months.

The wind-rain-wind storm that hit the city brought most of the damage with it in the form of extra high tide that played havoc with the port. Tons of wind-lashed water crashed over the shore line, invading the basements of homes near the shore, wrecking shoreside installations, ripping up pilings, and ruining shipments waiting on the piers.

Piers Flooded

Some of the piers in Brooklyn and Staten Island were flooded with several inches of water, while piers on both sides of the Hudson were also flooded. Cargoes, both import and export, were contaminated and waterlogged. The NY City Department of Health, the US Food and Drug Administration and insurance companies all sent squads of men onto the piers to inspect the damage to the various cargoes.

The investigation is hampered by the fact that the material damaged by the water is the bottom layers of the stacked cargo on the piers. Officials have said that damaged cargo includes just about every type of material that is shipped in or out of the country, including foodstuffs, machinery, paper, batteries, rubber, metal parts, filters, and other materials.

Insurance companies and the city are also making a survey of all the piers to determine the extent of damage to the piers themselves. The city said that at least 50 of the city-owned piers sustained minor damages, and said further damage was avoided only because the winds did not quite reach hurricane velocities.

Shipboard Life Not Always A Bed Of Roses, Says Seafarer

Some days it just doesn't pay to get out of your foc'sle, according to Seafarer W. O. Cunningham, but, what's far worse, he says, is when the "bad day" extends for an entire Far Eastern run over a period of months.

Cunningham was aboard the Albion (Drytrans) along with other expectant Seafarers when the sad tale began. They were expecting adventure and excitement on the inter-hemispheric run, but they got not quite what they expected. There followed a series of mishaps unequalled under an SIU contract. Seafarers thought they were sailing in the old days of sail when some of the things popped up.

To begin with, the ship signed on in Baltimore with a cargo of grain for Pakistan and promises of repairs to be made in the Gulf of Mexico. Once in Port Arthur, Texas, Captain Hassel gave an advance and a promise of more money if the ship stayed in port for another day. The crew received neither their promised repairs nor their money, until two days later when the currency was forthcoming.

Reefer On Blink

The next port-of-call was Port Everglades, Fla., where the refrigeration system went on the blink. Two shoreside men worked half the night through trying to bring it back to life, but proclaimed their operation was only a temporary success and that the patient would need a complete overhauling. By that time the crew knew what kind of a trip it was going to be and battened down the hatches for a storm of beefs.

Calling at Cuta, Spanish Morocco, Cunningham relates, the crew had four hours to see the sights and feminine visions of the town before they went off through the Suez Canal to Aden, Ariba. There it was an eight hour bunker stop with no money to spend as patience and time ran out for the seamen.

Not a Drop to Drink

Once in Karachi the men found that their draw wouldn't go very far with prices soaring into black market stratospheres. Beer and other drinks were priced so high that the Seafarers couldn't find a native who showed his oats. Everyone was stone cold sober.

The captain even misplaced a man. An OS on the 12-4 watch became ill and was placed in a shoreside hospital, but the next day the captain didn't know which one when the crew inquired. Two days later the crew found his location in the log, but the captain was still unable to find the man.

With a sigh, Cunningham finished his report by relating that the only things left to do in Karachi, anyway, were write, read, sleep and work.

Stowaway Season On Ship Closes For Five Runaways



The five stowaways shown above seem to be enjoying the situation as they smile at the thought of being returned to the Philippines after free rides aboard the Steel Seafarer and Steel-Maker. Picture was snapped by Eddie Odum aboard the Steel Maker.

With the summer tourist season coming to an end as the first frosts of fall settle upon the earth, writes Seafarer O. B. Smith, tourists of another class and stripe take the play away from those who pay the freight. Stowaways seem to be in season at the moment, as they always are.

A communique from Seafarer Smith tells of the mid-ocean transfer of five such "blind passengers," ranging in age from 17-23, who had hoped to leave the misty land of the Philippines behind and embark on a new course in the fairyland island of Hawaii. A sharp eye by a lookout on watch, however, foiled this noble plan and sent the adventurers back from whence they came.

Ships Rendezvous

The Steel Maker, on the first leg of an around-the-world voyage between San Francisco and Manila, received word by radio for a rendezvous with the Steel Seafarer. Setting engines full speed ahead, the Maker arrived at the designated spot on a sunny Saturday morn, a little before noon and about three hours before crossing the International Date Line. The clock was soon to turn on the five stowaways as well.

With moderately rolling and pitching seas beneath a blanket of

overcast skies, the switch was made and the five runaways were on their way back to their homeland, closing one part of the open season on stowaways.

LOG-A-RHYTHM:

New York--Port Of Dreams

By Roy Fleischer

Men first dreamed that
Its blue bay
Would reach the
Riches of Cathay
And quickly learned,
So it seems,
This island was
The Port of Dreams.

They built towers
To the skies,
As though to trade
With Paradise,
And soon the world,
By sea and air
Came to share
The hope born there.

Some dreams come true,
Some do not,
But each gives magic
To the spot,
And each rare gem
Casts a gleam
To glorify the
Soul that dreams.

This port, this home
Of endless dreams,
Throbs like the heart
Of solar beams
And nightly glistens
Like the stars,
Richer than Cathay,
By far.

Did You Know . . .

That the recent subpoena of former President Truman by the chairman of the House Un-American Activities Committee was the first time a former president had ever been served a subpoena? Mr. Truman, refusing to answer the subpoena, cited a long list of precedents. Thomas Jefferson, while president, was served a subpoena by Supreme Court Chief Justice John Marshall to testify in the trial of Aaron Burr, who killed Alexander Hamilton in a duel. Jefferson refused.

That Newport News was named by Daniel Gookin of Newcetown, County Cork, Ireland? Captain John Smith originally called the site Point Hope. Gookin, landing in 1621 with a cargo of cattle and supplies, renamed it New Port Newce, after his home town. The present spelling appears to be a corruption of the name Gookin bestowed upon the port. A common assumption is that the city was named after Captain Christopher Newport, who took the first colonists to Jamestown and made several more voyages to Virginia.

That candidates for the SIU college scholarships can still send in applications for future qualifying examinations? There are four scholarships, worth \$1,500 each, which will go to the successful

applicants. All Seafarers and children of Seafarers are eligible for these scholarships. This feature of the Union's social services enables Seafarers or their children to secure a college education where they could not otherwise do so. Successful applicants are awarded the money annually and can choose any accredited college or university.

That a British Admiral was once executed for an error in judgment? Admiral John Byng was executed in 1757. The circumstances that led to the sentence and execution occurred at the Battle of Fort St. Philip in Minorca. The French were threatening the British garrison and the Admiral was ordered to the Mediterranean Sea to relieve the garrison being threatened by the French fleet under de la Galissoniere. After his leading ships were all destroyed by the French fleet, Byng refused to attack the French, realizing that such a move would mean the complete destruction of his force and, probably, the loss of the fort, as well. He remained in the vicinity for four days and returned to Gibraltar. To his amazement, Admiral Byng was arrested and taken, a prisoner, to England. He was tried and convicted and was executed on March 14, 1757, on board the Monarch off Spithead.

Baseball Vs. Bebop On Ship

Reports coming from the Steel Director (Isthmian) seem to indicate that there is a difference of opinion aboard concerning some disposition of the ship's funds. Two camps have sprung up, according to Seafarers, and the battle lines are drawn between baseball and bebop.

Marshaled on one side of the dispute are those who favor extending the national pastime to embrace a team aboard the Steel Director. In a word, they want to buy equipment for a proposed ball team. Opposing this faction is a dissident group of long and short hairs of the musical world who want to add a record player to the recreation room facilities, as well as some records. They contend that the time for bat and ball is past, now that the World Series is a thing of memory. They would rather listen to musical refrains than baseball.

Still At Odds

The argument waxed hot and heavy over the messroom tables, but no definite conclusions were reached, according to last reports. It is still a battle of andante cantabile versus the drag bunt, with voices raised championing causes with equal vigor.

The opponents are still at loggerheads, but one wag proposed the solution of the infield doubling as a quartet.

Seafarer Rags - There's No Sense Wasting Time

By E. Reyes



The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

The 35 mm camera has undergone remarkable changes since its inception. At the beginning it was little more than a small box, a shutter and a fast lens. In 25 years larger aperture lenses in bulky mounts, combination range and viewfinders, double exposure prevention mechanisms and other mechanical innovations have added size and weight. Some 35 mm cameras outweigh and are larger than contemporary 2 1/4x3 1/4 cameras.

One of the few exceptions is the Retina 11a. Although most of the desirable modern improvements—fast lens and shutter, combination range and viewfinder—have been added, the Retina 11a of today is about the same shape and weight as the first Retina introduced in 1934. It will fit into a good sized pocket, can be brought into play quickly and is exceptionally silent in operation.

Versatile Camera

Although the Retina f-2 Schneider Xenon lens is not interchangeable, a list of accessories extends the camera's versatility considerably in the field of closeups. The Retina 11a should not be confused with earlier Retina models, especially the Retina 11b which, oddly enough, preceded the Retina 11a. You can always spot the Retina 11a; it is the only model that has both lever and rangefinder.

The Retina 11a retains most of the advantages of top modern miniatures as well as a compactness that few have. It uses a bellows and collapsible strut lens mount which allows the entire lens assembly to fold directly into the camera body. The camera bed serves as a protective cover for the lens when the camera is folded.

Optical bench tests on the lens indicated that performance should be quite good as f-2 and better when stopped down to f3.5 or f4. Definition at the smallest aperture f-16 was quite good for a lens of this type. The performance in actual picture tests were considered amazing, considering that the complete Retina 11a costs less than just the 50 mm f-2 lenses on some other miniatures.

Loading the camera is simple and can be done quite rapidly. A pull on the lever at the right side of the camera body causes the back to swing open. The take-up spool is fixed permanently in the camera and can be threaded easily. With most 35 mm cameras you wind and release the film advance two or three times and then set the frame counter to one. The Retina 11a counter, however, can be set immediately to one of the diamond markings on the frame counter. You then advance the film with the rapid wind lever, each time depressing the film wind release button until the frame counter indicates the 20 or 36 exposure marking. You're now ready to take the first picture. Thereafter the frame counter will show you the number of pictures remaining to be taken, instead of the number already made.

Shutter Speed Changes

Changes in shutter speeds can be made easily. A small red dot on the knurled letting ring is placed opposite whatever speed you wish. Speeds can be pre-selected before or after the shutter is cocked with the exception of the 1/500 setting which must be set before cocking.

Lens apertures are set by moving a lever around the bottom of the lens mount. The lever has click stops and will stay fixed at the opening set. The camera has a German push-on type flash tip instead of the ASA bayonet tip common on many American 35 mm miniatures. A Kodak flashpost adapter to convert the German tip to ASA is supplied with the camera.

The Retina 11a fulfills all the requirements for which it has been designed, plus more. It incorporates a fast lens and shutter in a small, reliable body, which can be worked rapidly and silently. It is not surprising that Sir Edmund Hillary chose this light, pocketable and reliable camera for his final dash to the top of Mount Everest. The camera lists at \$164.10. It can be had at your Sea Chest for much less.

Class Speech Defends Labor

Seafarer Milburne (Red) Darley, now retired and studying labor relations at Mexico City College, has his own method of fighting for Seafarers' rights. Instead of taking his battle out on the docks and aboard the ships, in his quest for better conditions for seamen and labor, he battles with words in the classroom.

Highly important in the democratic scheme of things, Darley's parley methods of improvement for labor work hand-in-hand with direct action in and around the waterfront and on the vessels of American-flag ships. However, his fight goes beyond the ships and seamen, to embrace all of organized labor.

Favorably Received

Making his stand on the Taft-Hartley Act known to his classroom colleagues as well as professors, Darley delivered a speech recently before an assemblage of college students denouncing the Act and offering a plan aimed at bettering the working and living conditions of all members of organized labor. The 1,300-word speech met with much favorable comment, south of the border, in classroom and out. Darley reports that Mexican labor leaders and students are much interested in the labor problems of the US and talks such as these can alert the whole labor movement

about the problems of all organized labor.

Electric Guitar Gets Tuneup



Seafarer Horace Gaakill, bosun, tunes up his amplified guitar in a Baltimore hotel room before getting ready to ship out and entertain his shipmates with his musical act. Photo by Doc Watson.

'Miracle Man' Seafarer Keeps Fighting Back After Mishaps

Seafarers believe in the philosophy of life wherein it is necessary to take the good with the bad, but, according to Seafarer Clyde Clark aboard the Fairport (Waterman), some seamen get too much of one and not enough of the other. However, he's not referring to himself, but has a tale to relate concerning the unfortunate antics and mishaps of shipmate Clarence Brockett.

Brockett, it seems, has been courting disaster for many a moon now, and has earned the nickname of "miracle man" from his many shipmates who know of his accidents, on and off the ships. Before the latest mishap occurred, Brockett was victim of enough accidents to render him hors de combat many times over, but he always came back fighting. At the moment, he's living with the following items missing from the standard operating equipment: one lung, three ribs, one toe from the right foot and one chunk of head over the left eye.

Banged Up

The latest piece of missing equipment was the piece of his pate which was banged in and up aboard ship while he was painting on a winch. It happened this way: Clark was standing on the table



Clarence "Miracle Man" Brockett, right, poses aboard the Fairport with sympathetic friend.

top of the foremast passing tools to a Seafarer in the bosun's chair when a marlin spike missed connections and fell below to the heaving decks. On its way down the spike hit a boom and bounced to the inboard side. At that precise moment Brockett raised up a bit at the shout from above and was felled by the spike as it

whacked him viciously above the eye. He thought he was hit by a piece of rust as he worried his way around the winches. Blood was spurting from his head, nearly blinding him, but by that time Clark was by his side and walked him aft to the midship house.

Spike Undamaged

The flow of blood was stemmed by a bath towel soaked in cold water. Both the first mate and the captain pitched in to help. The bosun ran screaming down the deck saying Brockett had a spike in his head. It was hardly funny at the moment, but once the danger was past Brockett wanted to know if he did any damage to the Marlin spike.

Brockett ended the exchange with a swollen eye, a cut head and another battle scar on his weary body. He's pretty sure now that there is nothing else that can happen to him. If it does, however, he won't be surprised, and he's sure to come out on top.

Wines And Dines Actress



Down in Sao Paulo, Brazil, Seafarer Forrest King and Brazilian actress Guiomar Goncalves forego the traditional coffee bean for a toast in champagne at a local seafood eatery.

After a while, it seems, Seafarers get to meet almost everybody. Now, it turns out, Seafarer Forrest King is hobnobbing with a Brazilian star of stage, screen, radio and television.

While in the port of Sao Paulo, Brazil, King, night cook and baker on the Del Norte (Mississippi), wined and dined Guiomar Goncalves, a Brazilian actress of note. Miss Goncalves has

several pictures to her credit in her native land and hopes to come to the US to continue her career in Hollywood.

Hollywood, according to King, is only one of the three places Miss Goncalves wants to visit while in the states. The other two places are Augusta, Arkansas, King's home town, and SIU headquarters in Brooklyn. She doesn't care what order they come in, just so long as she gets a chance to do it all.

Canine Leads Crew's Life, On Vacation

As it must to all men, especially if they are Seafarers, vacation time came to "Butch," canine mascot aboard the Evelyn (Bull), according to Seafarer W. W. Eddy.

After running up and down the coast with the Evelyn for the past nine months, the ship's dog fell a little under the weather and it was decided that he needed a little vacation on the beach. Put off the vessel at Boca Grande, Florida, the pooch was placed in the hands of a veterinarian for rest, relaxation and recovery. Expenses for the rest cure were drawn from the ship's fund, with all hands agreeing that a vacation was a pretty good idea, even for a dog.

Dogs Have Life, Too

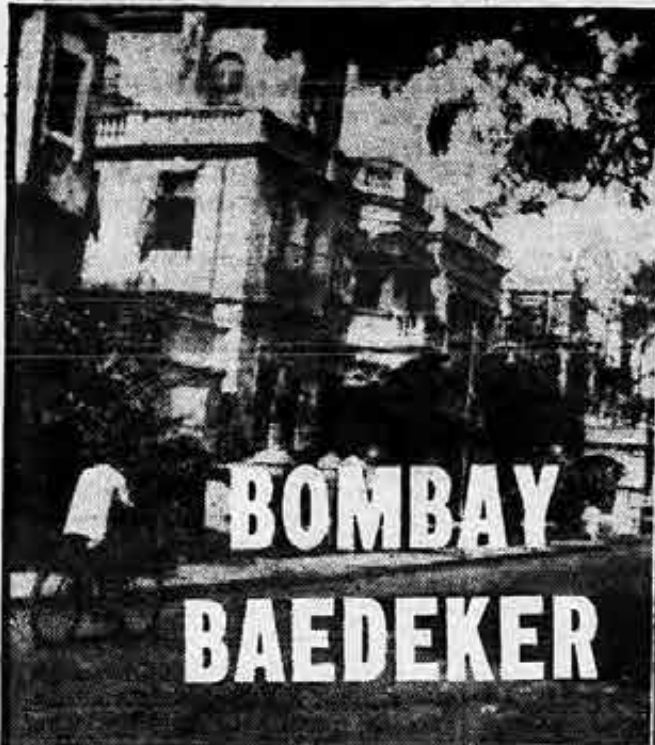
It is understood that the men aboard the ship chose Boca Grande as a stopping off place for their mascot with an eye to the canine population of the town. There, it was felt, he would be in good company, even though he roamed the streets.

The only instructions he received from the crew as he went off down the gangplank was to keep out of the gin mills. In this case, they felt, it would be better for him if he led a dog's life.

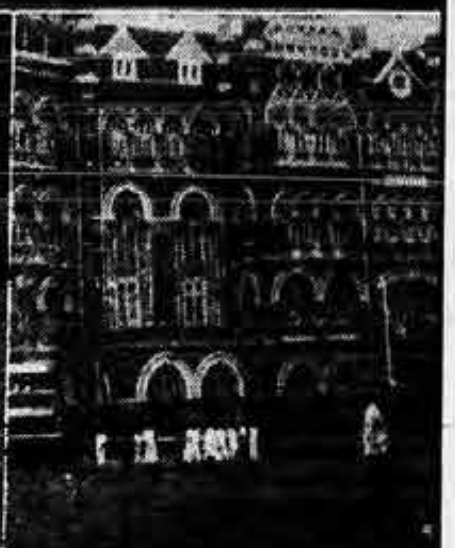
Quiz Corner

1. Which United States Navy aircraft carrier was recently damaged by explosions?
2. Which two heads of state in the Middle East are being replaced?
3. Which famous movie actress of the 1930's can now be seen on television?
4. Which AFL and CIO vice-presidents died recently?
5. Who was the American League manager who was fired and hired by two clubs within a couple of weeks?
6. What is the Darul Islam movement?
7. Who was the famous Welsh writer who died in New York recently?
8. Which former Iranian prime minister is on trial for his life?
9. Who is the American ambassador to Italy, who recommended that American troops be pulled out of Trieste?
10. Who is the spouse of the ambassador?

(Quiz Answers On Page 20)



BOMBAY BAEDEKER



From Kokomo, Indiana, to Bombay, India. That's the travelogue of Seafarer Eugene Stanton who snapped these pics on a recent trip to the Far East aboard the Steel Surveyor.

Stanton knows his way around the Indian city as shown by these various views of the port. He has a little bit of everything, a smattering of all the Indian flavor in these pictures, from municipal buildings to embassy baseball games. He even made his way back to dockside after his wanderings in the city and shot some laborers at work. Then there's the candid view of the local animal trainer with one of his simian charges.

It's a Seafarer eye-view of Bombay, one of the chief port cities of the Orient.



Seafarer Sam Says



KEEP 'ER FULLY-MANNED!

IF A CREWMEMBER QUITS YOUR SHIP WHILE IN PORT, HAVE THE DELEGATE NOTIFY THE HALL AT ONCE SO A REPLACEMENT CAN BE SENT DOWN. OFTEN COMPANIES PUT OFF ORDERING MEN IMMEDIATELY, THUS LEAVING THE SHIP SHORT-HANDED AND A JOB UNFILLED.

Vessels Keep Letters Coming

SIU crewmembers are coming through like the catcher in the rye when it comes to responding to the marine hospital drive and the Union efforts to keep them open.

Latest of a long line of letters written to Senators and Representatives are three letters to national legislators from SIU-contracted ships. Men aboard the Alcoa Roamer (Alcoa), the Topa Topa (Waterman) and the Steel Ranger (Isthmian) have jumped into the fray with quills flying, adding their voices to the hue and cry raised by those who want the installations kept open. Thirty-one members of the Alcoa Roamer, the entire crew of the Topa Topa and 21 crewmembers of the Steel Ranger have written the LOG to say that they've gotten their letters off.

Every ship in the vast SIU fleet is responding to the call, and these three join in to ask the others to keep those letters coming.

Father Meets Son



Seafarer Chris Moonan, right, and his son Ray, a sergeant in the Air Force, look through life ring on the William Caruth in Pusan, after they met in the Far East.

The SPORTS LINE

By Spike Marlin

The other week the US Supreme Court said that baseball wasn't really violating the anti-trust laws when it made a player sign up for life with one ball club until they saw fit to sell him. We'll pass to the judges on that one, but somebody can hang a few baseball owners for violating the common-sense laws.

The newly-fledged Baltimore Orioles, for example, will struggle through the next season with no less than three managers. It all started back in 1952 when the Orioles (whom we all know are really the Browns), hired Rogers Hornsby for a three year contract. Hornsby couldn't stand the team and vice-versa. After a brief fling he was fired. In place of the rough, tough Rajah they hired the gentle Marty Marion on the supposition that soft words would make ball-players out of the Browns faster than hard ones. So Hornsby had to get paid for 1953 and 1954 for not managing the Browns.

Just Two Years

When Marion was hired, owner Veeck played it cautious. He only gave him a two-year contract. To nobody's surprise, Marion led the Browns to a solid cellar finish—something more or less, that could be expected of any manager in the same circumstances.

Once the 1953 season was over, the Browns became the Orioles, a brand new name to hide a tattered ball club. Marion was called into an interview and fired, as it was put, because he was too "defeatist."

In other words, Marty was honest about the whole thing and probably said the Orioles, as they were, didn't have a chance of getting out of the second division. Such talk wouldn't sit well with the Mayor and all those other people who brought the Orioles to Baltimore. An optimist had to be hired for the job. Jimmie Dykes, who is well known for his ability to put a high gloss on an inferior product, was the man.

Reserve Strength

So for 1954, the Orioles will be paying three managers, Dykes, Hornsby and Marion.

The Orioles aren't the only ones guilty of strange behavior. Take Cleveland for example. All these years they've been trading for pitchers to add to their gill-edge pitching staff and ignoring their infield weaknesses. Now they've suddenly discovered they need a shortstop. In order to get one (and maybe an outfielder to boot) they are willing to give away one of their top starters, Lemon, Wynn or Garcia. There's hardly anybody in the league who would be worth one of those.

But there's no point in picking on individuals. All of the owners should be spanked for voting to put the sacrifice fly rule back. It's nothing more than a piece of fakery designed to inflate feeble batting averages. If a fly ball that scores a man is a sacrifice, then so is an infield grounder, or for that matter a missed third strike that gets away from the catcher.

Coffeetime And Picture Taking



A couple of the boys aboard the Christos M take time out in Bombay for snapshot and coffeetime. At left is Ben Grice, steward, enjoying some of his brew, with Gillespie, bosun, posing with windlass.

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's Seafarer Ivan Rosvold's recipe for seafood chowder.

Seafarer Ivan Rosvold comes up with an Americanized version of an old Scandinavian favorite, seafood chowder. This dish, which is quite common in Rosvold's native Norway, has its geographical variations, depending upon the types of seafood prevalent in the area. Any combination of fish and shellfish can be used in it.

A good seafood chowder made from the basic ingredients below will feed a crew of 40 men. Take four pounds of fresh codfish two large cans of clams (fresh clams are more desirable, if available), three lobster tails, two dozen large shrimp or prawns, one-half pound of carrots, six medium-sized onions, two cloves of garlic, three egg yolks, two cans of evaporated milk, a dash of thyme and salt and pepper.



Rosvold

Cook the codfish in about three gallons of water and put the stock aside. Make a roux and mix the codfish stock with the roux and allow to cook. Add codfish, clams, lobster tails and shrimp. Brown the onions and garlic together and add. Dice and steam carrots and add. Beat the egg yolks and mix with the evaporated milk. Add these with salt, pepper and thyme. The entire cooking time should not exceed 45 minutes. The egg and milk mixture should not be added until last, when the chowder is boiling.

Other variations on this are French bouillabaisse and gumbo. In the Gulf area pompano, red snapper, spanish mackerel, rat red, sheepshead, lemon fish or speckled trout can each be substituted for the cod, with much better results.

Four Brothers Sailed With SIU

To the Editor:

I am enclosing a change of address for my LOG subscription. I have been reading the LOG since it was first published, since I have four brothers who were, at one time or another, members of your fine, progressive, militant Union.

The first of them to become a member was Salvatore T. Nevola, who later went on to become a chief mate. Then there were Rudolph, a cook, Vespasiano and Alfred, AB and wiper, respectively. All were members in good standing when they retired their books.

The great strides your Union has made in the labor movement should be a guiding beacon for all labor to strive to duplicate. May you continue this splendid work in the labor ranks and continue to be the standard-bearer of clean, honest and militant unionism.

A. S. Nevola

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

Life In Philly Looks Good Now

To the Editor:

Things are going fine in the good old City of Brotherly Love, where good fellows meet, as I see it, since I have been here. This sure is a port for the brothers to be proud to be from.

You also have a fine cooperative organization of representatives here, working for the future of the Union in general. These men are cooperative in all ways. I had the opportunity to pay off several ships here, and the representation was what all Union men can be proud of.



Gibbs

Organizers Progressing Well

Also, the organizers are doing a good job on Atlantic as I see it. The AFL is making very good progress here.

In general, the port is 100 percent better off than it has been for a long time. There are some jobs at present, with things looking better for the future.

So long for now.

Carl E. (Red) Gibbs

Cubore Captain Gets Sea Chest

To the Editor:

The crewmembers of the Cubore (Ore.) would like to thank Captain Mason for being the first captain to secure a Sea Chest in the Ore Line fleet. He is one of the most understanding captains this crew has ever sailed with. He is prompt in taking care of a sick man and never bothers his officers or crew in their work.

As a result, this is the best-run and cleanest ship in the Ore Line fleet. Captain Mason is now the commodore skipper, due to the death of Captain Moody, whose ashes were spread on the water this trip, around Salvadore Island.

Crew of Cubore

Master Thanks Steward's Men

To the Editor:

The following letter was written by the captain of the Cecil N. Bean to the steward, Al Kessen, in appreciation of the fine meals put out so far this trip.

Mike Kramer

"I would like to go on record as thanking the steward department for all the nice things they have done during this voyage for all aboard, and particularly for the nice gesture in making what would

LETTERS

Arizpa Good For Skinny Member

To the Editor:

I would like to write about the excellent feeding on board the Arizpa. I have been on here for the last two trips and have had the pleasure of sailing with as good a steward and chief cook as ever rode an SIU ship.

The steward is Don Collins, one of the boys from the romance run out of New Orleans, and we have Millidge Lee, as chief cook, from up in the bean town part of the country. Of course we have completely convinced him that the Flying W stands for the rice and grits to be cooked every day. As baker we have an oldtimer, Eddie Hoe, who makes it a pleasure to eat a meal with his baked goods. They are as good as we could get at home, even in the rebel country. These brothers are more than cooperative to the other departments. They go out of their way to please the crew at all times.



Ryan

As far as Captain Jim Scheps is concerned, there is no one to be found going to sea today who can top him as a gentleman, one who has the crewmembers' welfare in mind at all times. The mate, who is an oldtime SIU man, is also tops with the whole crew. Of course, the engine department is the same as any other Waterway ship, and I guess most of the fellows understand that part of it.

Captain Swell

If any of the brothers around the East Coast want to fatten up, this is the ship to do it on. This is one that you hear lots about but very seldom run into for an all-around ship. She is really a feeder.

Pat Ryan

Rover's Skipper Gets Promotion

To the Editor:

We the crewmembers of the Steel Rover (Isthmian) want to take this opportunity to extend our hearty congratulations to Captain Richard J. Leighton, who has been promoted to the position of Marine superintendent of the Port of Baltimore for the Isthmian Steamship Company. We wish him every success in his new position.

Captain Richard J. Leighton was with us in a relief role on this voyage, but we were not long in

recognizing his 100 percent efficiency and the fact that he expected all hands to live up to the Union agreement. By the same token he followed through on the company's contract. In addition, he demonstrated a very great interest in everybody's welfare.

Crew Sends Flowers

Just as night follows day, the result was a happy and cooperative ship. On arrival in Honolulu, Captain Leighton was advised that his wife was ill in the hospital, and as soon as possible the crew of the Steel Rover had flowers wired, wishing her a very speedy recovery.

Crew of Steel Rover

Sailed With SIU Many Years Ago

To the Editor:

Received my last SEAFARERS LOG and I see on the front page that the SIU is supposed to be 15 years old. I've got an SIU book since 1928 and while the strike was on that same year I sailed on the Muskogee, an oil tapper out of New York. I was steward. We had quite a time, I remember, trying to get the slopchest away from the captain.

I hope you continue sending me the LOG to my home address as my wife brings it out to me in the hospital when she visits me. I am confined to my bunk on doctor's orders.

I think I am on my last cruise but the doc says I got a chance. Tuberculosis is one tough battle, but I'll give it a try. Thanks for everything.

Tom Young

(Ed. note: Sorry, the SIU was founded in 1938.)

Member Drafted, Follows News

To the Editor:

I am dropping you a few lines from this God-forsaken Army, to notify you of my change of address. I have been receiving the LOG regularly and still enjoy it very much.

I want to congratulate the SIU on its victory over Atlantic Refining. Although the voting is only half-done, I know it will be a tremendous victory for the SIU.

I was sailing with the SIU from March, 1948, until the time I was drafted, November, 1953, and I can say it was the finest Union afloat.

Would it be asking too much if you could send me your book, "Seafarers In World War II?" I sure would like some of these sergeants to read it and know what they're talking about when they knock the merchant marine. Thanks a lot.

Pvt. Anthony Poremski

(Ed. note: Your change of address has been noted. The book you ask for is on its way.)

All's Well On Robin Locksley

To the Editor:

The Robin Locksley is now well on her way down, after all the confusion we had at the sign-on. Peace and quiet have fallen on us, and all departments settled into a comfortable groove, with at least a four-month trip ahead. All the crew seem to be in good shape except for one engine department oiler, who fell sick on the way down. However, he is improving.

The boys are all agog over what they are going to do when they arrive in South Africa, especially the newcomers. Let's all hope that all will go well and we will have a pleasant trip.

James F. Byrne

Son's Life Saved By Many Friends

To the Editor:

Repeated assurances have been received of the fast recovery of our son, James B. McGhee. The last one was from J. Y. Fares, M.D., Medical Director and chief surgeon of St. Lukes Hospital, Manila.

We are assured and know that nothing was left undone to save his life. In my small way I wish to extend to everyone our deepest thanks for all that was done. No one, regardless of who he was, could have received more help, and his life today is due to the efforts of many who assisted.



McGhee

To date we have not learned of the address of Dr. and Mrs. Bissel, and should you have it, I would like very much to have it so that I may also thank them.

Received A Letter

We received one letter from James, written for him by a Philippine friend. Dr. Fares thinks that within two or three weeks he will be able to return home. Naturally, as soon as he comes back, we want him to stay home until he is well enough to go back to work.

As soon as we learned of his injury I wrote the SIU. I have been reading every issue of the LOG and find it the best of all labor newspapers. I am impressed with the vigorous efforts your Union makes in behalf of its members. For this reason I was confident that, by addressing your Union, he would receive the best of care.

These have been long and anxious days, since James' injury, and for a while it seemed we would never hear. The results have now been even better than we could expect under the circumstances. A fine job was done all the way. Please extend our thanks to all the Seafarers of the Steel Fabricator who assisted so nobly, the chief officers and to the Seafarers International Union.

Mr. & Mrs. Richard B. McGhee

Calmar Cooking Gets More Raves

To the Editor:

I am writing this letter at the request of the crew of the Calmar. As you know, one of the main requirements in maintaining a crew's good morale is good food and the preparation of that food.

Charles Stevens, our chief steward, has made it his job to see that the crew has plenty of fresh milk, fruit, and other items which are often neglected on other ships. Ed Seeley, our chief cook, also takes special care in the preparation of the food. Jimmy Oliver, our second cook and baker, is really tops, and turns out some of the best food we've ever eaten.

And there's no neglecting our third cook, who helps in all food preparations and also keeps the crew supplied with a good amount of night lunch. The entire crew, as well as myself, wish to thank the steward department for a really swell combination Armistice Day-Thanksgiving Day dinner.

Again, thanks to the best steward department in the SIU.

Rocky Evans

Enjoys Reading Of Shipmates

To the Editor:

I would like to thank you for sending me the SEAFARERS LOG regularly. It sure is good to be able to read about all my brothers, and what they are doing.

R. Lewis



Some of the happy Seafarers aboard the Christos M are shown above facing the camera and the music. They are, left to right, Francis Gullory, Ray Fontenot, Clem Fontenot, T. Dugan, Robert Forman, V. Sakero and Leon Herbert.

Tiny Performers Always Punished

To the Editor:

It is a shame to say that once in a while we come across a few performers who add nothing to the good reputation that our Union enjoys in supplying the companies with good, competent men. It sometimes takes only a few minutes to destroy much of the good will we have been building through all kinds of effort, after years of hard work, organizing, educating, spending money and time. Although these characters are in the minority, with their actions they do harm to the Union.

We had this kind of a situation on my last trip, during our stay in



Ramirez

Iceland. A lot of talking was done, but when the time came to take action, no one knew anything about it. The results: no action taken against anyone. Lack of proof does not mean that sympathy and encouragement is theirs.

It is very important to fight for better living conditions aboard the ships, better wages, etc., but it is just as important—and the majority will agree with me—to bring about an improvement in the actions of all our own members.

Officers' Word Good

Incidentally, most of these performers are tall men, who are seldom molested, but when it comes to a man of my size doing something wrong, a next time is out of order, because action is promptly and efficiently taken. I believe it is time to eliminate from our Union those who are a discredit, whether they are five feet, six feet, permitment or bookmen. Because it is difficult to find someone willing to prefer charges or speak against men who are above average in size, I believe officers' complaints should be taken as grounds for accusation in order to bring a man up on charges when some discreditable action happens.

Luis A. Ramirez

SIU Helps Men In La Cruz Too

To the Editor:

Just a short note from South America to remind the crew that the "International" in our title is no empty boast. We on the Alcoa Partner were brought up to date on this point today when Bob Matthews and his able colleague, Bill Oppenhorst, SIU organizer, paid us a visit here in Puerto La Cruz, Venezuela.

I had been sick with a stomach disorder for a couple of days, and had run into the usual red tape that company agents are so good



Johnes

at placing in a seaman's way when he is out of reach of representation (they think). No refusal of medical attention, but wait for this, until you say, "To hell with it."

"Well, this time it didn't work out that way at all. The local brass suddenly woke up to the fact that they were being blitzed by the same tip-top representation that they thought could be met by them only in the States, and, siesta time or not, I had a hospital slip and was telling my tale of woe to a whole staff of medics in a matter of minutes after it hit.

Missed the Party

The only sad note to this story, for me, is that they found out I was really sick and sent me back to the ship to sack in, so that I

LETTERS

Greetings From Copenhagen Bar

To the Editor:

I would like to send my best wishes for a Merry Christmas and a happy New Year to all, from the Cafe Tria, in Copenhagen.

E. Hojved Pedersen

US Army Needs Organized Labor

To the Editor:

I was inducted into the Army on November 3rd. The life in the Army is so much different than going to sea that I have had a hard time getting adjusted to it. The hours of labor here are anytime they need you. It reminds me of being on an unorganized ship,



Burke

which I never experienced before.

I am proud to have belonged to a fine Union like the SIU since the first day of my seafaring career, and I am looking forward to the day when I can set foot on board an SIU ship again.

Please forward the SEAFARERS LOG to me.

Pvt. George Burke

(Ed. note: The SEAFARERS LOG will be sent to you regularly, as you requested.)

Asks Question On Marine Poet

To the Editor:

I am writing to say how much I like the LOG. I like the poems a lot, especially the ones by M. Dwyer.

Someone told me that M. Dwyer is a woman. Can you tell me if this is true? If it is I want to say that she must be very nice to know as she sure sounds like she likes to make us seamen happy by writing a lot of poems.

Joe Rucher

(Ed. note: M. Dwyer is a woman. Her interest in the sea has led her to write many poems about it.)

Beauregard Cook Take The Cake

To the Editor:

If anybody wants a good feeder these days, all he has to do is come aboard the Beauregard, a "Waterman" ship. This is one of the best feeders afloat that I have ever been on.

Most of the credit for the great meals we are enjoying on this ship goes to Frank P. Votto, the chief

steward, who hails from San Francisco and is a real heads-up steward. He is the great kind of steward who is willing to take a little time to make sure that the meals served are of the best quality and best cooking, and he also makes sure that the menus are varied. The entire steward department, of course, is working right along with him, and all of them are doing a great job. Nick Hatgimisiob, known as Pete the Greek, is night cook and baker.

Officers Good Too

In addition to being a great feeder, this ship has a good skipper and mates which makes it seem as if we'll be enjoying a fine trip all the way. The ship's delegate, too, Eugene E. Ray, is doing a fine job for his shipmates, making the whole picture rosy and happy.

Fred Israel

Robin Hood Crew Has Money Beef

To the Editor:

Here we are on the Robin Hood, on the South African run. It's supposed to be spring here but we are having lots of rain and cold weather.

We have a beef that I believe will concern all Robin ships' crews, as well as others. We were nine days on coastwise articles from Baltimore to New York. At the sign-on, foreign articles were back-dated for the coastwise time. But this is where the catch is: This draw is counted against us here. On this ship you can only draw half your base pay after taxes, allotments and draws are taken out. Therefore, half the crew, at least, cannot draw any money for six or eight ports.



Haga

Short Changes

In addition, the allotments did not start back when the articles were back-dated but when we signed on foreign articles. We also cannot draw any money against our overtime.

Several of us would like to suggest that something be done about this problem, like requiring the company to make a port payoff for coastwise and part time completely. Therefore, no back-dating articles.

I think this would save a lot of trouble and beefs. The fellows like to go ashore for a beer or a movie and have a good time. But if the rest of the ships are in the same position, they can not.

Garland H. Haga

MFOW Took The Wisest Course

To the Editor:

During April of this year our New Orleans hall shipped a number of men to assist in manning several MFOW ships. I was one of these. Upon arrival aboard ship, I found the engine department in a state of excitement over the prospect of becoming affiliated with the SIU. The MFOW, as most of us know, is an old and very proud seaman's union, the membership of which is popular for hitting the bricks and fighting every inch of the way for its rights.

It was not easy for them to abandon total independence to join



Reid

forces under another banner, but they were wise enough to know that in unity there is the strength that seamen have needed so badly in the past and shall certainly need again some day.

The MFOW chose to affiliate with what they considered the most progressive seamen's union in the USA. Who told MFOW members about the SIU? We did. We, the membership, in our personal contacts with these men, told them true facts about the character of our Union and convinced them that what we have is something worth joining.

Proud of Leaders

I would like to urge every member to continue this practice of telling others about our Union, especially people in maritime. By doing so, we, as a mighty team will lay the groundwork for what will become the most powerful maritime labor organization. The officials of our Union have demonstrated an uncanny alertness in seizing every opportunity to organize new groups and affiliate with others. They certainly deserve the confidence that the SIU membership places in them.

Frank Reid

Says LOG Fotog Is Really Tops

To the Editor:

I saw those pictures in the New York hall, hanging outside the LOG office, and I can't get over it. They are so perfect that I wanted to say congratulations to whoever took them. They don't have photographs that good, even in exhibitions that are raved over.

I am somewhat of a shutter bug, but I guess the lenses I use and the way I use them—aw, what's the use. Your photographer is really a photographer. Go ahead and tell him that I said he's extraordinary.

William Calafato

(Ed. note: We told him.)

Thanks SIU For Maternity Gift

To the Editor:

I am writing to thank all the Seafarers for the gift our new daughter received. The bond and the check for \$200 will go a long way in helping her get a good start in life.

I'm proud that my husband belongs to such a fine union as the SIU, which gives such wonderful benefits to its members' families.

Also, I would like to say how much I enjoy reading the SEAFARERS LOG. I would appreciate it if you would send me a copy regularly.

Again thank you, all the brothers of the Seafarers International Union, for this wonderful gift.

Mrs. Robert L. Brookshire

(Ed. note: Your name has been added to our mailing list to receive the SEAFARERS LOG every two weeks as published.)

Rickshaw And Rowboat Activity In Madagascar



Seafarer off the Robin Mowbray, left, rests for a minute aboard a rickshaw in Antalanu, Madagascar. At right, natives row out to the ship in the hope of selling vanilla beans to the Seafarers still on board the vessel in same port.

Suez Canal Had A 'Forerunner' In 60 BC

The Big Ditch—the Suez Canal—which has become one of the more sensitive trouble spots in the world during recent months, is not the first canal that has cut through the isthmus between the Mediterranean and Red Seas. Canals through this piece of land were dug and used hundreds of years before the birth of Christ.

The first known canal dug in what Napoleon described as the "sixth desert of Egypt" was the Canal of Darius, which resulted in the filling of the Bitter Lakes. This was followed by an ambitious plan that resulted in a canal running from the Nile to the Red Sea.

This canal, known as the Canal of the Prince of the Faithful, went into operation in 80 BC. It was navigable only during the flood season of the Nile, but did provide a waterway to the Red Sea, ending at a small town only a short distance from Suez. However, the canal was primarily used for irrigation.

The plan was then to cut a canal all the way across the isthmus, but Darius, the King of Persia, put a stop to the canal because he claimed the Red Sea was higher than the level of most of Egypt, and if a canal was cut through, it would flood the country.

Things then stayed quiet until the Romans arrived, and they cut a small canal, which later became known as the River of Trajan. This later silted up and became unusable once the Romans left.

Filled In

Meanwhile, the Canal of the Prince of the Faithful had filled in, but this was opened up again around the third century, and remained in operation for about 150 years. At this time, one of the towns near the Nile revolted, and the canal was filled in to prevent the revolting town from getting supplies.

From that time on, Egypt was without a canal in that area. After the Canal of the Prince of the Faithful was filled in, it was lost. For centuries afterward, one proposal followed another about cutting a canal between the two seas, but nothing was done.

It wasn't until 1854 that the canal plans became a reality as Ferdinand deLesseps got permission from the Egyptian government to build a canal. deLesseps also had the good fortune of having been a close friend of the Egyptian ruler Mohammed Said—who gave deLesseps the permission.

Stock Sold

Stock for the company was parceled out to various countries. When some countries didn't buy



The map shows the canal as it travels from Port Said to Suez (both circled).

tain the depth required. It has been widened and deepened to accommodate the larger vessels as ships became bigger and bigger. At first, small sidings were cut into the canal bank to widen short stretches so that ships could pass each other at these points. These sidings were later enlarged, but still were not satisfactory. Finally, by-pass canals were dug. The first of these by-pass canals is in operation at El Ballah, and is nearly seven miles long.

Earth Moved

Dredging alone, just to keep the required depth, has meant removing 208 million cubic yards of earth between 1874 and 1951. Well over another 100 million cubic yards of earth have been excavated or dredged during the various improvement programs along the canal. Although it was only 17 feet deep when first opened, dredging operations now never permit the canal to have less than a 38-foot depth at its lowest point. To allow a safety margin, no vessel with a draft of more than 34 feet is allowed in the canal.

Traffic through the ditch has increased tremendously. From an average of slightly more than one ship a day when it started, it has grown to a point now where an average of 33 vessels per day transit the canal. During the early days of the canal, three out of every four ships traveling through the ditch flew the British flag. Now, about one third of the traffic is British although it is still the largest single user of the canal. Following World War II, American-flag traffic dominated the canal, but in recent years, this traffic has fallen off considerably, until now American-flag ships account for less than 10 percent of the traffic. During recent years, tanker traffic has become an ever-growing factor in the canal's operations.

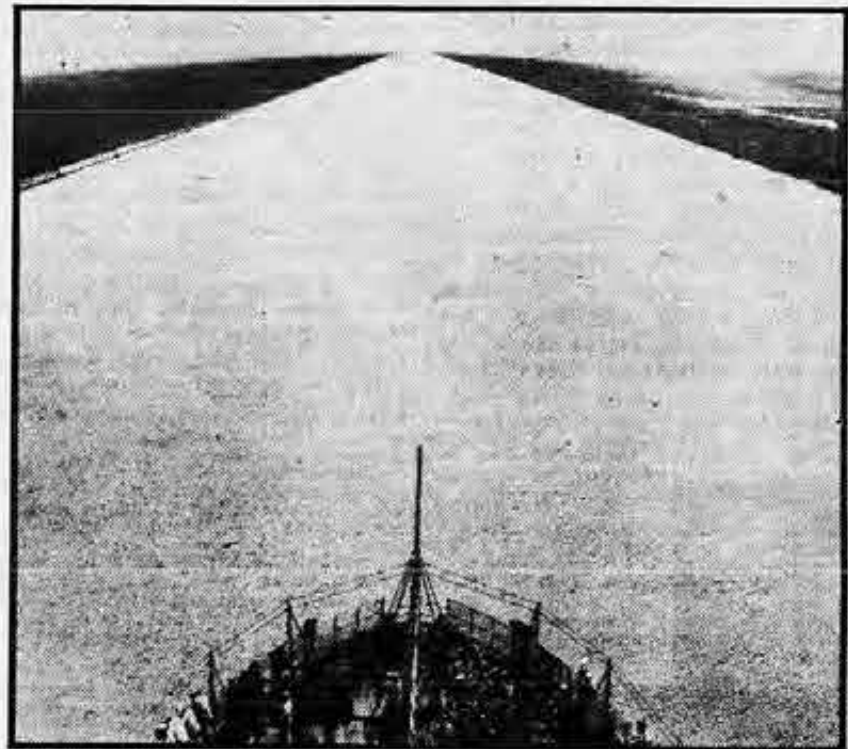
During the last war, the canal saw its heaviest use, and was also subjected to a number of air raids. In the earlier part of the war, the favorite trick of the German planes was to fly over at night in the isolated sections of the canal, and drop mines into the canal. This, they hoped, would sink some vessels as they passed, and block the canal.

This tactic was answered by minesweepers, which kept the

their share of stock, the Viceroy of Egypt bought this stock as well, giving him close to a controlling interest. As the years went by, however, the British kept lending money to the Viceroy, and then, in 1875, the Viceroy was forced into turning all his stock over to the British since he couldn't pay back the loans.

The canal itself was a large undertaking. From the Port Said Lighthouse to the entrance channel at Suez Roads is just 100 miles. Fresh water had to be brought in from the Nile. Some 97 million cubic yards of dirt were excavated to make the canal, most of it by dredging, before the canal opened on November 17, 1869, with a great, three-day ceremony.

Since that time, the canal has been constantly dredged to main-

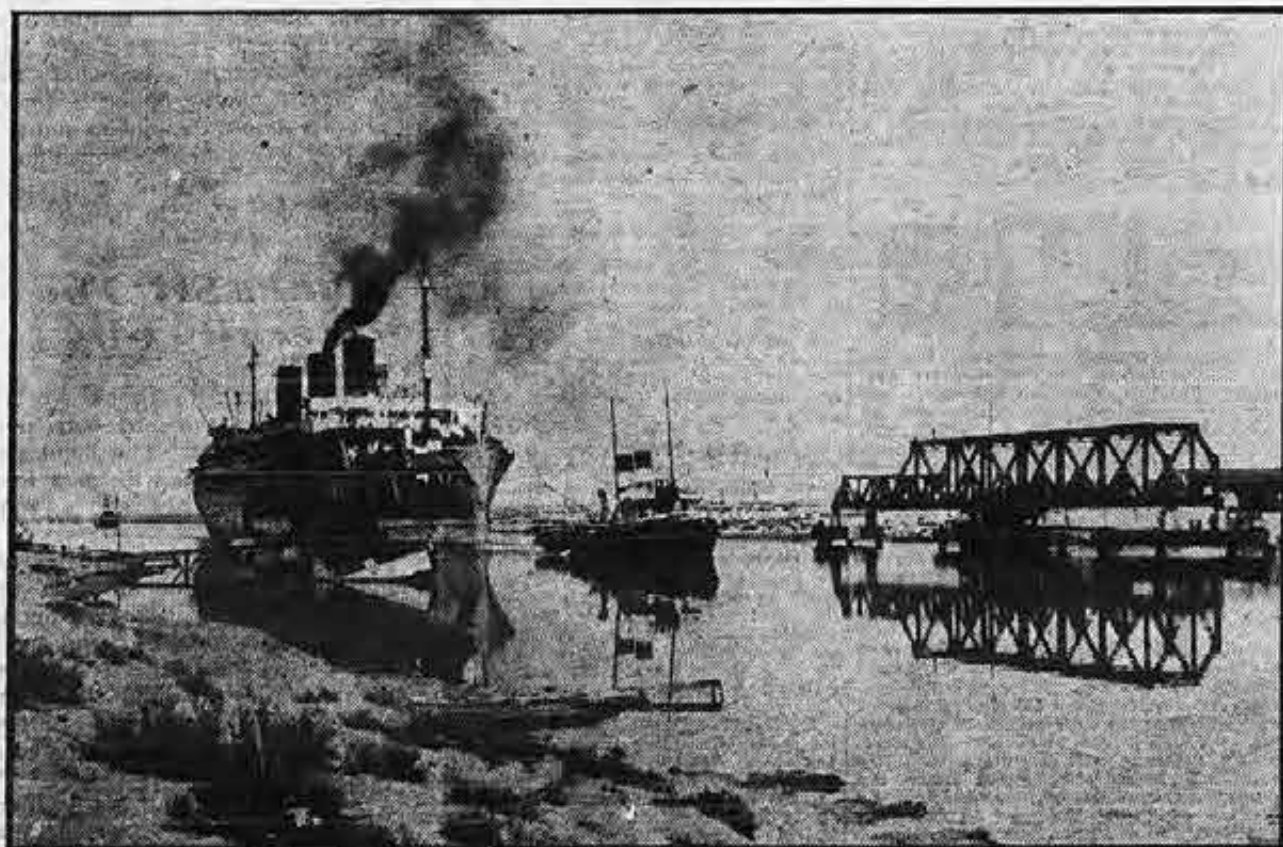


The canal stretches out to the horizon, with arid desert land running along both sides, in this view of the canal from the stern of a vessel traveling through it.

canal clear. For a while, nets were used as an experiment. The nets were stretched across the top of the canal, to catch any mines dropped, or at least to indicate exactly where they were dropped by showing rips where the mines dropped through. However, the nets were found to be impractical and were soon discontinued.



The monument is seen by most passing vessels at Therofik. The monument serves as a landmark for most seamen, and was erected as a memorial for World War I.



A tug pulls the Ile de France past the only bridge crossing the canal. This bridge was erected for military purposes during World War II. At this time, the Ile de France was being used as a troopship. She lost one of her three stacks when converted after the war.

Fit for a Seafarer!
 THE FOOD AND PRICES AT OUR OWN CAFETERIA IN THE NEW YORK HALL ARE GEARED FOR SEAFARERS — THE MEMBERS OF OUR UNION. DROP IN THE NEXT TIME YOU'RE AT THE HALL.

The Seafarers Cafeteria

Hospital Stay Is Paid Vacation

Bedside payment of vacation benefits to men in the hospitals is currently one of the most popular services offered by the SIU Welfare Services office. They are made possible through the distribution of vacation pay applications by the hospital representative, who later delivers the benefits in person.

The vacation payments, on top of the regular hospital benefit and any other money due the Seafarer in the form of earned or unearned wages, is delivered to the patient right at the hospital. It certainly eases the men's financial worries particularly for those men who have families to support and have to look forward to a stay in the hospital with no money coming in otherwise.

Filled Out in Hospital

The way the system works is simplicity itself. The hospital representative gives the patient his vacation application and helps him fill it out if necessary. He then

checks the application against the man's discharges. Then on his return to the office he takes the discharges with him along with the application to be processed at the headquarters vacation office.

There the man's application is checked a second time, and if all is correct, a check is made out for the amount due. On his next weekly trip to the hospital, the Welfare Services representative delivers the check, and cashes it on the spot if the patient wants the cash instead.

The handling of vacation payments in the hospitals is just one of a variety of personal services of-

fered to bed-ridden Seafarers. These include shopping services, such as the purchase of personal necessities, tobacco, stationary, clothes and the like, and handling of all problems that the Seafarer might face when he is hospitalized.

In addition to vacation payments in the hospitals, Welfare Services also handles vacation payments by mail. Seafarers in cities distant from an SIU hall, or in foreign ports, can write in to Welfare Services for vacation applications, which when filled out and returned with discharges, are followed by mailing of a check to the man in question.

in the HOSPITALS

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

- | | |
|---|--|
| <p>USPHS HOSPITAL BOSTON, MASS.
 Irwin W. Bassett
 Edwin T. Callahan
 Joseph E. Crowley</p> <p>USPHS HOSPITAL GALVESTON, TEXAS
 C. Barboza
 William Bargone
 A. J. Beauchamp
 L. Brunson
 Jean V. Dupre
 Howard W. Forbes
 W. S. Getty
 G. N. Gonzales Jr.</p> <p>USPHS HOSPITAL BALTIMORE, MD.
 Joseph Antoniak
 Antonios M. Bays
 John P. Brooks
 Jessie A. Clarke
 Frank J. Conforto
 Jeff Davis
 Earl T. Erickson
 Carl S. Fleming
 W. J. Galloway
 Milton C. Habratt
 Percy L. Harrelson</p> <p>USPHS HOSPITAL NEW ORLEANS, LA.
 G. R. Anthony
 A. R. Baker
 Cecil Bennett
 Herman H. Casas
 Clarence W. Cobb
 G. T. Coleman
 S. Cops
 W. C. Copping
 Adion Cox
 Rogelio Cruz
 Thomas J. Dawson
 Joseph L. Dionne
 M. W. Gardiner
 E. C. Gilbert
 Jack H. Gleason
 Louis J. Guarino
 John Hane
 John L. Hinton
 J. H. Jones</p> <p>USPHS HOSPITAL NORFOLK, VA.
 Robert Bennett
 Joseph M. Cash
 Frank Hall</p> <p>USPHS HOSPITAL SEATTLE, WASH.
 Leo Dwyer</p> <p>SAILORS SNUG HARBOR STATEN ISLAND, NY
 Joseph Kostusky</p> <p>USPHS HOSPITAL DETROIT, MICH.
 Joseph L. Sheahan</p> | <p>USPHS HOSPITAL SAN FRANCISCO, CAL.
 A. E. Allan
 D. H. Boyce
 C. O. Burnette
 F. A. Burns
 Wayne T. Center
 Ho Yoo Choe
 A. J. Ellingsen</p> <p>USPHS HOSPITAL SAVANNAH, GA.
 Fred U. Buckner
 R. A. Denmark
 John E. Duffy
 Joe B. Farrow
 Nathan L. Gardner
 Roger E. Huggins
 Samuel Jonas
 Herman C. Kemp</p> <p>USPHS HOSPITAL OUT-PATIENT CLINIC, SAN JUAN, PR
 Angel Rosa</p> <p>USPHS HOSPITAL STATEN ISLAND, NY
 Neil D. Abernathy
 James H. Adams
 Melvin Bass
 John Beckmann
 Earl A. Bink
 Robert Borland
 Marcie Boyles
 John E. Brady
 William H. Brady
 Bomar R. Cheeley
 G. A. Cumming
 C. L. DeChenna
 Thomas Doherty
 John Dovak
 Eddie Driggers
 John Flynn
 Estell Godfrey
 Felix Gragerowicz
 August Jockel
 Paul Jokubek
 Walter Karlak
 Michael Katrausky
 V. Koskinen
 R. LaBombard
 Luciano Labrador
 Stanley Lesko</p> <p>USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY
 Percy D. Allred
 Claude F. Blanks
 Julian Cuthrell
 C. M. Davison
 Emilio Delgado
 Antonio M. Diaz
 John J. Driscoll
 Jose G. Espinoza
 Robert E. Gilbert
 Bart Guranick
 Thomas Isaksen
 John W. Keenan
 L. Kristiansen</p> <p>USPHS HOSPITAL STATEN ISLAND, NY
 John MacInnes
 Jack B. Molini
 Jack D. Morrison
 Alfred Mueller
 Raymond C. Myers
 Jerry J. Palmer
 Richard Panerall
 John Quinn
 G. H. Robinson
 Virgil Sandberg
 Ira A. Sandt
 W. Schoenborn
 Robert Siremore
 John Slaman
 Robert Smith
 Warren Smith
 C. Sofounlos
 Jose Sousa
 T. Stevenson
 Milton Trotman
 Harry S. Tuttle
 Frank Walaska
 Pete Williams
 Tadashi Yatogo</p> |
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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.

Edward Douglas Powell, Jr., born October 27, 1953. Parents, Mr. and Mrs. Edward D. Powell, 812 Summerville Street, Mobile, Ala.

Samuel Melvin Davis, born July 19, 1953. Parents, Mr. and Mrs. Arthur J. Davis, General Delivery, Cleveland, Tex.

Beverly Alice Bodden, born September 23, 1953. Parents, Mr. and Mrs. Martin V. Bodden, 830 NW 34th Avenue, Miami, Fla.

Carl Anthony Saxon, born October 2, 1953. Parents, Mr. and Mrs. Dewey M. Saxon, 411 South Franklin Street, Mobile 21, Ala.

William Frank, born October 24, 1953. Parents, Mr. and Mrs. William Frank, Sr., 115 Cannon Street, New York, NY.

Frank Michael Wolinski, Jr., born October 4, 1953. Parents, Mr. and Mrs. Frank Wolinski, 6042 Annunciation Street, New Orleans 18, La.

Thomas Lynn Hatcher, born August 29, 1953. Parents, Mr. and Mrs. William R. Hatcher, Chiquapin, NC.

William Franklin Cooley, born October 5, 1953. Parents, Mr. and Mrs. Benjamin F. Cooley, Route 1, Box 88-A, Citronelle, Ala.

Janet Elizabeth McAuley, born

October 29, 1953. Parents, Mr. and Mrs. E. B. McAuley, 115 Wright Street, Stapleton, Staten Island, NY.

Paul Gabriel Lanzano, born November 1, 1953. Parents, Mr. and Mrs. Gabriel Lanzano, 2021 West Sixth Street, Brooklyn, NY.

Mary Madeline Fennelly, born October 9, 1953. Parents, Mr. and Mrs. Joseph Gerard Fennelly, 653 East 14th Street, New York, NY.

Jana Roena Tulp, born October 21, 1953. Parents, Mr. and Mrs. John Tulp, 19-E Island City Homes, Galveston, Tex.

Richard Callahan, born August 8, 1953. Parents, Mr. and Mrs. Charles Callahan, 246 Mills Street, Darby, Pa.

Randolph Michael Nunes, born October 21, 1953. Parents, Mr. and Mrs. Alvin G. Nunes, 2542 Booth Road, Honolulu, Hawaii.

John Francis Doyle, born October 31, 1953. Parents, Mr. and Mrs. James J. Doyle, 3103-B Mountain Drive, Philadelphia, Pa.

Hector Rodriguez, born November 5, 1953. Parents, Mr. and Mrs. Juan Rodriguez, DH 7th Avenue, San Fernando, Puerto Nuevo, San Juan, Puerto Rico.

Robert Henry Edenfield, born October 30, 1953. Parents, Mr. and Mrs. Henry O. Edenfield, 220 East Bolton Street, Savannah, Ga.

Dannell Glenn Guillory, born September 28, 1953. Parents, Wil-

lie G. Guillory, 929 Ninth Street, Port Arthur, Tex.

Lawrence Christopher Wolf, born October 9, 1953. Parents, Mr. and Mrs. Ronald F. Wolf, 37-06 65th Street, Woodside, NY.

Bonny-Sue McCormick, born July 31, 1953. Parents, Mr. and Mrs. Edward A. McCormick, 12 Ladang Trail, Denville, NJ.

Margaret Ann Guillano, born November 2, 1953. Parents, Mr. and Mrs. Anthony F. Guillano, 707 Fourth Avenue, Elizabeth, NJ.

Susie Van, born September 11, 1953. Parents, Mr. and Mrs. Ching Z. Van, 134 Suffolk Street New York, NY.

Enrique Soto, Jr., born October 12, 1953. Parents, Mr. and Mrs. Enrique S. Alvarez (Soto), 86 South 10th Street, Brooklyn, NY.

Arlene Frances Spencer, born September 8, 1953. Parents, Mr. and Mrs. Robert Spencer, 713 Canal Street, Mobile, Ala.

Deborah LaVerne Wiggins, born October 18, 1953. Parents, Mr. and Mrs. Cecil B. Wiggins, 312 North Union Avenue, Crichton Station, Mobile, Ala.

David Bonefont, born October 28, 1953. Parents, Mr. and Mrs. Gabriel Bonefont, 14 Rutgers Place, New York, NY.

Connie Elois Johnson, born October 20, 1953. Parents, Mr. and Mrs. James W. Johnson, Route 4, Box 800 Crichton Station, Mobile, Ala.

Michael Jake Liuzza, born October 28, 1953. Parents, Mr. and Mrs. Giacomo Liuzza, 1531 Iberville Street, New Orleans, La.

Happy Seafarers' Family



Seafarer Enrique S. Alvarez is well pleased with the new addition to the family as well as by the \$200 maternity benefit check and \$25 bond delivered by the SIU Welfare Services Department.

How to Apply For Birth Pay

Applications for the maternity benefit must be supported by the following documents:

- Your marriage certificate.
- Baby's birth certificate dating birth after April 1, 1952.
- The discharge from the last ship you sailed on before the baby was born.

Processing of all applications can be speeded up by at least three days if photostatic copies of the three documents are sent in. Applications should be made to Union Welfare Trustees, c/o SIU headquarters, 675 Fourth Avenue, Brooklyn 32, NY.

New York, New Orleans Babies



Seafarer Isidore Margavi (above) is shown with wife Annette and newest baby Neil in New Orleans home. Other children are Lise, Billie and Keith. Below is Seafarer Ching Z. Van with his family and new arrival Susie.

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.)

We've had quite a few happy Seafarers around New York recently as a number of them became well enough to get discharged from the USPHS hospitals at Manhattan Beach and at Staten Island. Most of these men said that they're looking forward to getting away from the hospital routine, and are anxious to get back to shipping out again.

Peter Gvozdech was one of the men discharged from Manhattan Beach, after spending a long time in there fighting to regain his health. He says he's feeling fine now, and is just going to take it easy and get used to being outside again. G. E. Schumaker is another of the Seafarers who got discharged from Manhattan Beach after a long stay there, and he's just as happy as the others about being well enough so that he doesn't have to stay in the hospital.



Of course, we've also had a number of Seafarers who were admitted to the hospital. Jack Olsen is one of the new arrivals at Staten Island, and so is Warren Smith, whose last ship was the Seatrain Texas. Bruce Cole, who got off the Steel Navigator recently, is also in the hospital right now, and so is Oscar Raynor, who got off the Trojan Trader.

Frank Blandino, who had to get off the Anniston Victory, was also admitted to the Staten Island, and so was Gilbert Essberg. Gilbert, while he was on the Antinon, got an injured back when a foc-sle door slammed on him. The doctors are still making examinations to see just how badly his back is injured.

Estell Godfrey is one of the Seafarers who has been in the hospital for a while now. He was originally hospitalized in Yugoslavia with a broken hip. He was then brought back to Staten Island after the Union took steps to get him repatriated. He's got high hopes now about the healing of that hip, particularly since he's getting good treatment and care. And then, of course, now he's in with some of his old friends and with other seamen, so at least he's got people to talk to while he's getting well.



Ludwig Kristiansen, who's been in Staten Island for a while now, says that he'd enjoy hearing from some of his old friends that he sailed with in the past. That goes for just about every Seafarer in the hospital. Since these men have so much time on their hands, and very little to do while they're trying to regain their health, a letter or even a postcard from an old friend can sure brighten up the day for them. and if you're in port and know some of the men it sure would make them happy if you'd take a couple hours and go up to visit them.

Robert Sizemore is over at Staten Island hospital again, waiting to undergo some more surgery. He's been laid up for quite some time, and we're sure he'd really appreciate hearing from some of his old friends.

Ronald F. Wolf is really looking forward to his next payoff, which should be around the middle of December. His wife just collected the \$200 Maternity Benefit and the \$25 Bond for their fine new son, but Ron is still out at sea finishing up a four-month trip, and hasn't seen his new son yet. That's the reason he's anxious to get to this payoff, so he can get home and spend some time with his new son.

'Fit For Duty' He Collects \$\$



Brother Isaac Seger receives check for \$1,411 in maintenance and cure from Walter Siekmann, director of Welfare Services. Looking on is the Union's attorney, Seymour W. Miller.

A good example of how the SIU Welfare Services will go to bat for a member is provided in the case of Brother Isaac Seger. This Seafarer was recently awarded \$1,411 in maintenance and cure in a case where the company at first refused to pay anything.

Seger was a crewmember of the Liberty Bell when he first took ill. He turned in at a hospital and was told that he had a tumorous growth and that an operation would be necessary. Upon his return to the States, Seger turned in at the nearest USPHS hospital. The USPHS normally has the final say in regard to a Seafarer's fitness for duty. In the case of Brother Seger, the doctor at the Marine hospital said that after a two week rest, he would be fit for duty once more.

Went To Specialist

Unwilling to accept the doctor's diagnosis, Seger went to a specialist. The specialist advised an operation immediately and the Seafarer took this advice and was operated upon successfully.

When Seger applied at the company office for maintenance, he was told that he would not be reimbursed because the USPHS doctor had listed him as "fit for duty." At this point the SIU Welfare Services stepped into the picture. The SIU turned the matter over to the Union attorneys. Shortly after this, SIU counsel Seymour Miller succeeded in getting the company to award the full amount of \$1,411 to Brother Seger. After Brother Seger called the matter to the attention of Welfare, the Union attorneys took it from there. Seger's claim was quickly validated and paid. All of this was done without cost to Brother Seger. Miller represents the Union in all legal matters as well as assisting the membership in cases like these.

This is just another service that Welfare is happy to perform for members.

Alien Cutoff Is Sept. 30, 1950

Through an error, the last issue of the SEAFARERS LOG carried December 23, 1953, as the cutoff date for the five years of sea-time that an alien could use to qualify for citizenship.

Actually there are two cutoff dates. The first one, September 30, 1950, is the latest date on discharges that the alien can use for his five years' sea time. The second one, December 23, 1953, is the latest date an alien can apply for citizenship under this five year provision.

Other ways of obtaining citizenship, of course, will remain on the books.

Plenty Of Seamen Here



Seafarer Gabriel Bonefont is shown with one of his six sea-going brothers, Edward, and two of his eight children. Bonefont just received an SIU maternity benefit for his newest son and potential Seafarer, David.

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.

Otto Stefansson: On July 24, 1952, Brother Stefansson was lost at sea aboard the Seatiger. A member of the deck department, he had been sailing with the SIU out of New York since 1946. Brother Stefansson leaves his father, Stefan Johannsson, Storholt 33, Reykjavik, Iceland.

Harold W. Sherwin, 52: Brother Sherwin died of a brain hemorrhage on March 11, 1953, and was taken to the US Army hospital at Yokohama, Japan. He had sailed in the engine room since 1941, from New York. Burial took place at Yokohama International Cemetery No. 7. The estate is administered by Mrs. Gertie Gibbs, 205 4th Avenue, Baltimore, Md.

Percy M. Kyser, 60: On September 14, 1953, Brother Kyser suffered a fatal heart ailment at sea, and was later buried at US National Cemetery, Mobile, Ala. He sailed from New York in the steward department since 1951. He

leaves his wife, Ada Frances Kyser, 200 Charleston Street, Mobile, Ala.

Floyd M. Hansen, 32: A messman in the steward department since 1951, Brother Hansen joined the SIU in Mobile. On November 3, 1953, he died of a cerebral hemorrhage at the USPHS hospital, Savannah, Ga. He leaves his mother, Mrs. Maude Hansen, Box 345, Ruskin, Fla.

Anthony Albert Klavins, 52: A fatal stomach ailment was suffered by Brother Klavins on October 3, 1953, in Baltimore, Md. A member of the engine department, Brother Klavins had sailed SIU for the past thirteen years. He was buried at Holy Redeemer Cemetery, Baltimore, Md. His estate is administered by Victoria C. Ludgrove, 714 South Broadway, Baltimore, Md.

Thomas L. Flood, 46: Since 1951 Brother Flood had been a messman in the steward department; his home port was Mobile. On September 14, 1953, he died of a liver ailment at City Hospital, Mobile, Ala., and was buried in that city. He leaves a brother, Howard F. Flood, 14814 Clifton Boulevard, Lakewood, O.

FAMILY TROUBLES?

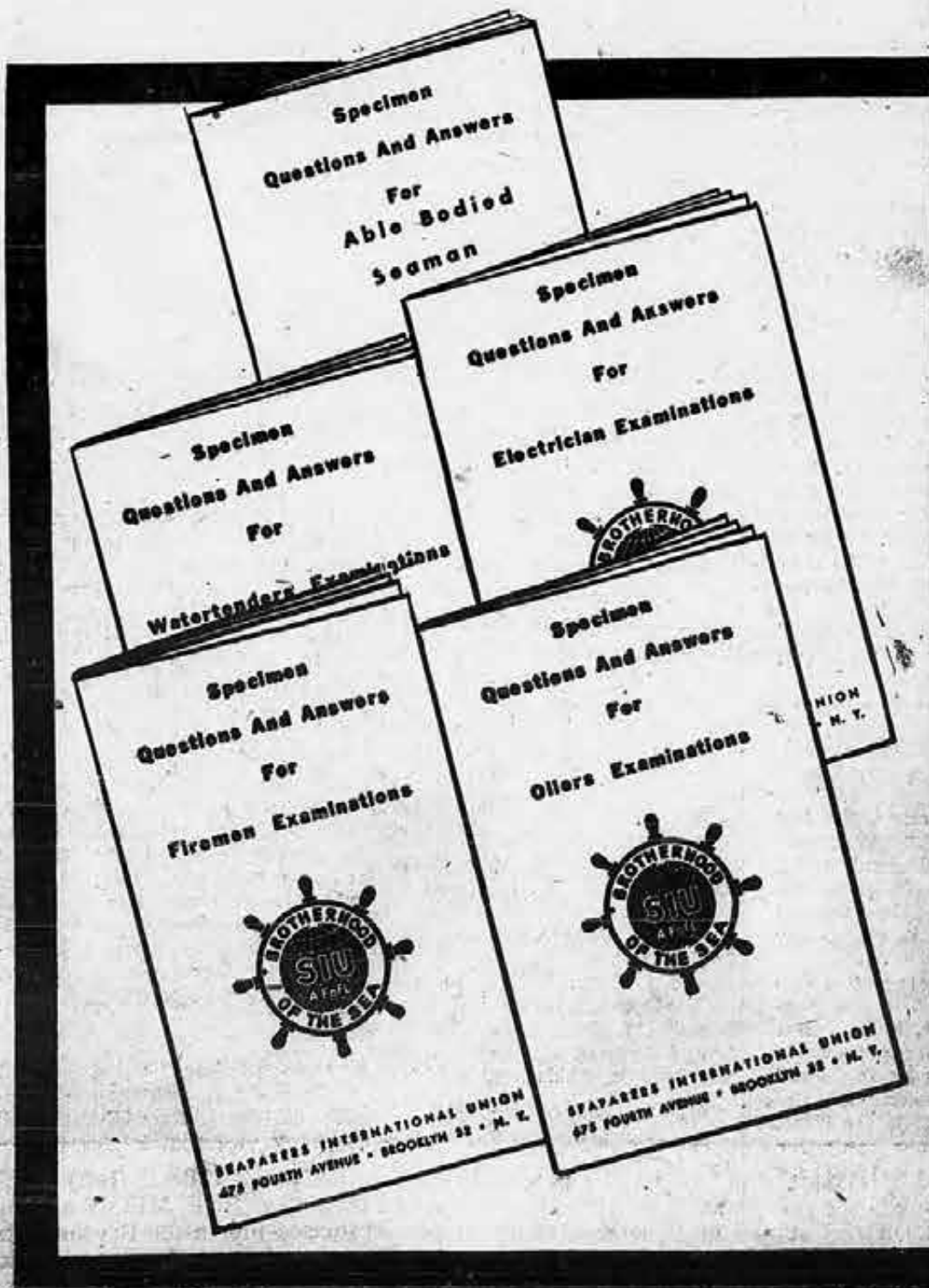


THE SIU WELFARE SERVICES DEPARTMENT



YOUR PROBLEM IS OUR BUSINESS

for more take-home pay!



Seafarers interested in improving their earning powers by securing higher ratings can get assistance from their Union in the form of upgrading booklets available in headquarters and in every SIU hall.

These booklets provide basic information on the type of material featured in Coast Guard upgrading examinations and thus serve as a valuable study guide, acquainting the Seafarer with the subject matter he has to bone up on.

Aside from the higher wages these ratings offer over unrated jobs, the possession of additional ratings automatically assures the Seafarer a wider selection of job openings and adds to his job security accordingly.

Seafarers who do not now hold a rating, or those who seek additional ratings besides the ones they now hold, will find it advisable to take advantage of the opportunity these booklets offer.