

# ARE YOU ON \$58,000 LIST?

...See Special Four-Page Supplement On "Unclaimed Wages"

Vol. XVI  
No. 10

## SEAFARERS LOG

May 14  
1954

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

# US SHIP AGENCY'S 'GIVEAWAY' BARED

Story on Page 3

### Navy Numbers Game.

Forced to pose for Navy CID "rogues gallery" photos at instigation of ship's captain, the SIU crew aboard the Tagalam rapped the role of Naval Intelligence in the mystery of missing ship's gear. The gear had been recovered without evidence of any wrong-doing by crewmembers two days before the "line-up" pictured above. The events took place in Sasebo, Japan. The man being "mugged" here is Seafarer W. Soileau, BR. Others in the photo were not identified. (Story on Page 3.)



### Baltimore Progress.

Construction goes forward on new SIU branch hall in Baltimore, as workmen complete outside facework and interior decoration modeled after headquarters in Brooklyn. Builders expect to complete major portion of structure by summer, including glass-enclosed sun deck on roof. Large window (rear, left) is in shipping hall. Photo inset shows progress on new wing being added to existing building. The hall will be air-conditioned throughout. (Story on Page 2.)



# \$58,000 Back Pay Awaits Seafarers

A bonanza of over \$58,000 in retroactive pay and other unclaimed wages is waiting for 4,000 Seafarers employed over various periods by the Mississippi Shipping Company. Seafarers whose names are listed in the special four-page supplement in this issue of the SEAFARERS LOG can collect their money by contacting the company in New Orleans.

The unclaimed money represents wage accumulations for work performed before December 31, 1953. In large part, it arose from the retroactive features of previous SIU contracts, when they were completed after the old agreements expired but provided for retroactivity to the date of the agreement. The existence of the Wage Stabilization Board which has since gone out of business, further delayed the effective date of contracts and

piled up retroactive pay accordingly. The actual total is \$58,276.73.

As a result Mississippi, like other SIU companies, had to set up a system for handling retroactive wage claims and Seafarers had to make application either in person, or through the mails, for their back pay. Apparently a considerable number of Seafarers neglected to do so and the wage claims accumulated accordingly.

Some of the unclaimed items have been on the list since 1948, Mississippi officials said, but for the most part, these older claims represent small amounts which the men involved probably consider not worth the effort required to collect them.

However, a few hundred of the claims consist of amounts running into three figures with the largest amount, \$602.87 due to Seafarer Frank L. Smith. At the other end of the scale there are 30 wage claims for one penny each.

Seafarers who find their names on the list should contact the Mississippi Shipping Company, Unclaimed Wage Department, 1300 Hibernia Building, New Orleans. All applications should contain the Seafarers Z-number, Social Security number, rating, the name of the ship or ships he worked on for the company and the length of service with the company as listed on his discharges.

## Tow Victory To Nagasaki For Repairs

NAGASAKI.—The SIU-manned San Mateo Victory (Eastern) arrived under tow in Japan this week, after being refloated by Navy tugs from its rocky perch on the shores of Cheju Island, Korea.

Aground for over a month, since April 5, the ship was en route to Sasebo, Japan, after a stop in Korea, "when this rocky beach jumped out in front of us," according to a report from Seafarer H. C. McCurdy, steward on the vessel. No injuries were suffered, however, although the San Mateo's bow ran well up on the beach, completely out of the water. The unexpected visitor proved to be a major attraction to the local Korean natives, who swarmed to the site to observe the curiosity.

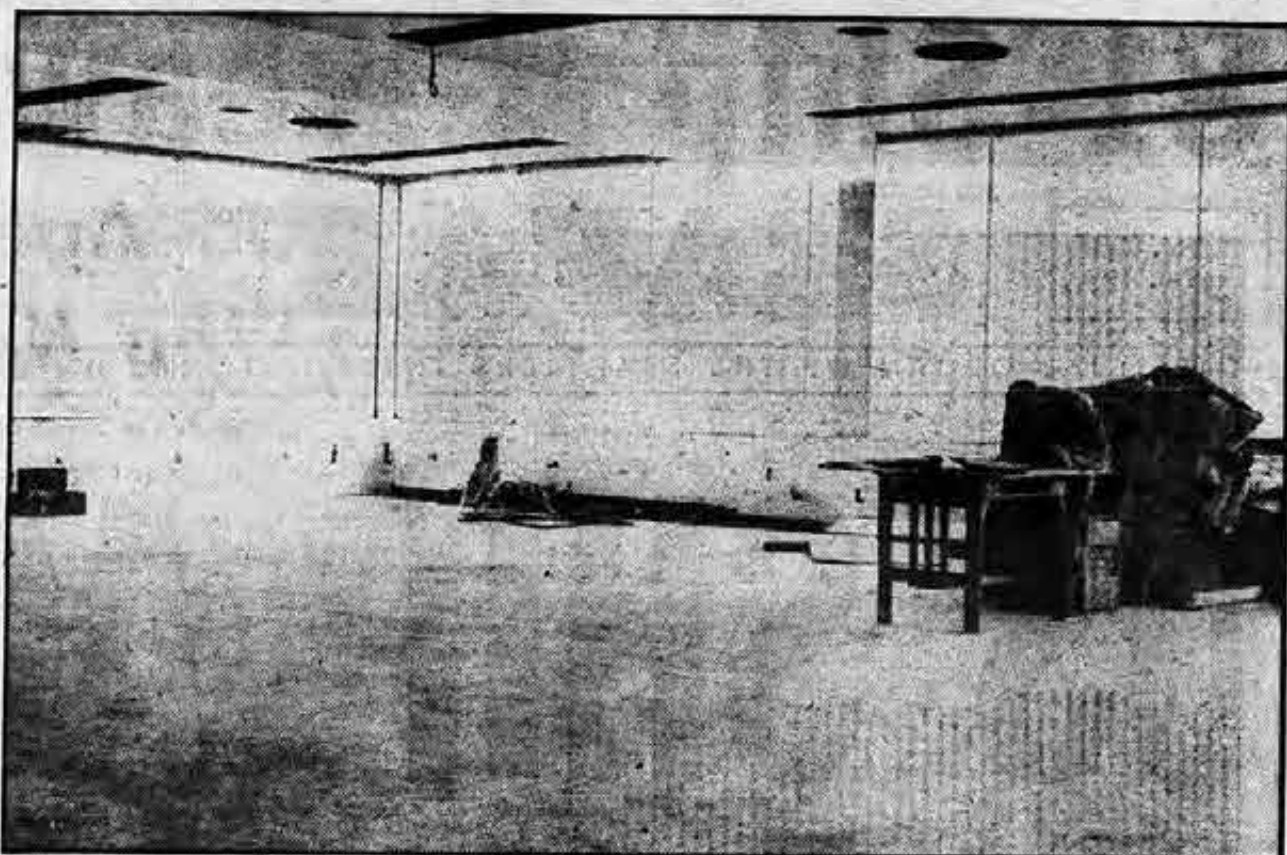
Damage to the ship, estimated at \$100,000, consisted of a jagged gash in the port side forward, in the hull just below the double bottom, and some binding in the rudder. The repair job, which will be done here, is expected to take several months. Although the SIU crew remained aboard the ship throughout its stay at Cheju, it is probable that when repair work begins, the Seafarers will be repatriated back to the US.

## SEAFARERS LOG

May 14, 1954 Vol. XVI, No. 10

As I See It	Page 4
Crossword Puzzle	Page 12
Editorial	Page 13
Foote's Photographer	Page 19
Galley Gleanings	Page 20
Inquiring Seafarer	Page 12
In The Wake	Page 12
Labor Round-Up	Page 13
Letters	Pages 21, 22
Maritime	Page 16
Meet The Seafarer	Page 12
On The Job	Page 16
Personals	Page 25
Quiz	Page 19
Seafarers In Action	Page 16
Ships' Minutes	Pages 24, 25
SIU History Cartoon	Page 9
Sports Line	Page 20
Ten Years Ago	Page 12
Top Of The News	Page 7
Wash. News Letter	Page 6
Welfare Benefits	Pages 26, 27
Welfare Report	Page 8
Your Constitution	Page 5
Your Dollar's Worth	Page 7

Published biweekly at the headquarters of the Seafarer, International Union, Atlantic & Gulf District AFL, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. HYacinth 9-6400. Entered as second class matter at the Post Office in Brooklyn, N.Y., under the Act of August 24, 1912.



Construction worker bends over blueprints on recreation deck of new Baltimore hall. Glass window wall offers fine view of the city and adjoins outside sundeck.

## Baltimore Hall Taking Shape; One Section Ready In Summer

BALTIMORE—With good building weather at hand, considerable headway is being made on the brand-new branch hall for the SIU in this port. Construction workers are busily putting equipment and finishing touches on the remodeled section of the hall, while alongside, brickwork is going up rapidly on a new wing that will be part of the property.

Contractors in charge of the work are hopeful of finishing the upper three floors of the remodel-

ed section early in July if all goes well. This will consist of some offices, the shipping hall and meeting room, and the glass-enclosed rooftop recreation deck. Ground

floor facilities, including a loading deck, Sea Chest, cafe, kitchen and cafeteria, as well as other installations will come at a later date, while the new wing has some way to go before it will be completed.

In the process of completion on the remodeled section of the building are such items as the exterior facing, similar to the exterior on the New York headquarters, the central air conditioning installation, the bank of windows on the recreation deck and interior finishing of walls, floors and ceilings, the sundeck, lavatories, new windows on all floors and other items.

### Fine View

One thing that the new hall will be noted for is its huge expanse of window space, with the window walls on the recreation deck offering a fine view of the city and harbor of Baltimore, and the hiring hall also having large window areas.

When completed, the Baltimore hall will be one of the finest of its kind anywhere in the country, superior in many respects to the headquarters hall in Brooklyn. Ample space will be provided in the new building and its wing for all office needs, as well as for parking, loading and unloading, shopping, recreation, food and drink. An elevator for freight and passengers and the built-in air-conditioning system will also help assure the maximum in comfort and efficiency.

The new hall's central location also will make it convenient and desirable for Seafarer shipping out of the port.

## Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: May 19, June 2, June 16.

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

## Old ILA Preparing For Vote Defeat

With New York dock workers looking forward to the May 26 voting date, the old discredited ILA was making last ditch attempts to stave off defeat in the coming elections. In Brooklyn, Tony Anastasia appeared to be setting up a personal organization, while leaders

um now going on on the issue of joining the mine union. No alternative choice is on the ballot. The feeling in waterfront circles is that with a victory by the old ILA in the coming election highly unlikely, the leaders of the tugboat union are being pressured to hand their membership over to the UMW now in payment for the \$200,000 Lewis gave earlier to prop up the outlaw dock union. Former head of the old ILA's marine division is Captain William V. Bradley, who was moved into the spot vacated last year by ex-president Joseph P. Ryan.

As this development reached a

climax, with the tug referendum due to end May 28 and a stepped-up AFL drive among the tugboat workers going on, the situation on the Brooklyn waterfront took a new turn. Old ILA stalwart Tony Anastasia appeared ready and willing to part company with his former allies in the AFL-ousted union and to maneuver himself and his supporters into the position of an "independent."

### Using Own Lawyer

Observers were not ready to discount this possibility, with Anastasia already using his own lawyer instead of the attorneys for the old

(Continued On Page 17)



Trying to prepare for the coming dock vote, Brooklyn ILA boss Tony Anastasia has consolidated several of the old ILA's locals in his new Brooklyn headquarters.

# 81-Ship 'Giveaway' Planned

## US Agency Aids Operators Who Never Paid For Ships

A full-scale Washington blow-up on a maritime issue, one that will seriously affect the future course of the merchant marine and the jobs of US seamen is shaping up over wholesale transfer applications to foreign flags. Ready and eager to give the green light to the biggest ship giveaway program since 1946 is the US Maritime Administration.

The blow-up is compounded of several explosive elements:

- Shipowners who failed to pay money owed Uncle Sam for the ships and are now trying to duck out from under.
- A Government agency which permitted some of the operators to default year after year and is now seeking to recover its investment at the expense of the rest of the US-flag industry.
- The prospect of additional cut-throat competition for the US-flag from operators who rode the gravy train in the good years and now want to take ships that are actually owned by the Government to run-away-flag nations.



of the 81 vessels had never paid a nickel on mortgage principal owed to the US Government, although some of them had owned the ships for as long as seven years, and had been running them loaded to the marks during the three years of the Korean War. Other ships on the list had reduced their mortgages by only small amounts.

As an SIU headquarters spokesman put it, "The people responsible for this mess, those on the inside of the Maritime Administration and others in the ranks of the operators, let some of these ships run for years solely on the basis of their 25 percent down payment and payment of their mortgage interest. The mortgage principal which is supposed to be paid back also was never touched, even though the ships raked in high profits during the three years of the Korean war."

"Now these very same ship

owners are getting an assist from the Maritime Administration in taking a runaway powder to foreign flags. No doubt the Maritime Administration people are hoping that somehow, somewhere, the shipowner might pay off some of the money due to Uncle Sam.

"In the process these same people have been going around excusing the transfers by crying poor-mouth and saying that they are caused by the high wages of American seamen."

Actually, he added, once the ship got out of US hands, the shipowner would be free to thumb his nose at the mortgage. And of course, he would provide that much more cut-throat competition for remaining US-flag operators.

The 81 ships currently applying for transfer do not include a number of Liberty tankers, some of which have already gone over. Of

(Continued on page 17)



OS Spitaly is "mugged" by a Navy photographer, in the course of an investigation of stolen butterworth machines. Gear later turned up on a Japanese railroad train.

## Tagalam Crew Hits Navy CID 'Mug Job'

Sharp protests have been made by the SIU crew of the Tagalam (Mar-Trade) over the treatment received in Sasebo, Japan, at the hands of Navy investigators who, egged on by the captain, forced the Seafarers to pose for "rogues gallery" photos because some \$700 worth of ship's gear was missing. The gear had been recovered two days earlier.

The chain of events, was clearly reminiscent of similar occurrences in Korea last year when merchant seamen, including at least one Seafarer, were court-martialed and fined for being ashore a few minutes beyond the 10 PM curfew imposed by the military.

These instances, coupled with reports of conflicting and abusive shore leave bans imposed on seamen by US military commanders in several parts of the world, set the stage for the latest events on the Tagalam.

### Machines Missing

The situation arose when three butterworth machines, which are used during tank-cleaning operations, disappeared from the vessel while it was in Sasebo. The machines, according to a spokesman at the Butterworth System office in Bayonne, NJ, are tagged at about \$250 for the purposes of export and customs declarations, so the cost of the three units on the Tagalam was approximately \$700.

When the disappearance of the machines was discovered, the ship's minutes of the Tagalam dated May 2 reported, "captain took it upon himself to accuse the crew of selling them or throwing them over the side." Navy intelligence was called into the picture and began investigating. Immediately, the accusation that the butterworth gear was thrown over the side was proven to be false, when divers searching the harbor bottom found nothing.

Eventually, two days before the ship left Sasebo, the local police, who were conducting the inquiry along with the Navy, located the machines and recovered them from a train. Apparently disturbed because his accusations hadn't held water against anyone in the crew, on the day of departure the skipper went a step further.

Still investigating the disappear-

ance, with no indication of who had removed the machines from the ship and put them on the train, apparently for shipment to a point elsewhere in Japan. Navy CID men came aboard again and the crew was ordered by the captain to pose for "mug" photos as if in a police line-up.

"We, the members of the crew, feel that we were deprived of our rights as American citizens by the manner in which we were abused and treated," the minutes noted above the signature of Frank Gaspar, ship's delegate, and the three department delegates.

The situation was further complicated by a second disappearance stemming from the thief's obvious affinity for things having to do with "butter." Two boxes of butter were found missing from the ship's stores by Steward Abe Goldsmit when the Tagalam was out at sea again before it returned to the States for payoff. The missing amount totaled about 60 pounds. Its loss left the ship without butter on the last leg of the trip home.

The immediate stakes are high, involving 81 dry cargo Liberty ships that have applied for transfer to foreign flags. Indications are that the transfers would have gone through with record speed, but for the fact that maritime unions and the House Merchant Marine Committee protested the move. As a result, the Maritime Administration was forced to call a halt pending Congressional investigation.

### Excused Action

In public, the Maritime Administration's spokesman had excused the hasty transfer action, claiming that immediate relief was needed by these operators in the form of a friendly low-wage maritime flag. Such action, they held, was preferable to laying up or scrapping of the ships. Actually, it appears that the Maritime Administration was getting jittery about a \$18 million "bad debt" in the form of virtually-defaulted ship mortgages which it apparently made no great effort to collect on in the past, while the shipowners no doubt would welcome the opportunity to duck out from under.

Examination of the records shows that owners of at least 18

## Extension Of Art Contest Deadline Swells Entries

Extension of the deadline for the third annual SIU art contest to May 31 produced a new spurt of entries this week as Seafarers aboard ships and time in which to submit their handiwork. All entries will be judged and put on display at SIU headquarters early in June.

For the third straight year, art work submitted for the Union contest won considerable attention at a special exhibit sponsored by the New York Public Library of creative materials done by the members of trade unions in the city.

The postponement of the original April 30 deadline for the SIU competition came in answer to requests for more time from many Seafarers, several of whom are on vessels due back in the States this month.

### First Ship Model

Entries submitted in the last two weeks included the first ship model submitted to the current competition, the work of Seafarer John Antonson, carpenter. The model, which took 50 hours of work, is a reproduction of the freighter Ma-

rine Arrow, which Antonson built during his spare time on a two-month intercoastal run.

The interesting model features a hull, superstructure and king posts carved out of white pine, with toothpicks as booms, sewing thread for the railings and the whole resting in a sea of white lead. The ingenious Seafarer finished things off properly by enclosing the model in a glass case of his own design.

Three oils by Jacob Malenke, one of a nude and another of Javanese farm girl painted while he was out at sea, and a third of a sailing ship, completed while Malenke was on the beach, added to the many oils contributed so far. Malenke, who sails in the steward department, noted that he takes both a camera and oils on every trip to keep a record of the many interesting spots he's visited. Two unusual life-size masks of Oriental figures, made by Seafarer Sal Terracina, rounded out a period of unusual entries. (See separate story and photos on page 9.)

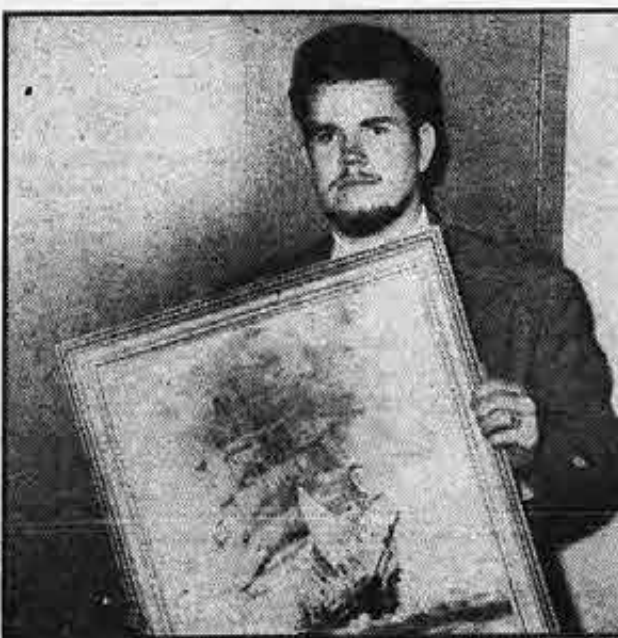
### Twelve Prizes Offered

In the judging next month, which will be handled by a panel of experts including the art editor of the SEAFARERS LOG, three prizes will be awarded to the top entries in each of the four contest classifications — oils, watercolors, drawings and handicrafts. Up to five entries in each class can be submitted.

Seafarers sending in entries to SIU headquarters are urged to label them clearly with their own name, address and a selling price, if the item is for sale. It is advisable also to send them either by registered or special delivery mail to insure careful handling. All entries should be addressed to the Art Editor, SEAFARERS LOG, 675 Fourth Avenue, Brooklyn 32, NY, or delivered in person to the LOG office at headquarters.



John Antonson (left), carpenter, shows ship model he made in 50 hours out of white pine, toothpicks and thread. At right, Jacob Malenka displays ship painting he entered in SIU art contest.





Men from SIU and Catholic Church officials take part in Apostleship of the Sea Sunday celebration at Catholic Maritime Club. Shown (l-r) are Bishop A. Caillouet; Archbishop F. Rummel (cutting cake); SIU patrolman C. Stephens; Rev. Fr. T. McDonough, Catholic chaplain for the port; R. Stelgler, CMC official, and J. Impastato, president, St. Vincent de Paul Society. Cake at right was given by Seafarers in New Orleans.

## Celebrate M'time Club Birthday

NEW ORLEANS—In the opinion of Archbishop Joseph Francis Rummel, Christ had a "special preference for men who followed the sea."

"He chose them to be leaders in His church to carry its extension to the far corners of the earth," the Archbishop said at an "open house" observance of the 50th anniversary of Catholic services to seamen in this port by the St. Vincent De Paul Society and the 10th anniversary of the Catholic Maritime Club, 711 Camp St.

### Annual Observance

The occasion was the annual observance of Apostleship of the Sea Sunday in Catholic Churches on May 2.

Preceding the affair at the Maritime Club, a solemn high mass for

merchant seamen was celebrated at 7 AM at St. Patrick's Church by the Rev. Fr. Thomas A. McDonough, Catholic chaplain for the Port of New Orleans and national secretary of the Apostleship of the Sea. Archbishop Rummel delivered the sermon at the mass, which was attended by many seamen, including a big SIU delegation.

Seamen also were praised by Father McDonough who reminded those participating in the open

house observance at the maritime club that "seamen have had a great part in every great work of the world."

"No man has a greater heart for unselfish causes than the merchant seaman," Father McDonough said.

After an address by Bishop A. Abel Caillouet, national moderator for the Apostleship of the Sea, three big birthday cakes given for the occasion by the SIU, the NMU and the St. Vincent De Paul Society were cut and refreshments were served.

## As I See It . . .

Paul Hall



IT'S BEEN QUITE A FEW YEARS NOW SINCE THE DAYS OF World War II and people tend to forget what the merchant seaman went through in delivering the goods. As many a Seafarer will recall, there were the subs, the mines, the enemy torpedo planes, the black-outs at sea which made for wrecks and collisions and all the other hazards of sailing multiplied ten times over.

As a matter of fact, in the first part of the war, before the major invasions were launched, seamen suffered considerably more casualties than the members of the Armed Forces, particularly before the merchant ship convoys were given adequate Naval protection. There were periods in the early days when seamen risked their lives just taking short coastwise trips as the subs roamed with impunity a few miles off our shores.

All this is considered old hat by many shoreside people who have quickly overlooked the sacrifices of merchant seamen, and incidentally, the vital role played by ships in that war and any other. But those days are recalled by the fact that just ten years ago, two of the many ships named for Seafarer-heroes slid down the ways of shipyards, the Joseph Squires and the George W. Alther.

### 1,200 Lives Lost

Those who wish to refresh the memory a little about those days can read in this issue how these two Seafarers sacrificed their lives so that shipmates and others aboard their vessels could be saved. These men were just two of over 1,200 SIU men whose lives were lost as a result of wartime action, in addition to the untold numbers who suffered injury, and hardship as a result of their work.

Seafarers, like other seamen, do not ask for any special favors or treatment for the services they have rendered in time of emergency. All they have ever asked before or now is the opportunity to work and earn a living on US-flag ships under decent Union conditions.

### THE SEAFARERS ABOARD THE MISSISSIPPI PASSENGER SHIP Del Sud have gotten into quite a pleasant habit the last couple of years,

that of throwing a party every spring for Seafarers on the beach, their friends and families. It's not known here just who was responsible for originating this successful idea, but the fact remains that the crewmembers of the ship have contributed a good deal of time, effort and money to provide sociable get-together for Seafarers who happen to be in the Port of New Orleans at the time.

These annual picnics, which are now established affairs in the Port of New Orleans, are one example of the kind of brotherhood that exists in the SIU. They give an opportunity for the men in the port pass an enjoyable afternoon with their shipmates. The crew of the Del Sud is certainly to be congratulated for its efforts.

### FOR SEVERAL YEARS NOW, A UNION REPRESENTING FARM workers, the AFL's National Agricultural Workers Union, has been struggling against great odds in various parts of the country to help better conditions for people who work for a living on farms.

As many Seafarers know from their own background and experience, working on a farm can be a pretty rough way of making a living, and the Union has had a tough time of it attempting to better conditions.

Recently this AFL outfit has been active down in the Louisiana strawberry country attempting to get a better break for the small strawberry farmer who has been at the mercy of the middlemen in the strawberry business. The result was that somebody blew the whistle and brought the Justice Department's Anti-Trust Division down on their heads.

Now it seems that in Washington the Anti-Trust Division hasn't been able to do very much lately since it's considered bad form to knock a big business outfit these days even though it may be violating the anti-trust laws. So here was a made-to-order situation—a handful of small strawberry farmers and a couple of union organizers all in one package.

The result was that the Anti-Trust Division thought it important enough to haul these farmers and the organizers into court and have them fined and jail sentences imposed.

The jail sentences are all the more astonishing when it is considered that in past years major corporations prosecuted in trust cases have uniformly gotten away with fines which were very small in comparison to their ability to pay. You would have to look long and hard to find any corporation officer who went to jail.

Somehow, this seems to be a throwback to the worst conditions of 50 years ago when the Anti-Trust laws were used not against business monopolies for which they were designed, but against labor unions. It doesn't appear that the men in the Anti-Trust Division deserve any battle stars for having looked up some small Louisiana dirt farmers who were trying to improve their lot.

### IT'S BEEN ABOUT A YEAR NOW SINCE THE SIU STARTED putting libraries of fresh up-to-date reading matter aboard SIU ships,

with the books purchased out of the SEAFARERS LOG fund. Recently it was decided to ask the membership just how they felt about this set-up and what could be done to improve it.

Those members who have responded were overwhelmingly in favor of the program and recommended it be continued with a few changes. Accordingly steps are being taken to adjust the book selections in line with the preferences expressed by the membership.

In general though, the response indicates that the libraries fill a long-felt need for decent reading matter aboard ship, and the facts indicate the Union took proper action by deciding to put them aboard.



## BROTHER CHAIRMAN!

The native sons were very much in evidence down in the Quaker City at the last membership meeting there with Vincent Stankiewicz as chairman of the meeting, Joseph Brooke as recording secretary and Daniel Piccerelli as the reading clerk. All three of these brothers call Pennsylvania their home state and live ashore in Philadelphia when not out at sea.



Brooke

Stankiewicz, who handled the chair, has been sailing with the SIU for quite some time now, joining in the Port of New York back on June 15, 1942. He's 31 years old and sails in the deck department. Recording Secretary Brooke joined the SIU at about the same time as Stankiewicz did, getting his book in Philadelphia on May 4, 1942. He's 36 years old, married, and sails with the black gang.

Piccerelli, who is well known to the crews of Waterman ships on the North European runs, generally sails as steward. He joined the SIU in New York on January 29, 1948. He is 40 years of age.

Seafarer Lawton Beale of Tampa, Florida, went "way up north" to Savannah to serve at that Georgia port's membership meeting as the chairman. Beale, who sails in the steward department, has been an SIU member since March, 1948,

when he joined the Union in New York. He's 46 years of age.

In harness with him at the Savannah meeting were Roy Joe Nash as recording secretary and Rupert Pierce as reading clerk. Nash, who will be 31 next month, came into the SIU in the Port of Baltimore on March 1, 1946. He sails in the deck department and comes out of Gomer, Georgia. Pierce, who sails with the engine department, joined the SIU in that same port on November 29, 1947. He's 26 years old and comes from Snead's Ferry, North Carolina.

One of Orange, Texas' favorite sons, Seafarer G. B. Gillispie, took charge of the last Lake Charles port membership meeting. Gillispie was born in the Lone Star State 27 years ago this coming Sunday and has been sailing as an SIU member since he joined up in Tampa on October 13, 1945. He's in the deck department.



Ibrain

Lake Charles' recording secretary was Seafarer Carlos Ibrain of New York City. Ibrain, who is 30 years of age, has been sailing with the SIU since back in 1942, joining up in the Port of New Orleans on June 29, 1942. He's a native of Puerto Rico and sails in the deck department.

## Ship Sale To Brazil Hits House Snag

A State Department plan to sell 12 Government-owned C-1 MAV-1 ships to Brazil struck a snag when a subcommittee of the House Merchant Marine Committee voted to table the proposal. The committee said it acted because it did not want to pave the way for a deluge of requests to reopen the Ship Sales Act of 1946.

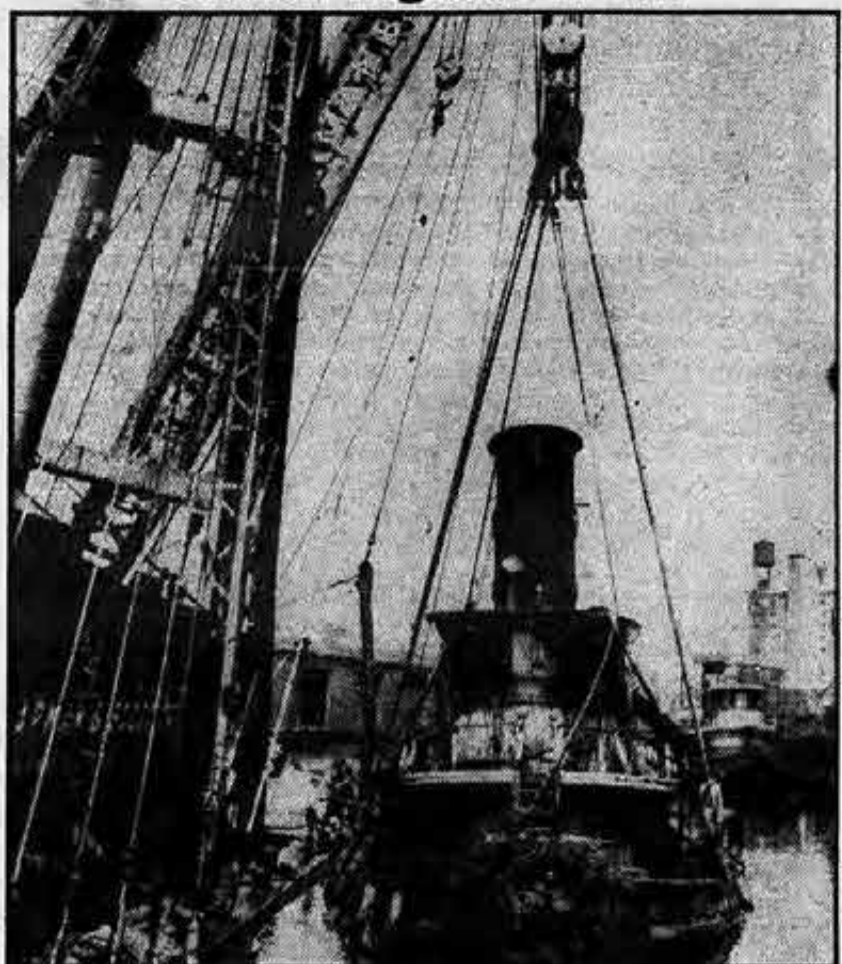
The comparable Senate committee had authorized sales of the vessels on the grounds that they would help contribute to that country's economic development and promote the foreign policy of the US.

However, the action of the House Committee had apparently killed the ship sales bill for the time being.

At the same time, the Committee authorized the sale of eight C-1 types and two N-3 types to the Philippines for use in the inter-island trade. Full approval of the measure was held up until the question of Philippine discrimination against US shipping is cleared up. The vessels have been under charter to the Philippines for a number of years with the charters running out this June 30.

It's considered more likely that the sale to the Philippines will go through since the vessels are to be used solely in the inter-island trade and will not compete with offshore US shipping.

**Sunken Tug Gets A Lift**



A salvage crane hoists the sunken tug Lloyd H. Dalzell to the surface again after the tug burned and sank at the New York Docks in Atlantic Basin, Brooklyn.

**Seattle Port Turns Out To Dedicate New Hall**

SEATTLE—Seafarers have expressed much enthusiasm over the modern facilities available at the new Sailors Union of the Pacific building, with SIU-A&G shipping in this port to be dispatched from the brand-new location in a few days. Considerable fanfare accompanied the dedication ceremonies for the SUP hall a week ago today.

The third new postwar hall built by the SUP, the branch building here is a two-story structure, with additional facilities built into the large basement. Located at First Avenue and Wall Street, a block from the previous quarters, the site had been owned by the Sailors Union for some years before construction was actually begun.

Ceremonies marking the completion of the new port structure

were highlighted by the presence of labor, Government and port leaders, with Washington Governor Arthur B. Langlie officiating at the laying of the corner-stone.

**Living Units**

The model SUP hall features main-floor shipping facilities, TV, reading and writing rooms, cigar store, barber shop, fully equipped gymnasium, shower rooms, restaurant, bar and baggage room. The second floor houses the sailors' home, 22 living units for oldtimers and disabled members. Each of these apartments includes a bedroom, kitchen and bath, and is fully furnished.



At top, view of new SUP hall in Seattle from 1st Avenue side of the modern building dedicated last week. At bottom (l-r), SIU West Coast Representative Marty Breithoff, Seafarer Joe Landry and SIU Seattle Port Agent Jeff Gillette look over space for SIU-A&G offices in the port on ground floor of the building. Breithoff came up from San Francisco for the event.

**New Library Selections Due Aboard All SIU Ships**

Given an overwhelming vote of confidence in a six-week poll conducted by the SEAFARERS LOG, the SIU ships' library program will definitely continue, with the next quarterly distribution of books aboard SIU-contracted vessels scheduled for August. The changes recommended by the membership are being put into effect immediately.

The results in the membership poll, which got underway March 16, showed two solitary votes urging a complete stop to the program out of the all the votes cast. Aside from this negligible factor, 42 percent of the Seafarers recommended continuing the libraries as is, while the majority, 58 percent, urged slight changes, principally in the proportions of the types of books in each 50-volume assortment.

Launched a year ago, the experimental library program developed by the LOG staff and maintained at no cost to the membership by the LOG fund, provides for the distribution of ship's libraries every three months on all SIU ships. Their sole purpose was to help fill the need for decent reading material aboard ship, rather than the tattered, cast-off volumes generally available. Libraries are also being furnished periodically at USPHS hospitals for the use of patients there.

The poll originated when it became necessary for the Union to decide whether to commit itself to future purchases of books for the libraries, and the decision, accordingly, to poll the membership on the question. Early results indicated an enthusiastic response in favor of the libraries, and were maintained through to the end.

Aside from the major issue of continuing or stopping the library distribution, which is handled in all ports by the SIU Sea Chest, the

poll also dealt with the quality and types of books being furnished. Previous 50-book assortments included 15 Westerns, 15 mysteries, 10 novels, 4 non-fiction, 4 humorous books and 2 books on sports. These were the proportions agreed upon with the distributor, Pocketbooks, Inc., one of the nation's largest distributors of small, paper-bound volumes.

**Prefer Novels**

The sentiment registered by Seafarers polled, however, indicated that the packages had been top-heavy in Westerns, and that seamen who sailed the wide-open spaces of the ocean weren't as interested as anticipated in the doings of their counterparts on

land. The results also showed a marked preference for more novels and non-fiction, with the emphasis on "sea stories" in the novel category and "how-to-do-it" books in non-fiction.

Accordingly, the LOG has made arrangements with Pocketbooks to adjust the assortments as follows: 8 Westerns, 16 mysteries, 12 novels, 8 non-fiction, 4 humorous books and 2 on sports, and the changes will be incorporated in future assortments. An extra mystery has been added for the benefit of the "who-done-it?" fans in answer to the request for more of them. The number of humorous books and books on sports will remain the same as before.

**MCS-AFL Wins Another One, Awaits Major Ballot Count**

SAN FRANCISCO—Speculation is running high on the outcome in the 90-day election just ended between the Marine Cooks and Stewards-AFL and the Communist-dominated National Union of Marine

Cooks and Stewards (independent). MCS-AFL officials are optimistic, with the ballot count due to start Monday.

Meanwhile, the MCS-AFL won easily in a by-election involving a company not affiliated with the Pacific Maritime Association, the shipowners' group involved in the three months of balloting which wound up May 10. The vote Tues-

day on the Permanente Silverbow went 9-0 in favor of the SIU-affiliated union.

The voting on the Silverbow followed by about two years previous balloting on a second ship owned by the same operator, the Permanente Cement, which was also won by the MCS-AFL. Since then the union had been representing the men on both cement carriers, but the latest voting made it official. NUMC&S didn't even try to make a showing.

AFL victory in Permanente came close on the heels of an identical voting sweep a few weeks earlier on West Coast steam-schooners. That balloting netted 20 votes for MCS-AFL and not a one for the Commie-controlled union, with two votes cast for "no-union."

The steamschooner win reversed a previous decision on

(Continued on Page 17)

**State Dept. Tries to Block Permanent '50-50' Law**

WASHINGTON.—Strong State Department opposition to a permanent "50-50" law aroused heat at a Senate hearing on the proposal. Senators of both parties took the floor to denounce the State Department's long-term opposition to "50-50" which has helped keep American shipping going in the face of stiff low-cost foreign competition.

A bill calling for a permanent "50-50" law was introduced by Senator John Butler, Maryland Republican, and Representative Thor Tollefson, Republican of Washington State. The bill would greatly strengthen existing "50-50" practices by calling for transport of at least 50 percent, and in some cases 100 percent of Government-financed cargoes on American-flag vessels.

**'Detrimental' Law**

In the course of hearings on the bill being held by the Butler Water Transportation Subcommittee of the Senate, a State Department spokesman, Thorsten V. Kalijarvi said the Department believes that the proposed legislation would be "detrimental to the long-range interests" of the merchant marine and of US foreign commerce.

The spokesman also placed into the record, statements by the Governments of Norway, Sweden, Great Britain, West Germany and Denmark, opposing the "50-50" legislation.

The State Department's position brought strong rebuttal from Senators present, with Senator Warren Magnuson, Washington Democrat, pointing out that the department had always opposed a "50-50" law but had never proposed anything constructive to strengthen the US merchant marine.

Further, the Senators present

emphasized that many other countries have "50-50" laws of their own and discriminate against US shipping accordingly.

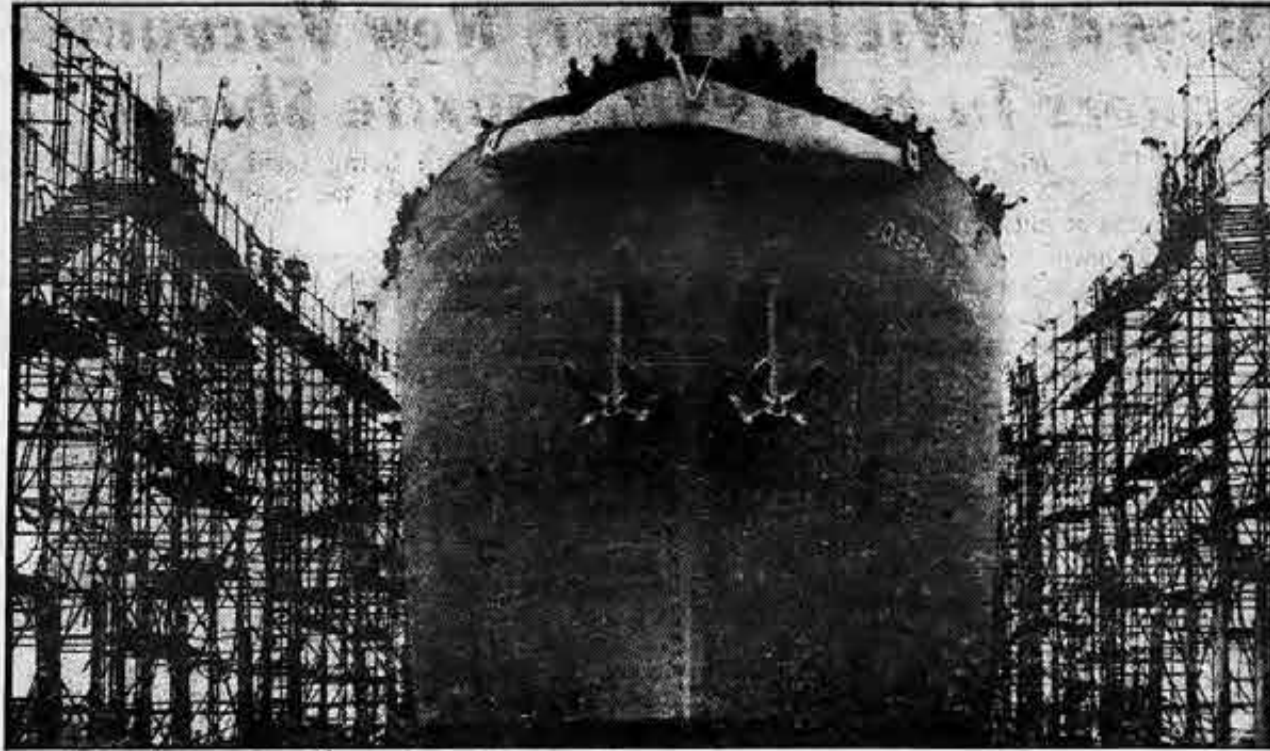
**YOU and the SIU CONSTITUTION**

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

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

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





The Joseph Squires, one of the first Liberty ships named after Seafarer-heroes, shown at its launching at the New England Shipbuilding Corporation yards on May 22, 1944.

## Ships Named For Seafarers Pass Their 10th Anniversary

Next week marks the tenth anniversary of the launching of the first two Liberty ships named for Seafarers during World War II in recognition of the wartime sacrifices which cost them their lives. More than 20 vessels built during the war were named after SIU men.

Both the Joseph Squires and the George W. Alther were launched on Maritime Day, May 22, 1944, and eventually saw service in the war. The Squires was launched at the New England Shipbuilding Company's yards in South Portland, Me.; the Alther at the Delta Shipbuilding Corporation's yards in New Orleans.

The two ships fared far better than the Seafarers they were named after. Both are still intact, and one of them, the Alther, is currently in service in the Pacific on charter to the Military Sea Transportation Service. It has a new name, however, and is now the Annoc, owned by the Paroh Steamship Corporation of New

York. The Squires has been laid up for some time in the Government reserve fleet at Suisan Bay, California.

Alther who, at the time of his death, was sailing as a second mate on the Timothy Pickering, died following an enemy bombing attack on July 13, 1943. The ship, which was carrying ammunition and high octane gas, exploded before Alther could complete his vain attempt to save a wounded naval gunnery officer aboard the crippled vessel.

Squires was on the old Maiden Creek on December 30, 1942 when, with the ship breaking up as a result of enemy damage, he volunteered to remain aboard to lower the last lifeboat. He went down with the vessel. Both men were posthumously awarded with Merchant Marine Distinguished Service Medals for their heroism.

### On Maiden Creek

The Squires was redelivered to the Maritime Administration on May 6, 1952, after being operated for the Government by the Coastwise Line under a General Agency Agreement (GAA). The Alther was bought from the Government by Paroh on February 12, 1951.

## Deadline Near On Sea Medals

WASHINGTON—The Maritime Administration has again cautioned all merchant seamen, licensed or unlicensed, that June 30, 1954 is the last day they can apply for any awards as a result of wartime service or heroism aboard ship in World War II.

Since all of the awards were provided for by statutes and executive orders which have been repealed or revoked, the Government has decided it's time to apply the cut-off on applications for same. The deadline applies to all seamen's service decorations, certificates of continuous service, ship plaques, crew citations and certificates of eligibility for Philippine defense ribbons.

Seamen who served aboard US-Documented, US Maritime Commission, War Shipping Administration-controlled or War Department vessels during the period of May 1, 1940 to July 25, 1947, inclusive, are affected by the ruling, which bars applications after June 30. Further information can be gotten at the Maritime Administration, Marine Personnel Office, Room 805, 45 Broadway, New York 6, N. Y. Telephone inquiries can be made to Whitehall 3-8000, extensions 32 and 33.

# SIU NEWSLETTER from WASHINGTON

Eighty-one per cent of the 1,297 ships in the commercial US fleet were built during World War II and will become 20 years old during the period 1961 through 1965. Thus, if the operating fleet is replaced only as the ships become 20 years old, a total of 936 keels would have to be laid within the three-year period, 1961 to 1963.

Such a shipbuilding program is beyond the capacity of existing American shipyards, because this would require 174 shipways annually in peak years while only 63 now are available.

For this reason the Department of Commerce has recommended a shipbuilding program of 60 ships a year. This would maintain the shipyard nucleus required, and would replace the existing fleet in an orderly manner over the next 20-year period. In addition, it would preclude a re-occurrence of ships becoming obsolete in a block.

The executive branch of the Government always attempts to present a uniform approach before Congressional committees. In order to accomplish this, their reports on legislation first must be cleared through the Bureau of the Budget, as being in line with the program of the President.

However, a notable exception to such a uniform approach on legislation is present in connection with consideration of the bill to make permanent the idea that US-flag ships shall carry at least 50 percent of cargoes financed by this government and moving abroad.

This cargo preference legislation has been of substantial assistance in providing a firm backlog of traffic for the US overseas fleet. For this reason, the Commerce Department believes that this principle should be continued as a part of our national shipping policy.

On the other hand, the idea is strongly being opposed by the Department of State. The latter department, which is interested primarily in the international effect on foreign nations of the 50-50 shipping bill, once again has given in to the whims of our foreign-flag competitors, and is trying to defeat the legislation on Capitol Hill.

In one respect, State will be successful. Although popularly referred to as the 50-50 shipping bill, the measure, in certain instances, would allow 100 percent of shipments to be carried abroad on US vessels. This portion of the legislation will never be approved by Congress, so that the most that can be hoped for is that Congress will approve, as a permanent law, the 50-50 carriage principle.

Another proposal that has hit a snag in Congress and probably will not go through this year is the private financing bill, under which ship construction is financed in the private field instead of by the Government.

Here is another instance of internal trouble within the executive arm of the Government. The Commerce Department is all for the bill but the Bureau of the Budget is violently opposed to the measure in its present form. The bill provides that the Government would guarantee 100 percent of the mortgage, but the Bureau wants nothing of this provision and insists that the private lender must take part of the risk. This is only one of the several parts of the proposed legislation that Budget won't go along with.

The legislation, originally drawn up by private steamship lines and introduced in both the Senate and House, won't go through in its present form.

The Conference of American Maritime Unions, representing AFL-CIO unions, recently told the House Merchant Marine Committee that the military should not be empowered to state that certain ports and areas abroad shall be closed to merchant ships. The American ships, the unions pointed out, are manned by loyal Americans who have been screened for loyalty by the Coast Guard in cooperation with other Governmental security agencies.

At an outbreak of an all-out war, the US merchant ships will go into every port and area where required.

One inconsistency of the position of the military is that American LST's under Japanese contract and completely manned by Japanese seamen are in the vital shuttle run between Japan and Korea. So that, on the one hand, the military seems to say that certain US seamen cannot be trusted in these vital areas, but that, on the other hand, they put their blessing upon an operation where completely foreign crews are used in the Japan-Korea run.

By the end of 1952 the merchant fleets of all foreign-flag countries, excepting Germany, Japan, and Greece, had been able to increase the carrying of their respective merchant fleets above prewar levels. Of the three nations whose fleets are still below prewar levels, Germany and Japan have embarked upon large shipbuilding programs, and they are expected to provide a great deal more competition as the size of their fleets is increased.

Subsidized US lines have earned substantial returns on their net worth since 1946, having increased their net worth from \$335 million since that date to about \$487 million in 1952.

As to earnings of unsubsidized US operators, the average returns on net worth before and after taxes for the period 1946-1951 of those lines in the so-called liner operation were 10.7 percent and 5.7 percent respectively. The rate of earnings was slightly higher in 1951 and 1952.

As compared to the subsidized segment of the fleet, the non-subsidized liner companies as a group increased their net worth substantially over the period since World War II, from about \$84 million to \$132 million, or 56.9 percent.

The Military Sea Transportation Service is asking \$50 million to construct our special-purpose ships to serve the Arctic region—ships that will be ice-strengthened. This request for funds probably will be approved by Congress although many Congressmen are attempting to have private US shipowners undertake the construction job and operate these ships.

*Your SIU Washington Reporter*

## NOW AVAILABLE--

### BOUND VOLUMES OF THE Seafarers Log 1947-1953 (Inclusive)

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

Please send me the following:

(a).....bound volumes of the 1953 LOG @ \$5 each.

(b).....complete sets of bound volumes of the LOG  
for 1947 through 1953 @ \$25 each.

Enclosed is a total of \$.....

NAME .....

ADDRESS .....

Total  
Price  
\$25

# Top of the News

**US MAY 'BUTTER UP' BRITISH**—With 350 million pounds of surplus butter lying around in Government storage warehouses, the US is making arrangements to sell 40 million pounds of it at about 47 cents a pound. Present local price of butter in the US is between 63 and 69 cents a pound, while the butter in storage was bought by Uncle Sam under the parity price support program at 60 cents a pound and upward. Selling of surplus abroad has been in works for some time but butter-producing nations like Holland and Denmark are very unhappy about the whole thing.

**DIPLOMATS WRANGLE ON KOREA, INDO CHINA**—The Geneva conference of major nations on a Korean peace treaty has gone along the expected path with the US, Britain and France on one side and Red China and the Soviet Union on the other with no compromise in sight. The Korean issue was overshadowed by Indo Chinese fighting with the French anxious for an armistice as Communist troops further closed the noose on the outnumbered French in Dienbienphu, and finally took the fort last week.

**'SUN BATTERY' EXPERIMENT SUCCESSFUL**—A "sun battery" which converts the rays of the sun into electricity has been successfully developed and tested by the Bell Telephone Company. The battery consists of strips of silicon which form an electric current when the sun's rays shine on it. Up until now, though, the amount produced is too small to have much practical use.

**TRACK RACER BREAKS FOUR-MINUTE MILE**—An English medical student, Roger Bannister, has accomplished the "impossible" by running a mile in less than four minutes. His time was 3:59.4 at a race in Oxford, England, viewed by only 1,000 spectators. Bannister's accomplishment comes shortly after publication of a scientific study which drew the conclusion that a four-minute mile was a highly-unlikely achievement for any human being.



English miler Roger Bannister strains as he breaks tape in record-smashing effort.

**MCCARTHY, ARMY FIGHT DRAGS ON**—In an atmosphere of unpleasantness, the hearings on Senator Joseph McCarthy versus the Army show indications of dragging on into the summer. Very little progress was made in the first two weeks, with Secretary of the Army Stevens on the stand daily. The hearings have been livened by many disputes including one over the doctoring of a photograph by McCarthy's staff, another on McCarthy's unauthorized use of secret information given him by an unnamed Army officer.

**CABLE CAR ISSUE STIRS SAN FRANCISCANS**—A proposal by the San Francisco Public Utilities Commission to shut down half of the city's famed cable car mileage is being attacked violently and will be an issue in the city's primary election June 8. The Commission wants to give up the Russian Hill run and other trackage because the lines are losing money. Up until now, efforts to end the cable system have always been defeated at the polls.

## SIU-MAW Wields Giant, New Vacuum Cleaners In Holds Of Bauxite Ships

**MOBILE**—The world's largest vacuum cleaners currently are being used by SIU-affiliated Marine Allied Workers in a new project that company officials say may revolutionize present methods of cleaning holds.

Alcoa Steamship Co. had the cleaners custom-designed for cleaning the residue of bauxite ore from the holds of SIU-manned ships arriving at Mobile from Caribbean ports. By the old method, holds were cleaned with water, which meant they had to be allowed to dry before they could be loaded with outward bound cargo. The old method of cleaning also promoted rust, which increased maintenance costs:

Five giant vacuum cleaners weighing 10,000 pounds each are used in the operation, believed to be the only one of its kind in the world, said Chester Smith, Alcoa's superintendent of the cleaning operation.

### Two Sections

Each vacuum is divided into two sections to facilitate lowering the cleaners into the holds. One section includes the tanks and the other the motor and suction equipment.

Four two-inch hoses are attached to each vacuum with an average length of 250 feet each. The SIU-MAW crew includes eight men for each machine and it takes from eight to ten hours to completely clean an ore-carrier.

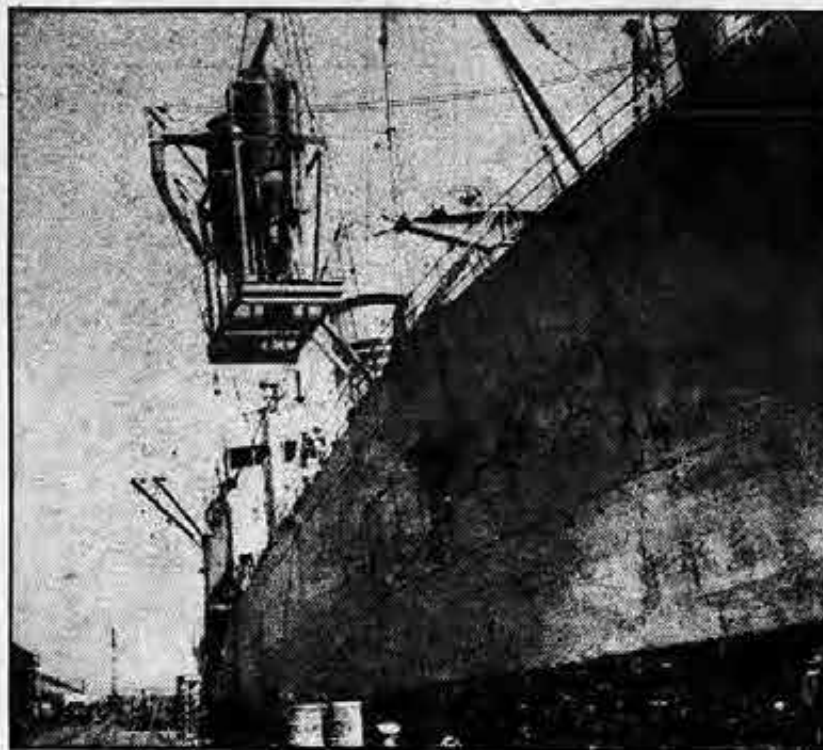
The cleaners have two large tanks, known as primary and secondary units. In the primary tank there are no bags and most of the material sucked up by the machine is deposited there.

In the secondary tanks a series of 24 bags, similar to the one in the home vacuum, are located. These bags are eight feet long and eight inches in diameter.

### Giant Tank

Smith said 90 per cent of the cleaned ore remains in the primary tank and the bags collect the remaining 10 per cent. The giant tanks of the vacuum cleaner are about 15 feet tall.

The SIU-MAW men handling the cleaning use long hoses with various connections that are, on a much larger scale, like those used in the home. To enable them to get to all parts of the ship's hold, the men stand on lifts that are a



Giant vacuum cleaner is hoisted aboard Alcoa ship in Mobile harbor to clean out bauxite holds. Five ton cleaners are far more efficient than old hosing method of washing down hold interiors.

telescopic ladder on wheels. These lifts can be adjusted to heights of up to 25 feet and permit the men to clean high, hard-to-reach areas in the holds. These places were often overlooked and missed when water was previously used in the cleaning operation.

## Lakes SIU May Strike Carferries

Officers of the SIU, Great Lakes District, called for a strike vote for some 300 members who operate railroad car ferries at Elberta, Michigan, after contract negotiations with the Ann Arbor Railroad Company bogged down. The strike vote was ordered after three meetings with railroad officials were marked with little or no progress.

The outcome of the negotiating sessions caused David S. Lees, International Representative, and Glen Beaucock, port agent, representing the SIU at bargaining sessions, to charge the company with stalling and indifference in regard to the welfare of its ferry employees. The company did not refute these charges, but came up with minor concessions to the union's demands.

In addition to a 20 percent general wage increase the union is asking premium pay on Saturdays and Sundays, a winter sailing bonus, double time pay for holidays, increases in the manning scale, company-paid insurance, an improved vacation plan and other fringe benefits in its new contract.

The union claims wage differentials on car ferries cause its members to lose \$360 yearly, compared with pay members receive on other Lakes' vessels. Other contract differentials raise the loss to \$700 to \$1,000 a year, union officials said.

# YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

### Costly Hearing Aids?

Efforts of SIU Welfare Services representatives to secure hearing aids and other medical appliances for Union members at reduced prices are valuable services. All too often people who need a hearing aid buy one without proper selection or pay too much for one because some salesman makes a convincing demonstration or a "consultant" offers a free "test."

Hearing aids bought under such circumstances frequently cost the buyer more than may have been necessary, without any assurance that the device really was the most suitable one.

Why should hearing aids cost as much as \$300? Are the costly ones any better than say, the Zenith, which cost less than half the price of most others and whose manufacturer for some years has accused the hearing-aid industry of making an unnecessarily high profit on these devices?

#### Very High Mark-Ups

The facts are, it costs only a fraction of the selling price to manufacture a hearing aid. The manufacturers justify their high mark-up by arguing they give expensive "tests" and instruction in the use of their device. Zenith believes such "tests" are unnecessary. It doesn't sell its aid through special hearing aid centers as do the other manufacturers, but sells them through regular retailers like optometrists, department, jewelry and drug stores, and even by mail.

The way to buy a hearing instrument is not by price or by "tests" given by a "consultant" who is really a salesman. You should follow this procedure:

Write to the Council on Physical Medicine of the American Medical Association, 535 North Dearborn St., Chicago, for a copy of the council's list of acceptable hearing aids. You'll find some of the lower-priced ones are on the acceptable list as well as some of the costliest.

But that doesn't mean all you need do is pick one of the lowest-priced ones. You should try out as many different hearing aids as you can, for as long a period as the manufacturers permit. It is desirable to also try to get to an ear doctor (called an "otologist") for tests to see if a hearing aid will benefit you at all. However, private consultations with otologists are a little expensive. So first find out if there is a hearing clinic in your town, by phoning the local board of health or the various hospitals.

Unfortunately, you can't always rely on the advice of private otologists. Not long ago the Journal of the American Medical Association admitted that some ear doctors accept fees from dealers for recommending their instruments, just as some eye doctors have been reported to get kickbacks from optical dealers and manufacturers. There's no way to tell if an ear doctor gets a kickback, but it does pay to be suspicious if he strongly recommends just one or two makes, especially if these are the most expensive ones.

#### List of Qualified Specialists

If you can get to one of the larger cities that has a chapter of the League of the Hard of Hearing, the League will give you a chance to try out various hearing aids. They will also give you a list of qualified otologists in your area. You can write to the League's headquarters

at 480 Lexington Ave., to get the address of the League chapter nearest to your town.

It is also a good idea for any one having hearing difficulties to write to the American Hearing Society for a list of its publications. These would be of help for adults who need adjustment to living with impaired hearing, and who also may need vocational and employment advice as a result, and also will help parents solve the problems of children with impaired hearing. The Society's pamphlets also include a number telling you how to go about selecting a hearing aid, and also, how to have it fitted and how to use it.

#### Money-Back Guarantee

But the important thing in buying the aid itself is to buy it on a trial basis with a money-back guarantee so you can test it over a long period. Doctors say it is not possible to judge in a few minutes which model or make helps you the most. Also you may find the weight, shape and size of the various brands will make a difference to you.

And when you do "try out" hearing aids at the offices or stores of the sellers, it's a good idea to have with you a person of normal hearing to make sure the salesman talks in a normal voice.

Unfortunately the cost of owning an aid does not stop with the purchase of one. Hearing-aid cords need replacement and the instruments themselves sometimes need repairs. Generally the user must return to the manufacturer for parts and repairs and these are high priced too. That's another reason why careful selection is important.

# Closing Threat Spurs Projects For Panama

BALBOA—Fears expressed two weeks ago that a threatened landslide in the Gaillard Cut of the Panama Canal might indefinitely close the vital waterway appear to have been premature, with the disclosure that there was no longer any immediate danger of such a disaster.

The new development eased the minds of worried shipowners, who saw no way out of the crisis except complete suspension of intercoastal service or expensive rerouting around South America, via Cape Horn. The only other alternative was turning over the bulk of the traffic for handling by the nation's railroads, a choice few shipping companies would care to make since it would mean a further loss of cargo to shipping even if the Canal was reopened soon after.

### Bill Urges Commission

In Washington, meanwhile, with interest once again stirred on the issue of improving existing facilities in the Canal Zone, pressure for speedy enactment of a long-pending measure which would create an independent interoceanic Canals Commission mounted. This body would re-investigate the possibilities of adding to the facilities at the present site, as well as the advisability of launching construction at a new canal location, possibly to the north, in Nicaragua.

### Propose 3rd Locks

Emphasizing the urgency of acting, particularly in view of the threat to existing facilities by landslide as well as enemy atomic attack, a group of engineers and construction officials who participated in the building and administration of the Panama Canal, called on Congress to approve the bill for a special commission.

They indicated that of the two major proposals for increasing the facilities at the present canal site they favored completion of the third locks project, which was suspended after an outlay of \$75 million some years ago. The other

plan, they said, calls for the "construction of a practically new Panama Canal known as the sea-level project." This would entail an expense estimated at \$2.5 billion in 1947, while completion of the interrupted third locks project could be accomplished for about \$600 million.

The landslide feared two weeks ago stems from a huge crack in a rock ledge overhanging the face of Contractor's Hill in the Gaillard Cut, about a dozen miles from this city on the Pacific side of the Isthmus. The crack is said to be about 600 feet deep today.

# British Crewmen Strike 2 Ships In Canada Port

MONTREAL—One British collier crew here was arrested for demanding wage increases and another went on a wage-sympathy strike in support of the first in a maritime battle centered about inadequate wages paid to British union seamen aboard the two vessels.

Seamen on both the Shell Drake, cause of the beef, and the Cibou, British colliers plying between Canadian coastal ports during the summer, caused the dispute when they refused to put to sea despite the captains' orders. Shell Drake crewmembers claimed they were unable to live in Canada on British wages. They said the highest-paid unlicensed man on the British colliers gets about \$84 a month, compared to a minimum Canadian wage of \$204 a month for union members.

Eighteen crewmembers aboard the Shell Drake were arrested last week for allegedly refusing to put to sea after the captain ordered them to do so. Cibou crewmembers went out on their sympathy strike in support of the Shell Drake crew as well as their own wage demands. The Cibou crew was determined to see the strike through although wages and food were cut off. The Cibou's captain said the men "must learn that they cannot disobey orders," but the crew was sticking by its guns.

## Union Has Cable Address

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

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

# SEAFARERS CASH BENEFITS

## SEAFARERS WELFARE, VACATION PLANS

### REPORT ON BENEFITS PAID

From 4-26-54 To 5-7-54

No. Seafarers Receiving Benefits this Period	1003	
Average Benefits Paid Each Seafarer	6461	
Total Benefits Paid this Period		64,805 14

### WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5,925 00	
Death Benefits	15,000 00	
Disability Benefits	2,350 00	
Maternity Benefits	3,200 00	
Vacation Benefits	38,330 14	
Total		64,805 14

### WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	483,665 00	
Death Benefits Paid Since July 1, 1950*	942,680 63	
Disability Benefits Paid Since May 1, 1952*	41,570 00	
Maternity Benefits Paid Since April 1, 1952*	245,000 00	
Vacation Benefits Paid Since Feb. 11, 1952*	3,298,254 43	
Total		5,011,170 06
* Date Benefits Began		

### WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	589,091 14	
	Welfare	586,509 78	
Estimated Accounts Receivable	Vacation	228,008 00	
	Welfare	210,602 00	
US Government Bonds (Welfare)		1,979,713 82	
Real Estate (Welfare)		655,664 39	
Other Assets - Training Ship (Welfare)		119,060 97	
TOTAL ASSETS			4,362,650 10

### COMMENTS:

In the past two weeks the office of the Plan has received nine beneficiary cards that were undated. It is very important that the beneficiary cards be filled out correctly and in their entirety. Most important of all is the date that the card was filled out. Some eligibles under the Plan have filled out numerous cards. It is not necessary to fill out a new card each time you ship, but only when you haven't filled one out before, or wish to change your beneficiary.

Submitted May 10, 1954

*Al Kerr*  
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.





Early phase of mask-making operation finds Seafarer Sal Terracina carefully sculpting face of giant figure out of papier mache.

## Lifelike Masks Of Oriental Heads Are Seafarer's Specialty

SIU art contests in the past two years have had their share of interesting entries, but possibly the most unique entry so far, submitted for the 1954 competition by Seafarer Sal Terracina, are two life-size, papier mache masks recreated from his own photographs of figures on an Oriental temple

halfway around the world. Sailing with the SIU since 1951, Terracina has combined his skill at photography with that at making the fascinating masks, which he duplicates from the original by making huge enlargements of the detail of the figures. Accordingly, Terracina has shipped on several Isthmian Far East and 'round the world runs to accumulate suitable photos.

### Ceylon Models

The two examples of the art entered in the contest originate on a temple in Ceylon, which he photographed while ashore on a recent voyage.

The life-size masks are made of papier mache composition, and feature painted cue-balls as eyes and assorted bits and scraps of wire and metal for the hair and head-dress.

### LOGs Used Too

Papier mache is a substance made of bits of paper mixed with glue and other materials, which is molded into shape when moist and becomes hard and strong when dry. Appropriately, several back issues of the SEAFARERS LOG have found their way into the mixture during the process.

Actually, Terracina's mask-making started as a hobby and blossomed into a money-making side-

line even before he started going to sea. His masks of Oriental figures have been used as decorations in stage shows, night clubs and other recreation spots and have been displayed in exhibits as far as 20 years back.

### Keeps 'Em Coming

But the inventive Seafarer is continually making new ones, either to satisfy a curiosity as to what it turns out like or on order as a show or club decoration. The

colors on the masks are recreated faithfully from the originals, which he notes while making his photograph on the scene.

The idea of the using cue-balls as eyes, he notes, arose when he found there was no other cheap but durable material available with a smooth, curved surface that would take paint. As it is, one cue-ball split in half takes care of each mask, providing the figure is limited to two eyes.

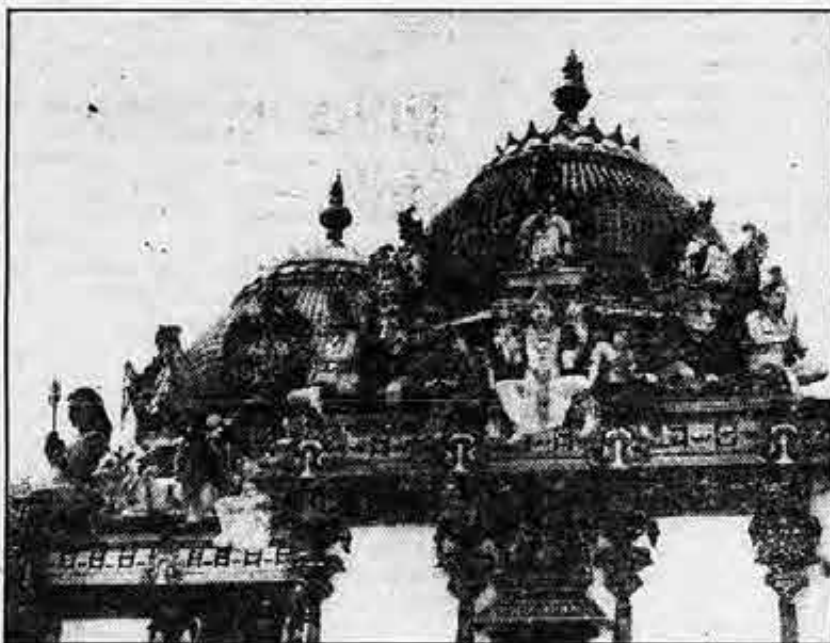


Photo at top shows figures mounted on Ceylonese temple which Terracina visited during his travels on SIU ships and photographed with emphasis on detail of the carvings. Bottom photo features some of the papier mache masks made by Terracina reproducing figures from other Oriental temples.

## Unions, Shipowners Denounce Scope Of MSTs Operations

Continuation of hearings on Military Sea Transportation Service competition with private steamship companies heard witnesses denounce MSTs handling of cargoes, particularly in the domestic trades. Both

shipowner representatives and a delegate from the Conference of American Maritime Unions told the House Merchant Marine Committee that MSTs had no business at all in the commercial field.

Further, the maritime union spokesman said MSTs had not cut back its shipping operations with the end of the fighting in Korea. He pointed out that by 1953, the MSTs had expanded its own fleet 66 percent over what it had been in March, 1950, before the Korean fighting began. This fleet still consisted of 248 vessels which is approximately 58 percent larger than it was before Korea.

### Cutback In Ships

By contrast, the union spokesman pointed out, the American merchant marine had cut back almost to pre-Korean levels, being just 17 percent larger now than it was before June, 1950.

He added that as far as the unions are concerned, both troops and supplies could be handled on privately-owned ships just as well

and relieve the tax burden of supporting an MSTs fleet.

Shipowner spokesmen concentrated their fire on MSTs competition in coastwise and intercoastal trades, including tanker operations. They asked that any cargo available for handling in domestic trades should be offered to the regular coastwise and intercoastal lines first before they are handled on chartered ships or on MSTs' own vessels.

A representative of the private tanker industry declared that there are enough privately-owned tankers available to take care of all present tanker requirements. But despite this, MSTs is operating 55 tankers of its own in competition with independent tanker owners.

Tramp ship operators also got in their innings stating that MSTs should charter their ships before carrying cargo on Government-owned vessels and should retire Government-owned ships now under charter to private shipping companies.

## Cartoon History Of The SIU

SIU 'Goes Hollywood'

No. 63



The SIU's first venture into movie-making, "The Battle of Wall Street," was previewed in May, 1949. Filmed by the SIU during the 1948 strike of AFL United Financial Employees against the Stock and Curb Exchanges in NY, it depicted the major role played by Seafarers in the fiercely-fought beef.



Hailed as a stirring example of inter-union cooperation, the SIU film quickly won raves from all over the US. It showed actual scenes photographed during the 32-day walkout, in which 1,100 financial workers were daily bolstered on the picketlines by hundreds of white-capped Seafarers.



Still being shown to union audiences all over the world, the film highlighted the SIU policy of aiding other unions in all legitimate beefs. Meanwhile, production went ahead on a new Union-sponsored movie, "This Is The SIU," depicting growth since 1938, which was previewed in July.

# PORT REPORTS

## Mobile:

### SIU Important Factor In Alabama Elections

Shipping in the port for the last couple of weeks was considered good with approximately 107 men shipped to offshore jobs and 133 shipped to various relief jobs in and around the harbor. We had a total of nine payoffs, seven sign-ons, plus three ships in transit, all in all making for a good two weeks.

Ships paying off included the following: Cavalier, Pointer, Polaris, Roamer, Pennant, Clipper, all of Alcoa; John C of Atlantic Carriers; and Claiborne and Monarch of the Sea of Waterman.

Signing on were the Pointer, Polaris, Roamer, Clipper of Alcoa, and the Chickasaw, Fairisle and Peninsula, Mariner of Waterman. In transits were Alice Brown, Antinous, Steel Rover. All payoffs, sign-ons, and intransit ships were in good shape with no beefs on any of them.

### Fair Prospects

Prospects for the coming two weeks look fair with Waterman taking one ship out of the idle status she has been in to crew sometimes next week. This is the Lafayette, which has been here for some time. In addition, the John C will take replacements after her payoff and the following ships are due to hit the port either in transit or for payoffs; the De-Soto, Wild Ranger, Claiborne, Lafayette, Iberville, Warhawk and Monarch of the Sea, all of Waterman; and the Pilgrim, Corsair, Ranger, Patriot and Cavalier, of Alcoa.

Also around the hall is Brother J. C. Keel who joined the SIU in 1945 and is married, has three children and currently makes his home in Atmore, Alabama, which is about fifty miles from this port. Brother Keel has been shipping from this area for some time and believes that the improvements in working conditions gained for the Seafarers over the years he has belonged can't be beat. He is also high in his praise of the maternity benefit as he believes it helps a fellow when the chips are down and he needs help. In between trips his favorite sport is baseball and he spends all his time watching games when home.

None of our brothers in this area seem to be hospitalized except Willie Reynolds who is still in the New Orleans marine hospital. Brother Fred Diekow was in a local hospital for a couple of days having a brain operation, but is now discharged and will be ready in a few weeks to go to sea.

### On the Beach

Well, a few of the oldtimers on the beach now include the following brothers: David Ramirez, R. C. Steele, W. E. Phurrough, J. D. Morgan, Chester Spinks, R. E. McNatt, D. Bisset, R. G. Barrett, C. H. Trippe, Robert Trippe, H. Fossett and Fred Diekow.

Well, our big news this week is the sweeping victories won by SIU-supported candidates in the elections held May 4, 1954. Jim Folsom swept in to the Governor's office by a clear majority over the other six candidates for that office. This is Folsom's second term as Governor of Alabama and we supported him in true SIU style all the way as his previous record as Governor of the state showed him to be a true friend



Keel

of labor and the SIU. Incidentally, this Governor was once a seaman himself, having sailed as AB in the last war from the Mobile area.

Our second victorious candidate was Senator John Sparkman who also won a clear majority and his record speaks for itself as far as labor is concerned. As long as men of his calibre are in the US Senate, labor can rest assured that their interests are protected.

Our third major candidate, State Senator Garrett Van Antwerp, also swept in with his opponent conceding the election hours before the total vote was cast. This election held particular interest for Labor as the defeated candidate was the author and sponsor of the infamous "right-to-work" bill which was passed in Alabama a year or so back. The new state senator has promised that he will do all in his power to amend or repeal this law, if possible, so as not to hurt the parties that played such a big part in his success. Our heartiest congratulations go out to these friends of labor in their victories, and we pledge our continued cooperation and support in their coming years of office.

### Election Powers

Labor in this area, and the SIU in particular, has shown the politicians that they can make themselves heard and felt in the elections. The candidates that we supported and have won and even the ones that we fought against have gained respect for the SIU and their manner of all-out support of their chosen candidates.

Rumbles of discontentment among the rank-and-file of the local ILA longshoremen have reached the open rebellion stage with a rank-and-file committee circulating letters and asking for comments from the rest of the ILA longshoremen in this area with a view towards affiliating with the AFL. These longshoremen who have the interest of the working man at heart have come from the rank-and-file of the locals themselves appealing to the membership for action to place them back in the AFL family where they belong and can be protected. This campaign seems to be gathering momentum all the time and we have been contacted by numerous longshoremen asking us for help in getting lined up. This is an indication that the rank-and-file members of the longshoremen realize that their interests can best be protected and their leaders in this move can be assured that the AFL stands ready to help them on any and all of their problems.

Cal Tanner  
Mobile Port Agent

## Savannah:

### Seamen's Landmark Suspending Operations

All is quiet on the Savannah front of the shipping world. We do not know what to expect for the future, but we are hoping for the best.

Ships in transit were the J. B. Waterman of Waterman; Seatrain Savannah and New York of Seatrain; Southport and Southstar of South Atlantic; Robin Goodfellow of Seas, and the Strathbay of Strathmore.

An item of interest to Seafarers who know Savannah is that the Seamen's Bethel, operated by the Savannah Ports Society, is suspending operations at the end of the month. In 1928 Mr. Penfield, the leading silversmith in Savannah and a lay preacher, left a sum of money for the erection of a house for the religious worship of seamen in the port. This was known as the Penfield Mariner's Church. In 1843 it was incorporated into what is known as the Savannah Ports Society. To the present day the Society operated a program of service to seamen providing a home ashore. In 1953 the Society's building was disposed of and it moved to the second floor on the corner of Bay and Abercorn Streets. Rev. Pearson, the director, says that the money derived from the sale of the house in 1953 will be held intact until the Society can build a small modern home for seamen in the future.

Men in the marine hospital are P. Bland, F. Paylor, R. B. McCorkel, J. Littleton, P. Jakubcsak, W. C. Bedford, J. B. Sellers, M. Goings, C. L. Middleton, T. D. Adams, R. Carrelgon, H. C. Kemp and S. N. Hurst.

Jeff Morrison  
Savannah Port Agent

## San Francisco:

### Ships' Libraries Get Lost During Layups

Shipping is about back to normal and things look very good for the future in this port.

Paying off was the Gateway City of Waterman which signed on again as did the Longview Victory of Victory Carriers and the Madaket of Waterman.

Speaking of signing ships, it has come to my attention that in the past few days when signing ships that have been laid up, the Log library has not been taken care of properly. Books were not put away by the crew with the result that these books were gone

when the crew re-crewed. It is suggested that these books be locked up when the ship lays up so that the shore gang and the people aboard the ships won't find it so easy to pick up these books. Along these same lines, it has been brought to my attention that shore-side people are bringing libraries to the ships and leaving books, but soliciting the crews for donations to carry on this work. As you know, the SIU does not approve of any of these "can shakers" aboard our ships.

### Ships In Transit

Ships in transit included the Andrew Jackson, Choctaw, Yaka and Kyska, all of Waterman.

Among the oldtimers on the beach are E. Matte, C. Gates, L. Knickerbocker, J. Parks, A. Goncalves, W. Leuschner, M. Lipkin, F. Murray, A. W. Brown, H. Waller, L. Ashley and J. P. Gavin.

Brothers in the marine hospital include O. Gustavsen, P. S. Yuzon, C. Neumaier, J. Chils, H. Y. Choe, C. Coburn, W. Dasplit, J. Perreira, E. H. Murar, J. D. Roberson, S. Sue, A. Keller and A. Seegmiller.

Tom Banning  
San Francisco Port Agent

## Boston:

### Shipping Pickup Keeps Boston A Busy Port

Shipping has picked up in the Port of Boston in the past two weeks and we hope it will continue to be fair in the future. There is no way of knowing, but we can always hope for the best.

We've been keeping the fellows busy up here for the past few weeks. Every able-bodied man who wants to work is working at the present time and we hope the situation prevails indefinitely.

The following ships paid off in the past two weeks: Queenston Heights of Seatrade; Chiwawa, Logans Fort and Winter Hill of Cities Service, and Ann Marie of Bull.

Sign-ons in the same period were all the same vessels but the Ann Marie, while in-transit vessels were the Raphael Semmes, Iberville, Bienville and Chickasaw of Waterman and the Steel Scientist of Isthmian.

The body of William M. Lewis, Jr., of Barnstable, a Boston harbor pilot, who drowned with a companion last January when seas swamped their dory near Graves Light, was washed ashore on Nahant rocks yesterday. The body was found by Louis Letourneau of Nahant, a purple heart veteran of Korea.

James Sheehan  
Boston Port Agent

## Galveston:

### Splash Day Freezes Over Down in Texas

Shipping in the port for the past two weeks has been very slow, but we look for the grain elevators to start humming soon and the employment picture for the area should look better.

No ship paid off and only one ship signed on, the Salem Maritime of Cities Service.

Ships in-transit included the Alexandra of Carras, the Del Viento of Mississippi, the Val Chem of Valentine, the Edith of Bull and the Seatrains New Jersey, Georgia, Louisiana and Texas of Seatrain Lines.

Old timers now on the beach include J. Haynes, W. E. Wilkerson, D. Fisher, A. Sandino, H. Cantwell, E. Magers, E. Samrock, W. Brightwell, D. Patterson, P. Scanlin, W. Vickers, A. Marcet, F. Davis, R. Perry, J. Kom and B. Luna.

In the marine hospital are Brothers J. Snell, Oliver S. Flynn, W. Bargone, A. Villareal, J. Markopolo, E. McKendree, G. Ekelund, H. L. Williams, L. Albritton, C. Barbisa, J. Dudley, W. F. Fassett, J. Slocum and J. L. Fotonet.

Splash Day in Galveston was celebrated on May 1st and 2nd with the weather on the somewhat wintry side. In fact, it was the coldest Splash Day on record and the coldest May 1st in 78 years.

Keith Alsop  
Galveston Port Agent

## Seattle:

### Wheat Going To Japan Keeps Seattle Busy

Shipping in the Port of Seattle has been very good for the past two weeks and the future looks bright. Wheat seems to be moving out to the Far East (Japan).

Ships paying off included the Liberty Bell of Tramp Cargo and the Tagalam of Seatrade.

The Liberty Bell came in with a lot of dissension among the crew with charges and counter-charges being presented to the port agent. The results of the trial committee have not been handed down at this writing. It seems that more ship-board meetings and less weight-throwing on ships would keep down hard feelings among crews.

Ships signing on included the Kyska of Waterman, the Seagarden of Peninsula Navigation, the Ocean Betty of Ocean Transportation and the Western Trader of Western Navigation.

Those in-transit in the past two weeks were the Massmar of Calmar and the Yaka and Andrew Jackson of Waterman.

Oldtimers on the beach include D. Butts, C. Gardner, L. Myers, M. Dellano, J. Rockko and H. Braunstein.

In the marine hospitals are S. Johannessen, C. R. Johnson and R. B. Barnes.

Summer has finally arrived, and Miami has had nothing on Seattle, at least for the past week or so.

The new SUP hall has opened and we expect to move in any day now.

Jeff Gillette  
Seattle Port Agent

## SIU HALL DIRECTORY

### SIU, A&G District

BALTIMORE..... 14 North Gay St.  
Earl Sheppard, Agent      Mulberry 4540  
BOSTON..... 276 State St.  
James Sheehan, Agent      Richmond 2-0140  
BALTIMORE..... 21st & Mechanic  
Keith Alsop, Agent      Phone 2-8448  
LAKE CHARLES, La..... 1419 Ryan St.  
Leroy Clarke, Agent      Phone 8-3744  
MOBILE..... 1 South Lawrence St.  
Cal Tanner, Agent      Phone 2-1754  
NEW ORLEANS..... 523 Bienville St.  
Lindsey Williams, Agent  
NEW YORK..... Magnolia 5112-5113  
675 4th Ave., Brooklyn  
HYacinth 9-6600  
NORFOLK..... 127-129 Bank St.  
Ken Rees, Agent      Phone 4-1083  
PHILADELPHIA..... 337 Market St.  
S. Cardullo, Agent      Market 7-1635  
SAN FRANCISCO..... 450 Harrison St.  
T. Banning, Agent      Douglas 2-3475  
Marty Breithoff, West Coast Representative  
PUERTA DE TIERRA, PR Pelayo 51-1a 5  
Sal Colla, Agent      Phone 2-5996  
SAVANNAH..... 2 Abercorn St.  
Jeff Morrison, Agent      Phone 3-1728  
SEATTLE..... 2700 1st Ave.  
Jeff Gillette, Agent      Elliott 4334  
TAMPA..... 1809-1811 N. Franklin St.  
White, Agent      Phone 9-1323

WILMINGTON, Calif..... 505 Marine Ave.  
Ernest Tilley, Agent      Terminal 4-2874  
HEADQUARTERS..... 875 4th Ave., Bklyn.  
SECRETARY-TREASURER  
Paul Hall  
ASST SECRETARY-TREASURERS  
Robert Matthews      Joe Algina  
Claude Simmons      Joe Volplan  
William Hall

### SUP

HONOLULU..... 16 Merchant St.  
Phone 5-8777  
PORTLAND..... 523 N. W. Everett St.  
Beacon 4336  
RICHMOND, CALIF..... 237 5th St.  
Phone 2399  
SAN FRANCISCO..... 450 Harrison St.  
Douglas 2-8363  
SEATTLE..... 2706 1st Ave.  
Main 0290  
WILMINGTON..... 805 Marine Ave.  
Terminal 4-3131  
NEW YORK..... 675 4th Ave., Brooklyn  
Sterling 8-4671

### Canadian District

MONTRÉAL..... 634 St. James St. West  
Plateau 8181  
HALIFAX, N.E..... 128 1/2 Hollis St.  
Phone 26011

FORT WILLIAM..... 118 1/2 Syndicate Ave.  
Ontario      Phone: 3-3221  
PORT COLBORNE..... 103 Durham St.  
Ontario      Phone: 5591  
TORONTO, Ontario..... 272 King St. E.  
Empire 4-5719  
VICTORIA, BC..... 617 1/2 Cormorant St.  
Empire 4531  
VANCOUVER, BC..... 565 Hamilton St.  
Pacific 7824  
SYDNEY, NS..... 304 Charlotte St.  
Phone 6346  
BAGOTVILLE, Quebec..... 20 Elgin St.  
Phone: 545  
THOROLD, Ontario..... 82 St. Davids St.  
Canal 7-3202  
QUEBEC..... 113 Cote De La Montague  
Quebec Phone: 2-7078  
SAINT JOHN, NB..... 177 Prince William St.  
NB      Phone: 2-5232

### Great Lakes District

ALPENA..... 133 W. Fletcher  
Phone: 1238W  
BUFFALO, NY..... 180 Main St.  
Phone: Cleveland 7391  
CLEVELAND..... 734 Lakeside Ave., NE  
Phone: Main 1-0147  
DETROIT..... 1038 3rd St.  
Headquarters Phone: Woodward 1-6857  
DULUTH..... 531 W. Michigan St.  
Phone: Melrose 2-4110  
SOUTH CHICAGO..... 321 E. 92nd St.  
Phone: Essex 8-2400

# PORT REPORTS

## New York:

### Headquarters Port Is Returning To Normal

The Port of New York has had more activity in the past two weeks than we have had since before the waterfront tie-up, and we can assure you it was a welcome change for both the membership on the beach and the port officials, although the supply of men on the beach is still greater than the demand for replacements. Shipping is getting back closer to normal and we expect it to improve even more after the waterfront situation is cleared up. This, of course, cannot be fully accomplished until after the NLRB election to be held on May 26.

We feel confident that the AFL will win an overwhelming victory in this election and the conditions and wages which the working longshoremen have been striving for. When this has been accomplished we will have then seen the end of the trouble and strife on the New York waterfront and a guarantee of a better future for all of us to enjoy.

#### Payoffs

We paid off a total of 21 ships in the past two weeks, signed five on foreign articles and serviced 20 in-transit vessels.

Paying off were the Steel Artisan, Steel Flyer and Steel Recorder of Isthmian; Seatrains Louisiana, Savannah, Texas, Georgia and New York of Seatrain; Beatrice, Elizabeth, Kathryn and Suzanne of Bull; Badger Mariner of South Atlantic; Alexandra of Carras; Jefferson City Victory of Victory Carriers; Val Chem of Valentine; Government Camp, Bents Fort, Fort Hoskins and Bradford Island of Cities Service; and the Beaugard of Waterman.

Ships signing on were the Robin Goodfellow and Robin Mowbray of Seas; Steel Artisan of Isthmian; Jefferson City Victory of Victory Carriers and the Beaugard of Waterman.

#### In-Transit Vessels

In-transit vessels were the Steel Fabricator, Steel Seafarer, Steel Scientist and Steel Worker of Isthmian; Sea Cliff of Coral; De Soto, Bienville, Iberville, Raphael Semmes, Chickasaw and Alawai of Waterman; Frances, Marina and Ann Marie of Bull; Alcoa's Ranger and Puritan; Calmar and Seamar of Calmar; and Seatrain's New Jersey and Louisiana.

These ships came in with only minor beefs which were settled aboard ship with very little argument. The delegates on all of these ships are to be commended for the fine job they are doing as are the crews for carrying out their jobs in SIU style.

Claude Simmons  
Asst. Sec.-Treas.

↓ ↓ ↓

## New Orleans:

### Shipping Outlook Is Very Bright On Gulf

Reporting from down here is a pleasure as the shipping outlook is much brighter than it has been in quite a few reports. As a matter of fact, more men were shipped to regular jobs in the past two weeks than registered to ship by a pretty wide margin. The outlook for the coming two weeks is also bright with eight scheduled pay offs and none of them scheduled for lay up. All will head out again on regular runs. The rumor about the Del Alres crewing up has come up again and from all indications

she may crew up before the end of the month.

We are in receipt of several applications by members who are buying homes and are unable to fill them in properly as we do not have the full particulars. We are only too glad to help all members when they give the Union for reference, but we wish they would let us know in advance in order that we can fill the forms in properly. Anyone who gives the Union as a reference is urged to get in touch with the Union in advance in order that the forms can be filled in with the proper recommendations in order that these loans can go through.

#### Vote File

We are getting up files here in New Orleans of all members living in the State of Louisiana so that we can have a complete record of members in order to keep in touch with them when necessary, and also to have a complete file for voting purposes. Having these complete files here in New Orleans will be a great factor in coming elections and will give us the respect of those who in the past have looked down on us.

All SIU members who live in the State of Louisiana and have not filled in cards here in N O are urged to contact the dispatcher here in order that cards can be filled in to complete our records. In checking our files we have found members who are eligible to vote, but are not registered to vote. Only by being able to vote can a man exercise his rights and become part of the community where he can argue for his rights on equal levels with any and all who make up the community where he lives. All members who are eligible to vote are urged to register in order that they can be counted when the time comes to stand up and be counted.

#### Payoffs

Ships paying off were the Alcoa Pioneer of Alcoa; Del Viento, Del Norte and Del Campo of Mississippi; Antinous of Waterman; J. B. Kulukundis of Martis, and the Paoli of Cities Service.

Ships signing on were the Alcoa Pioneer of Alcoa; Del Norte and Del Alba of Mississippi; Alice Brown of Bloomfield, and J. B. Kulukundis of Martis. In-transit vessels were Alcoa Corsair, Patriot, Cavalier and Polaris of Alcoa; Steel Recorder of Isthmian; Del Alba of Mississippi; Seatrains New York and Savannah of Seatrain; Afoundria, Chickasaw, Arizona, Claiborne and Monarch of the Sea (Waterman); Alice - Brown and Marie Hamil of Bloomfield and the Southstar of South Atlantic.

Lindsey J. Williams  
New Orleans Port Agent

## Baltimore:

### Clean Payoffs Mark Port Of Baltimore

Shipping in this monumental city of ours has been very slow for the past few weeks. We only shipped 125 men. The outlook for the next couple of weeks looks as though we will continue on the slow bell. There were quite a few men who were on the beach here, that took off for the City of Brotherly Love due to the fact it seems as though that port is in the "boom area." We are thankful that Philadelphia has had this spurt in shipping as it has relieved some of the pressure in our port. So as the aforementioned figures indicate, I wouldn't advise any of the members to come here unless they can see their way clear to stick around a month or so.

At this time, I would like to thank the membership for the way they have been bringing the ships into the Port of Baltimore. As the ships paying off here have all been clean. We do have a few hours pending in the black gang on the Logans Fort; also a couple of hours on the Oremar which we are certain will be settled to the satisfaction of the members involved. These OT disputes have been forwarded to New York and we should have the clarifications returned here shortly. These are the only outstanding beefs in the port at the present time.

We had the following ships paying off here in the past two weeks: Trojan Seaman of Troy; Petrolite of Tanker Sag; Santore, Venore, Feltore, Cubore and Marore of Ore; Sweetwater of Metro Petro; Lone Jack and Council Grove of Cities Service; Mae and Evelyn of Bull; Steel Admiral of Isthmian; Ragnar Naess of Seatransport; Azalea City of Waterman; Mankato Victory of Victory Carriers; Strathbay of Strathmore and Oremar of Calmar.

#### Signing On

Ships signing on were the Steel Seafarer, Steel Admiral and Steel Flyer of Isthmian; Santore, Feltore, Cubore and Marore of Ore; Lone Jack and Council Grove of Cities Service; Azalea City of Waterman; Strathbay of Strathmore and the Oremar of Calmar.

In-transit vessels were Antinous, Bienville and De Soto of Waterman; Portmar, Beth-Coaster, Alamar and Calmar of Calmar; Rosario, Edith and Hilton of Bull; Robin Mowbray and Robin Trent of Seas; Steel Rover and Steel



Rohring

Recorder of Isthmian; Alcoa Puritan and Alcoa Runner of Alcoa and the Trinity of Carras.

I expect to see quite a few of the old-timers around this port in the very near future because, as you know, we are really big league now. Our Baltimore Orioles haven't been winning many games, but they sure have been scaring the daylight out of the opposition. I think before very long, we will be winning instead of losing more of these heart-break games. We also have the Preakness coming up here at Pimlico, at old hill-top, which draws the public from all over the country. So if you fellows have plenty of old green stuff and a few leisure days, I am sure that you will be more than welcome. Also the weather is most favorable for these activities.

Headquarters has been looking over the new building, and they were favorably impressed with the progress that was being made toward the completion of the building. I understand that they will return to Baltimore for another inspection on June 1 and that in my report of June 2 I will be able to tell you just when we are moving into the new hall and give you further details on the whole set-up.

#### Retail Sales Begin

To those of you who are acquainted with the Sea Chest in the Port of Baltimore, it is now open for retail business and if there is any gear or other accessories that you may need, the boys at the Sea Chest are ready and willing to serve you. By buying at the Sea Chest you not only receive better merchandise, but save yourself money, too. The Sea Chest also has in operation a Traveler's Check set-up whereby you can purchase same from them, which is another added service that you should take advantage of.

Members in the hospital for the last period are Wm. D. Kenny, Oscar Pierson, Hebert Grant, Earl Brittain, Frank Gilman, Thomas Ankerson, Tony Mastantuno, Lucien Elie, Samuel Doyle, Ralph Palmer, George Piponis, Gustav Svensson, Algot Bogren, Robert L. Lambert, Walton Hudson, Jessie A. Clarke, Harvey J. Traxler, James MacunChuck, Hinrich Wiese, Karl V. Kristensen, James Dodson, and Rosario Copani.

On the beach with us is Brother George Rohring, who has been a member since 1938. He was a member of the old ISU and has been in organized labor since 1926. He said we have gone a long way in a short period of time and knows that we will continue to do so as long as we continue to have the same kind of leadership in the future that we have had in the past.

Earl Sheppard  
Baltimore Port Agent

## Philadelphia:

### Top Shipping Clears Out All Replacements

This is the second week of continued boom in shipping in the port of Philadelphia. We have cleaned the hall out these past two weeks. We had to send out ships light for unrated men to Baltimore. We don't know why, but it seems that ships are all headed for the City of Brotherly Love. Maybe we finally got around to finding out what brotherly love means.

All the regular Philadelphia boys have shipped out—that is all except Danny Piccerelli. The only reason he doesn't ship is that he is on the matrimonial path again and cannot leave long enough to take a ferry from here across the river and back. He is thinking of retiring his book, but the bets around here are ten to one that he will be waving goodbye on a ship going down the Delaware River before long. One of the others hanging around Philly, of course, is the old standby, Moon Mullins. His reason is definitely not matrimonial.

Everyone is anxiously awaiting the outcome of the AFL-ILA vote against the old ILA. The bet so far as we can see is three to one in favor of the AFL-ILA, the only trouble is there aren't many old ILA takers.

A. S. Cardullo  
Philadelphia Port Agent

↓ ↓ ↓

## Lake Charles:

### Cities Service Ships Keep La. Port Active

Things have really been on the slow bell here for the past two weeks and the outlook for the coming two weeks is only fair. At present we have about 100 men around here, enough to fill any expected orders.

Calling in this area were the Cantigny, Bents Fort, French Creek, Fort Hoskins, Council Grove, Winter Hill, Bradford Island and Government Camp of Cities Service. Rumors are flying thick and fast as to what's due in here, but no one really knows or can rely on them.

At our last meeting we had a good turnout and the boys really did a bang-up job, discussing everything of interest to our union. As far as labor goes around here, we're all fighting the "right-to-work" bill which is coming up for a vote soon. We're sure of defeating it, but we won't rest until that's an accomplished fact.

#### Top Cook

According to his size, brother Ezeb Manuel is a good advertisement for his cooking. He usually sails as chief steward or cook and from all reports really puts out the grub. He hails from nearby Basile, La., and thinks the Union is just the greatest.

On the beach at the present time are L. Weems, T. Weems, M. Launey, P. Brady, C. I. Copper, L. W. Cartwright, F. Reese, A. Fruge, R. Lyle, R. Bohn, B. Tolbert, M. Ward, E. W. Anderson, H. Horn, J. Manuel and R. V. Myers.

Leroy Clarke  
Lake Charles Port Agent

## A & G SHIPPING RECORD

### Shipping Figures April 21 to May 5

PORT	REG.			TOTAL REG.	SHIP.			SHIP. SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	25	19	8	52	15	8	6	29
New York	112	108	79	297	52	66	54	172
Philadelphia	71	44	50	165	42	39	35	116
Baltimore	88	78	64	230	45	49	34	128
Norfolk	14	9	9	32	1	3	0	4
Savannah	19	11	14	44	5	8	3	16
Tampa	19	23	18	60	4	5	5	14
Mobile	46	33	34	113	57	54	60	171
New Orleans	65	47	65	177	75	63	68	206
Galveston	25	18	13	56	15	9	8	32
Seattle	50	40	39	115	61	48	39	148
San Francisco	16	15	23	54	32	34	28	95
Wilmington	9	8	8	20	0	0	1	1
<b>Totals</b>	<b>459</b>	<b>449</b>	<b>497</b>	<b>1,415</b>	<b>498</b>	<b>298</b>	<b>341</b>	<b>1,122</b>

# IN THE WAKE

Henry Hudson, the explorer, was English, not Dutch as many suppose. The impression, which is quite general, that he was Dutch arose from the fact that his third voyage, in the Half Moon, was undertaken under the auspices of the Dutch East India Company, and Dutch writers usually spell his name Hendrik. Hudson's first two voyages of exploration were made for a British association known as the Muscovy Company. He undertook the third voyage for the Dutch with the idea of finding a passage to China, and it was on this trip, in 1609, that he explored New York Bay and the river which bears his name.

~ ~ ~

The material which we call rubber was not known in Europe before the voyages of Columbus. The first probable mention of what was later called rubber occurs in an account written by Columbus after his second trip, in which he tells of the "bouncing balls" with which the people of Haiti amused themselves. However, no really satisfactory use for "elastic gum," as it was then called, was found until 300 years later, when a chemist discovered that rubber was an excellent material for rubbing out pencil marks, and the first eraser was born.

~ ~ ~

Built in 1854, the James Baines featured a figurehead like no other afloat. Instead of a graceful lady as a figurehead, this ship carried a statue of her red-haired owner on her bow, complete from drooping whiskers and chimney-pot hat to peg-top trousers. She had a record 13,000 square yards of sail area and, on her first voyage from Boston to Liverpool, which she made in 12½ days, she was timed as making 20 knots as she raced along the Irish coast. This was twice as fast as the Liberty ships built in World War II and still in use today.

~ ~ ~

According to Greek mythology, there was a river in the lower world or region of Hades called

Lethe, meaning forgetfulness, whose waters were believed to possess such properties that anyone who drank them forgot about all of the past. Eventually, due to the comparison between this forgetful state and that of a deep slumber, ancient Greek physicians gave the name *lethargia* to a certain disease characterized by extreme drowsiness, from which stems the present-day word *lethargy*. In their turn, the Romans took the meaning of the myth about the river more implicitly and, reasoning that total and lasting forgetfulness came only with death, coined the word *lethalis* (now *lethal*), meaning deadly or fatal.

~ ~ ~

Mariners and travelers to southern Egypt returned to ancient Greece with the first accounts of a fabulous race of dwarfs who lived along the upper Nile. These dwarfs, it was said, were so small that they were in constant battle with the cranes, constantly on guard against being seized and swallowed. At a loss for a name for them, they were called *pygmaios* by Greek historians, because these people were said to be no taller than the length of a man's arm from the elbow to the knuckles, and *pygme* was the term for that unit of length. The word eventually became *pygmy*, which is how we know it today.

~ ~ ~

Statistics and interesting facts about whales are always cropping up, the latest in a recently-published book about the giant mammals. According to the author, the length of an average whale is about that of a railway car. . . . A whale's flukes would make a good pair of wings for a fighter plane. . . . Its tongue would overload a fair-sized truck and it would take six very strong men to lift its heart. . . . The whale's skull is the size and weight of an average automobile, but the brain on the inside is not much bigger than the carburetor. An elephant could walk under its up-ended jawbone without touching at any point.

# THE INQUIRING SEAFARER

Question: Are you satisfied with the mail service you get on SIU ships?

Pete Drevas, wiper: I would say I was pretty satisfied with the mail situation aboard SIU ships, but then again I am no example. I really don't get much mail so, therefore, I would satisfy easily. Of course, if I were provided with a daily racing form I'd never have to leave the ship.



Dick Nauman, OS: I think the mail service is very efficient aboard ship. I have never had any troubles or complaints, at least, although I can't speak for everyone. On the whole, though, I think the Union takes care of the mailing situation pretty well and keeps most of the men satisfied when they're away from home.

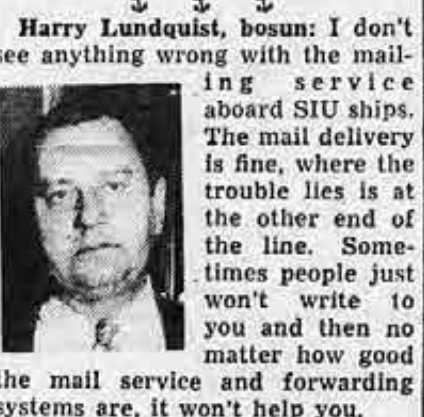
Ed Tesko, AB: On the whole, I would say yes, but there are exceptions to that statement. Some ports will forward your mail and some will not. This arrangement could be better whereby the procedure would be standardized. It could be improved a bit on several counts, but it is all right overall.



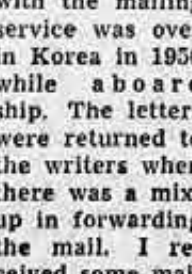
Henry Simmons, cook: I sure am satisfied with the mail aboard ship, all I want to do is get aboard one to get some mail. Sometimes the mail service aboard the SIU vessels is better than shoreside postal service. Of course, there is always a delay in mail delivery when a ship is in a foreign port.



Harry Lundquist, bosun: I don't see anything wrong with the mailing service aboard SIU ships. The mail delivery is fine, where the trouble lies is at the other end of the line. Sometimes people just won't write to you and then no matter how good the mail service and forwarding systems are, it won't help you.



Peter Gvozdoch, bosun: The only time I ever encountered trouble with the mailing service was over in Korea in 1950 while aboard ship. The letters were returned to the writers when there was a mix-up in forwarding the mail. I received some mail two months after it was written, and after I got back home to the States.



# MEET THE SEAFARER



JOHN SANTOS, bosun

The pay was \$7.50 a week and the hours were long. Overtime? That's a joke, it didn't exist. The food ran from poor to stuff you couldn't eat and was served in anything that would serve the purpose. A number 10 can cut in half served as a tureen. More times than not there wasn't enough food and if you missed chow you were out of luck. There was no crockery or linen as they have today aboard ships.

### Ferry Boat Berth

These are just some of the memories of Bosun John Santos, 50, of the days in 1916 when he first received his AB papers for inland waters.

He first sailed as a coal passer in the black gang on the old ferries that plied between Nantucket and New Bedford. "Sometimes the food was so bad on the ship I couldn't eat it. Since we were coming into New Bedford everyday, my mother would bring hot coffee and a lunch down to the ship so that I could have a decent meal," Santos said.

Born in Portsmouth, RI, and raised on a farm in New Bedford, Mass., he first ran away from home when he was 13 years old to work in a lumber camp in Vermont.

### Ships On Whaler

At 15 he shipped aboard the square-rigger Charles Morgan as a sail boy on a whaling voyage to South America. A sail boy was about the equivalent of a cabin boy. There were no wages, only what they felt like giving you for your trouble, Santos recalls.

The trip was interrupted just seven weeks out when notice was received that the ship had been sold and it returned to port.

The famous whaler Charles Morgan now lies in the museum at Mystic, Conn., as a vivid reminder of the days—when whalers from New Bedford were well known throughout the world.

Santos has worked during the better part of his 28 years at sea as an AB and bosun. His early

sailing days were interrupted during World War I when he served as a sergeant in Marine Aviation with overseas service in Guam and Port au Prince, Haiti.

Remembering well the old days, Santos has long been a union member, having been in the old Sailors Union and the ILA. He has been an SIU member since 1939. During the great strike of May 5, 1921, he was aboard the Gordon of the Merchant Miners when it was docked at Savannah, Ga. and hit the bricks with his shipmates in that bitter fight.

During the war, he served aboard the Robin Hood of Seas Shipping and the Alcoa Patriot of Alcoa on trips to South Africa. His part in the war was a quiet one, Santos said, although while on the Alcoa Patriot the ship was chased by a submarine and forced to duck through the Straits of Magellan on a trip home from Port Said.

### Nightly Bombing

He also saw his share of bombing. When his ship and others were docked at Port Said, the Germans, then in nearby Alexandria, would regularly come over each evening at 9:15 PM to bomb the docks.

Married for 32 years with two sons and a daughter, Santos makes his home in New Bedford, Mass. and prefers to ship as a carpenter on the Steel ships on around the world trips for Isthmian. He is a veteran of seven complete around the world trips at present.

One of his sons plans to follow in his dad's footsteps as a Seafarer, although he has been advised against it, Santos says. At present one of his sons who is just out of the service is waiting to get his papers for fireman-watertender from the Coast Guard.

Recalling the days when he first started sailing and the changes and benefits brought about by the SIU he feels that perhaps too many Seafarers fail to appreciate the advantages seamen enjoy as the result of Union gains through the years.

## The Seafarers Puzzle

1. He pays the bills	2. Native of Near East	3. Young salmon	4. Natives of Attu	5. They carry fuel	6. Employ	7. Bad thing for ship	8. Confronted	9. Slipshod	10. Pronoun	11. Still	17. Swedish name	18. Play-for-pay boys	19. Quick Looks	20. Suffer; Scot.	21. Long time for a voyage	22. Place for a figurehead	23. Degree, as of speed	24. City on Bosphorus	25. Frees	26. High	27. Cargoes from Duluth	28. Pre-Civil War ship	29. Satisfies	30. Man's nickname	31. Jap drink	32. Passage into Baltic	33. Amos' pal	34. Abner's chum	35. Swedish nickname	36. Routes: Abbr.
----------------------	------------------------	-----------------	--------------------	--------------------	-----------	-----------------------	---------------	-------------	-------------	-----------	------------------	-----------------------	-----------------	-------------------	----------------------------	----------------------------	-------------------------	-----------------------	-----------	----------	-------------------------	------------------------	---------------	--------------------	---------------	-------------------------	---------------	------------------	----------------------	-------------------

(Puzzle Answer On Page 25)

1	2	3	4	5	6	7	8	9	10	11
12				13				14		
15				16				17		
18				19			20			
			21			22		23		24
26	27	28				29		30		
31			32			33		34		
35		36		37				38		
39			40		41					
		42			43		44		45	46
48	49				50			51		
52				53				54		
55				56				57		

## TEN YEARS AGO

The National War Labor Board approved the wage agreement reached between John L. Lewis's United Mine Workers and more than 70 per cent of the soft-coal industry, after a year-long controversy and general coal strike. . . . US medium bombers, operating for the first time from Britain, made a successful low-level attack on industrial targets at Velsen, northern Holland, without loss. The attacks foreshadowed stepped-up bomber activity that mounted in intensity in preparation for the invasion of Europe.

SIU members were warned on censorship regulations by John Hawks, secretary-treasurer. Crew members were prohibited from any attempt to evade censorship regulations, such as the carrying of letters for themselves or others without first submitting them to censorship. . . . The Communist Party of the United States, in convention in New York City, dissolved that organization, by vote of the 402 delegates from 44 States, and became the Communist Political Association. It was one of the steps taken during the war-time "honeymoon" to make the Party

respectable and mask some of its underground activities.

Washington revealed that on May 11, US Army forces landed on the Island of Attu in the Aleutians. . . . The Australian hospital ship Centaur was torpedoed and sunk by a Japanese submarine off the Queensland coast. There were no patients on the ship, the report further stated. . . . Berlin reported that the attack by American Flying Fortresses on Civitavecchia, 37 miles northeast of Rome, had claimed 174 victims killed and 300 injured.

At Portland, Me., the widow of an SIU hero broke the traditional bottle of champagne across the bow of a new merchant ship, and with the simple benediction "I christen thee Joseph Squires," sent the freighter on its way to the seven seas. Just prior to the launching, an official representative of the Maritime Commission had made a posthumous award to Mrs. Joseph Squires of Brooklyn, N. Y., of the Merchant Marine Distinguished Service Medal. The award was for her husband's bravery at sea.

# SEAFARERS LOG

May 14, 1954

Vol. XVI, No. 10

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, NY. Tel. HYacinth 9-6600, Cable Address: SEAFARERS NEW YORK.

PAUL HALL, Secretary-Treasurer

Editor, HERBERT BRAND; Managing Editor, RAY DENISON; Art Editor, BERNARD SEAMAN; Photo Editor, DANIEL NILVA; Staff Writers, HERMAN ARTHUR, IRWIN SPIVACK, JERRY REMER, AL MASKIN, NORMAN SMITH; Gulf Area Reporter, BILL MOODY; Staff Assistants, LYMAN GAYLORD, MILTON HOROWITZ.



## The Gravy Train

The latest proposal, eagerly embraced by the Maritime Administration, that 81 Liberty ships be permitted to run away to low-wage foreign flags even though most of them are in hock to Uncle Sam up to their ears, indicates the haphazard and questionable way in which maritime policy is being administered in Washington. Instead of being concerned about drafting a sound program for all segments of the industry including tramp operations, the US agency appears to be concerned only with covering up and getting off the hook. In order to do so, it is ready and willing to encourage additional cutthroat competition under runaway registry against responsible shipping companies under the US flag.

Examination of the records show that a good number of the operators involved paid little or nothing on mortgages owed Uncle Sam for their ships in all the years they rode the gravy train. Now that things are slow because of the lack of US military cargoes, they are ready to take "their" ships (actually owned by the US Government) to greener pastures.

The Maritime Administration says that this move is the only way the US can collect on mortgage money due. But if some of the operators were permitted to get away without paying in the past, it's hard to see how, once they are under foreign flag, that the Maritime Administration will be able to collect.

Actually the Maritime Administration weakened rather than strengthened the merchant marine because it encouraged the fly-by-nighters to milk the profits out of their operations and let the rest go hang. The responsible tramp ship operators, who played it fair and square with the Government and paid off their mortgages, were put at a considerable disadvantage accordingly.

The SIU has consistently favored a program of aid to the maritime industry. But such aid should be established on a regular basis, through legislation, for the promotion of American-flag shipping. Looking the other way while some ship-owners tear up their bills is a pretty poor maritime program.

## Brass Vs. Seaman

Abusive treatment of civilian seamen by military officials in various areas has been documented before in the LOG, but the events on the Tagalam in Japan indicate there still is no end in sight.

The part played by a Navy Intelligence unit in Sasebo, with the Tagalam's skipper egging them on, centered around some machinery missing from the vessel, and the blanket accusation of guilt against the whole crew by the master.

Later events, with the missing items already recovered and no evidence against the crew, dictated some prudence by the captain and the Navy in handling the matter from then on. Despite this, crewmembers were forced to be "mugged" by a Navy photographer just as if they were in a police line-up.

Incidents like this don't help better already-poor relations between merchant seamen and the military. While it is reported that the Defense Department has a new set of rules dealing with shore leave in areas under military control—a particular sore point—obviously a lot more has to be done. After all, we are on the same team.

## That \$58,000

This issue of the SEAFARERS LOG contains a special supplement listing \$58,000 in unclaimed wages due a large group of Seafarers who worked at one time or another for the Mississippi Shipping Company. The amounts are small in some cases, but in others they run into several hundred dollars.

Practically all of the money on the list represents retroactive wages resulting from the Union's successful negotiation of contract increases. Since the Union has always made a point of insisting on retroactivity, and the company is obligated to pay the money accordingly, Seafarers can make both themselves and the company happy by collecting the cash that's rightfully theirs.

# LETTER of the WEEK

## Backs Plan For Accident Forms

To the Editor:

As regarding Stewart Hanks suggestion of hospital forms on ships, I say it would be another step forward by the SIU in its constant fight to better the needs of its members as well as seamen in general. So many of our original ideas usually find themselves in other seamen's union contracts.

The forms should contain the following information: What the cap-



Doran

tain and company agent did for the ailing seaman in regard to medical treatment; what method of repatriation will be provided after recovery if same takes place abroad and further, what efforts will be made for his immediate transfer to the States for treatment.

Many of our brothers become sick aboard a ship out at sea and sometimes in a foreign port, are placed in a hospital, and no more is seen or heard of them until maybe six or nine months later. By then some poor guy has been hunting his witness all over the earth, but passing, no doubt, like ships at sea.

### Prove Company Negligence

In many cases he is seeking this witness not so much for monetary value, but to prove the negligence was the company's fault and not his so the company will owe him at least his wages and he won't owe them a bill as a passenger. This may seem far-fetched, but you should hear of some of the shenanigans of some of the companies. Also, the above-mentioned forms will provide an one-the-spot report of accident or nature of sickness while still fresh in the minds of all concerned.

I would go further and suggest the forms be made in triplicate with the captain keeping one, the second going to the brother and the third going to Union headquarters. In this way no brother could be accused of collusion or falsification. As it now happens, the company agent and skipper send in their reports and, while most agents and captains send in comprehensive reports, there is still to be reckoned with that small percentage who do not.

Of course, not every skipper and company agent is out to see that we get the short end of the stick, but any Seafarer who doesn't take care of himself in this day and age has only himself to blame. It is about time we did something for ourselves now that we have the opportunity in this respect.

### Let Union Know

It is my belief the hospital forms aboard ships would help solve the problem best for all of us. In any event, the original idea of Brother Hanks is worthy of our attention. Let's all get behind the suggestion and make it a reality by having it incorporated in our new contract now being formulated. Act now by letting your Union officials know your stand.

Bill Doran

## 'S'long, Sucker!



## LABOR ROUND-UP

Wage increases in excess of \$500,000 a year were won by Molders and Foundry Workers affecting employees of 54 shops in seven Ohio cities and two in Indiana. The basic agreement was negotiated by the union's Miami Valley Conference Board and the valley's Foundrymen's Association. It covered 22 foundries in Cincinnati, Dayton and Hamilton. Other shops conformed to the same wage pattern. The increases also are reflected in the computation of vacation pay.

Two days off the job won a pay boost of 20 cents an hour for 50 journeymen members of Plumbers Local 66, Dubuque, Iowa, first raise they've had in two years. Half the increase has gone into effect, the other ten cents comes on August 1. Apprentices also benefited, starting at 54 percent of the scale and working up to 90 percent the fifth year. Rates previously ranged from 37½ to 75 percent.

New employees are entitled to full holiday pay even during their first week on the job, a tri-partite arbitration board ruled, upholding claims of Retail Clerks Local 324 in a dispute with Safeway Stores in Santa Monica, Calif. The award grants 52 hours pay for new employees who work 40 hours during their first week on the job where a paid holiday is given all other employees.

An agreement covering 18,000 members of the Brotherhood of Operative Potters has been reached by the union and the US Potters Association representing 18 companies, it was announced in Atlantic City, NJ. It extends the wage scale and other provisions of the current contract, with improvements, until Oct. 1, 1955.

Another of the unions ousted from the CIO in 1949 as Communist-dominated faces trouble. It is the Mine, Mill and Smelter Workers, whose secretary-treasurer, Maurice E. Travis, has been ordered to appear before the NLRB to answer charges that he filed a false non-Communist affidavit. The case is similar to one concerning Ben Gold, president of the Fur & Leather Workers, who will follow Travis before the NLRB. The unions may be denied places on

ballots in representation elections and will no longer be able to bring unfair labor charges before the board.

Joining the 35-hour week parade of the CIO Lithographers is Local 1, New York, biggest in the union with 6,000 members. They'll have to wait until July 1, 1955, to get the shorter week at no cut in pay, but those on the "lobster shift," starting at midnight, will only work 30 hours. The victory climaxed a drive which began a year ago when the 4,000-member Chicago local won the 35-hour week. Since then 18 other locals gained it, bringing the number of members benefiting to approximately 15,000.

With the Newspaper Guild strike against the publisher of Wilkes-Barre, Pa.'s morning and evening newspaper going into its fourth week, a strike-duration newspaper, the Valley News, is meeting with great success, selling out a 25,000-edition run on the first day. It is staffed by Guild members receiving strike benefits and union scale is being paid to AFL printers from the closed dailies needed to produce the paper.

The American Federation of Grain Millers scored a resounding victory after a three-week strike which completely shut down 27 General Mills plants in 21 cities from coast to coast. Retention of provisions regarding staggering of work week and deviation from normal schedules—main issue in the strike—was won when the firm dropped demands for changes in clauses of the union's master agreement which protected the members from having to work split and swing shifts without premium pay.

According to figures offered by some labor leaders, it is estimated that 440,000 men in coal, steel and transport are now completely unemployed: 190,000 in steel, 100,000 in coal and 150,000 in the trucking industry. In addition, there are some 300,000 men in the coal industry who are working only half-time. In the steel industry there are about 250,000 men working below an average of four days per week.



## THE ATLANTIC FISHERMEN'S UNION (SIU)

Accounting for about one-fourth of the total catch made by commercial fishermen from all 48 states and Alaska—well over one billion pounds of fresh fish each year—the 3,800 hardworking members of the colorful Atlantic Fishermen's Union are all part of the SIU's "Brotherhood of the Sea."

Affiliated with the SIU of North America since 1941, the men who work the fishing fleets from New York to Rockland, Me., are part of a 300-year-old New England tradition. The union history of the area itself dates back almost 40 years to 1915, the year of the first national maritime strike, when the old Fishermen's Union of the Atlantic was organized.

The ways of the fishing boats are altogether different, however. Tradition and age-old customs are well grounded into the working lives of the commercial fishermen. The merchant seaman is concerned with his cargo only when it endangers the safety of his ship and the lives of his shipmates and himself. His only concern for it is that there be enough cargo moving in the first place to assure continued shipping and a job for him when he wants it.

Fishermen, on the other hand, are intimately concerned with every phase of the operation—from the time the boat loads stores before leaving port until the last pound of fish is sold when it returns.

### Earn Share of Net Profits

Fishermen don't work for wages; they share in the net profits of a catch. If a boatload of fish is sold for \$5,000, the owner takes 40 percent (\$2,000), deducts the cost of oil, food, ice and the other running expenses of the boat from the balance and the rest is split up among the crew on a share basis. From his share, the owner pays the maintenance expenses of the boat, supplying the nets and other essential trawling gear.

A decent trip for one of the small boats will take in about \$10,000 worth of fish. During World War II, when consumption of fish skyrocketed due to the cost of meat, shares ran as high as \$400 for a trip of ten days or less. The profits were high also due to the fact that the Navy took over many boats for conversion as minesweepers and that still others were themselves victims of mines and submarine attacks. This cut down the annual catch and boosted the demand further.

The 500-odd boats manned by the union fish out of New York, Boston, Gloucester and New Bedford, Mass., and Portland and Rockland, Me. They are small diesel jobs of 50-100 tons in most of the ports, and range from 200-500 tons in the fleets out of Boston, which ranks as the major fishing port and boasts the most specialized shipping and storage facilities. The boats are extremely compact and the living is intimate.

Fishing is done mainly at George's Banks, located 100 miles running east and west and 75-80 miles running north-south off Nantucket Island, Mass., and at the fabled Grand Banks southeast of Newfoundland which are about triple the size of George's Banks.

The larger boats carry an average crew of 17 men; the smaller ones about 11. They carry one cook, with the galley generally located on deck over the engine room aft. Some of the smaller boats have the galley right in the fore'sle, where the men sleep in double-tiered bunks. There is



Pat McHugh

a tradition of excellent food in the fishing fleets. It's not unusual to have a \$600 food bill for 17 men on a nine or ten-day trip.

### Had To Work At Any Time

Before the union came on the scene, the men had to go out and work whenever the owner or captain said so. The boat would come in to the pier, unload, shares would be parceled out and the men would have to ship out immediately the same night, without any time to go home. They now work six hours on, six hours off around the clock, and their union contract spells out the conditions under which they can work.

Generally, a new trip can't get underway until they've had at least 24 hours off since completing discharge of the previous catch. In Boston, the men also get a minimum guarantee of \$7 a day, fish or no fish.

Originally, the Atlantic Fishermen's Union was formed in 1937 when the National Maritime Union (CIO) entered the fishery field, but by the end of the same year the men voted to go AFL overwhelmingly and threw the Communist leaders who had infiltrated the union out of their hall. Their action was upheld later by the court and the fishermen received an AFL charter on January 17, 1938, several months before the SIU-A&G District was organized. Three years later, a referendum vote brought them in the Seafarers International Union. At the helm as secretary-treasurer in 1937, Pat McHugh has headed the union ever since, with headquarters in Boston.

A major problem in the fishing industry, frequently bringing hard times to the fishing fleets, is that if the fish are not running or a boat can't locate any schools of fish, it has to go back to port with a light load. Though packed in ice, the fish will not keep too long.

### Experiments On Freezing Fish

Accordingly, the Government is right now experimenting with a system of freezing fish immediately at sea. If this could be worked out, the boats could stay out as long as necessary to get a full load and make the trip pay, since they are too small to take existing refrigeration units. Today, most boats can only stay out about two weeks, and there is a nine-day limit imposed in the summertime.

The latest development in the industry is a "fish scope," a sort of reverse periscope, which has been adopted by some fleets. With this device, boats can cruise the fishing grounds and easily search the bottom. If there are no fish around, they can immediately head elsewhere without wasting valuable time. Two-way radio and loran to assist in navigation is universal on the fishing boats, some of which have added radar as well.

But although the traditions of the fishing fleets date back to colonial times, the native New Englanders who used to man the bulk of them started giving up fishing 100 years ago because of the dangers involved.

In the last century, immigration to the US brought thousands of fishing folk from Scandinavia and Ireland, as well as Nova Scotians, to Boston, and today they make up a large part of the crews of the New England fleets. Italians and Portuguese from the Azores fish out of historic Gloucester these days, still using their old-world customs, but quick to act on any bee' like all good union men.



The Enterprise unloading in New York, at Fulton Fish Market. Crewmember Jack Johnson (without hat) works at scale on pier where fish are weighed.



Fish are hauled up out of the hold of the Catherine C, in NY, in canvas buckets, then on to dock for washing and weighing before being packed in crates.



Captain-owner Hans Syre of the Enterprise (near winch) shouts an order, while Johnson (on pier) looks for the big one that didn't get away.



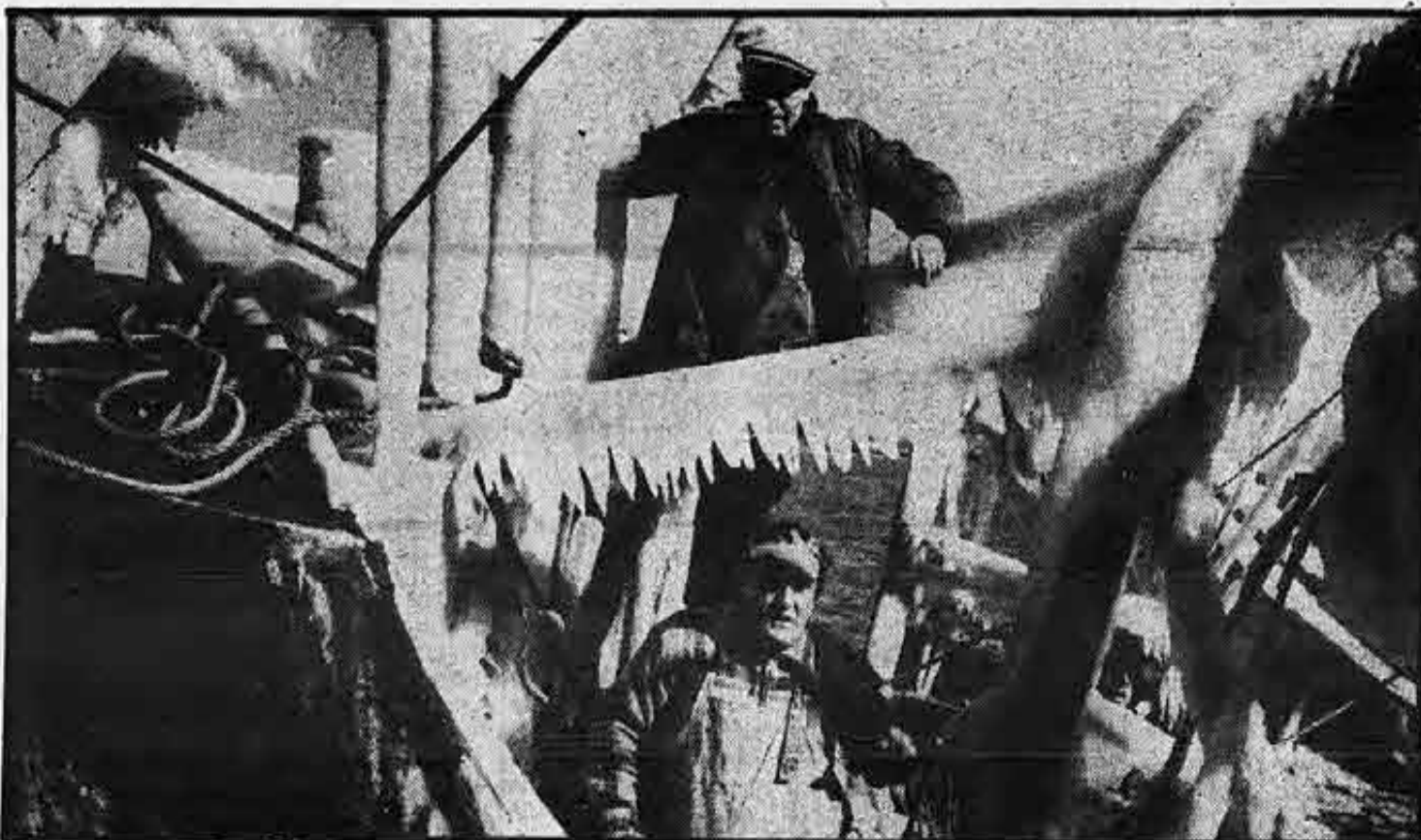
On the Marion A, John Iverson guides bucket from hold to dock where checker keeps track of total coming up out of the boat after weighing.



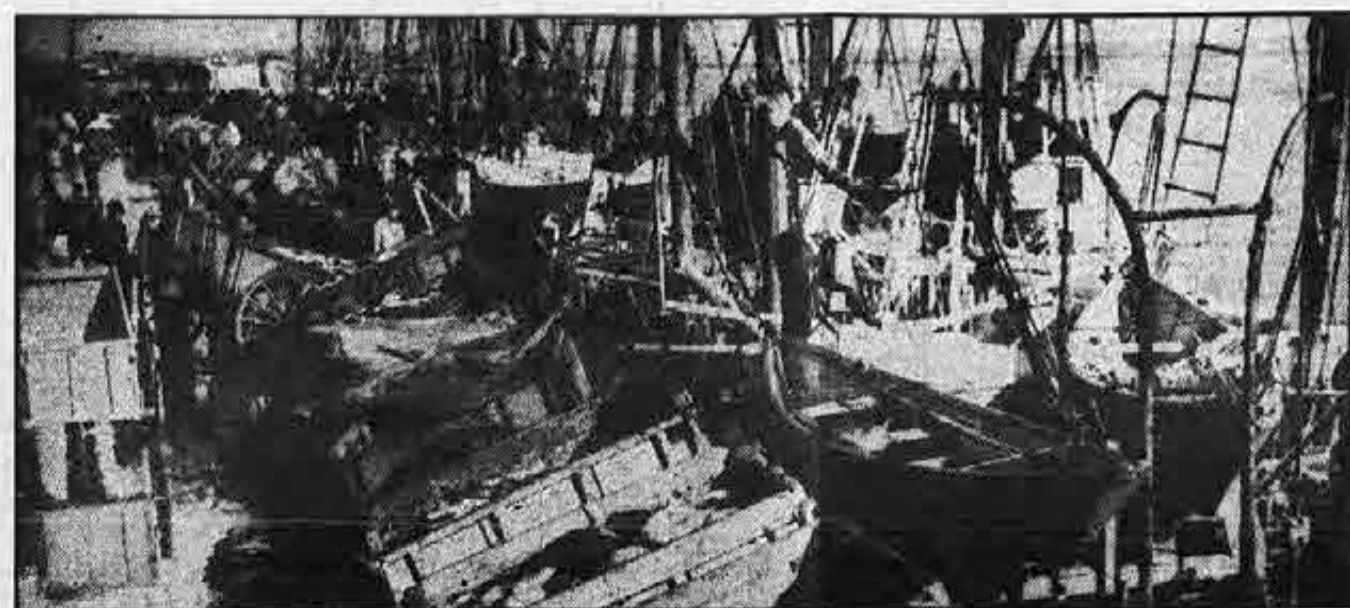
"Three more loads coming" may be the signal being passed from the Catherine C to the dock, where Leo Duire and Jacob Sandhaaland work scale.



Inside NY's Fulton Fish Market, handling all types of sea food, early morning hours when boats are unloaded find men busy at hundreds of stalls.



Fishermen Ron Jordan (top) and Maurice Fiore are framed by frozen spray aboard the trawler Maine, returning to Boston recently from the Grand Banks. Weather is a major enemy to fishing boats, with most of the crews working out on deck 12 hours in every 24.



The principal fishing port, Boston and its famed Fish Pier are shown jammed with a few of the 43 boats which unloaded a total catch of 2 million-odd pounds of sea food landed at the pier in one day. Cod and haddeck accounted for most of it.



Cramped fore'sle doubles as messroom on small boats like the Catherine C. It's coffeetime here for (l-r) B. Johnson, O. Boe and T. Megyeuygh.



By noon, most boats are unloaded in NY. Outside the huge Fulton Market, the rest of the city goes on working and the fishermen relax before the next trip.

# MARITIME

The House of Representatives passed a bill to save the frigate Constellation, America's oldest fighting ship, and the steam sloop Hartford, of Civil War fame, from the scrap heap. The bill also opened the way for restoration of the Olympia and the Oregon, younger vessels with illustrious records, if interested groups come forward within a year to claim them. The Hartford was Admiral David Farragut's flagship during the Civil War, while the Olympia was the flagship of Commodore George Dewey at Manila Bay in the Spanish-American War. The Oregon is also of Spanish-American War fame.

Around-the-clock quarantine inspection service may be a thing of the near future in New York and other ports if some shipping companies get their way as operators are requesting quarantine inspection after regular working hours. Operators will bear the cost of paying the inspectors overtime if the plan is feasible. Records kept by the Maritime Association of the Port of New York show that 40 percent of the vessels requiring quarantine inspection arrive in port between 6 PM and 6 AM, when service is not available. The proposed change is to speed up operations. . . The World Glory, "Queen of American tankers," recently completed a seven-hour trial run and was pronounced fit for duty. She cost \$10,000,000 to build, and is surpassed only in size by five superliners, Queen Mary, Queen Elizabeth, United States, Liberte and He de France. The vessel is 736 feet long, has 33 cargo tanks and can hold 16½ million gallons of oil products. She will run under the Liberian flag.

Navy officials in Washington recently estimated that 6,000 to 10,400 civilian workers would be dropped at 11 Naval shipyards by June 30. Only two Naval shipyards are expected to retain their current operating strength at the end of June. . . Last year the world's leading producer of merchant ships was the Bethlehem-Sparrows Point Shipyard at Sparrows Point, Md. The yard, however, has only three vessels to build this year, and then nothing, as no orders are outstanding. Last vessel constructed and launched recently was the Orion Planet, built for the Orion Shipping and Trading Company, NY.

The West Coast, which in recent months has been lagging in the ship charter market, set the pace last week spurred by ten cargoes of grain for Japan transacted for shipment. . . Awards to the winners in this year's Maritime Basketball League were presented recently at Seamen's House YMCA, in New York City, with Socony-Vacuum, Grace Line and Booth-Rountree finishing in that order at the top of the eight-team league. . . The 1954 Customs House Guide, now in its 92d year and ranked as one of the oldest and most authoritative encyclopedias of its kind, has just been issued. . . The Great Lakes ore movement for the month of April, reflecting the late start of the shipping season and large supplies at lower lake ports, will be more than six million tons under last year's total for the same month, according to estimates of the Lake Superior Iron Ore Association.

The 55-year-old Brinckerhoff, a relic of the Hudson Valley, will soon nose into her final slip at Mystic, Conn. The craft, one of the last beam-engine vessels afloat, has been lying at a temporary mooring at Mystic since 1950. Now she will be placed in a permanent berth disguised as a completely equipped ferry dock. . . The British liner Akaroa docked for the final time in Southampton, England, last week, ending 40 years of sailing without an accident. The 14,947-ton ship, having plied more than two million miles since she was built, will be broken up for salvage.

A collision between an empty gasoline barge and the 7,200-ton British motorship Debrett recently led to an explosion and a five-hour fire aboard the barge. The accident occurred in the San Joaquin River delta above San Francisco Bay. Investigation is underway to determine why the Debrett failed to stop to give aid to the stricken barge. . . The Army Corps of Engineers recently completed deepening of the Gowanus Creek Channel waterway from 26 to 30 feet, in an attempt to give better service to increased shipping in the area.

An American company, the Diesel Economy Devices, Inc., NYC, announced that it signed a contract to convert 12 ships of the Brazilian tanker fleet to burn low-cost, low-grade boiler fuel oil, expecting to cut their fuel bill as much as 50 percent. . . Five damaged Liberty ships now in reserve fleet anchorages have been sold to the Boston Metals Company of Baltimore for scrapping, the Maritime Administration announced. The ships, which are to be delivered for breaking up as soon as possible, were awarded to the company for a bid of \$253,885. . . The Dutch tug Hudson left Montreal, Canada, recently towing the collision-damaged German freighter Wallschiff on a 3,500-mile voyage to Hamburg, Germany. The trip is expected to take in the vicinity of three weeks, providing there is clear weather for the voyage.

# SEAFARERS in ACTION

There must have been considerable amount of chop-licking and stomach-rubbing among crewmembers of the Alcoa Pointer on the last voyage if the statements in the ship's minutes accurately reflect the state of affairs. Crewmembers on the vessel apparently were very well fed, because the way they put it, the service from the steward's department has been not just good, it has been "splendid." It's a pretty strong adjective anyway you look at it.



Steele

Furthermore, holdovers among the crew said, it was a big improvement over what they had in the way of chow from the previous trip of that same vessel.

Among the men responsible for the good feeding, and good feeling on the ship was Seafarer Jay Steele. A native of Florida, Steele has been an SIU member since he joined in Tampa in August, 1949. He's a native of Florida, 45 years old, but now makes his home in Bayou La Batre, Louisiana.

Back in action on the Seatrain Texas is Seafarer Charles Cothran, who also sails in the steward department. Cothran had a long spell of inactivity during which he was laid up for various medical reasons, but he is now fit and sailing again. His shipmates on the Texas have elected him ship's delegate. When the spirit moves him, Cothran turns to rhyme and his efforts have often been published in the SEAFARERS LOG.

Cothran comes from Alabama originally, and joined the SIU in San Francisco on December 6, 1947. He is 48 years old.

Sometimes a ship's delegate finds it a little tough to let go of the reins because his shipmates would like him to continue on the job. That's what happened with Seafarer Frank Verner aboard the Alcoa Roamer.



Verner

When he wanted somebody else to take over the delegates's job, the crew tried to keep him on. Finally they let him resign with a "warm vote of thanks."

Verner, a deck department man, has carried an SIU book since February 9, 1946, when he took his oath of obligation in Galveston, Texas. He's a native of Mississippi and makes his home in Ocean Springs in that state. He will celebrate his 27th birthday this coming May 28.

# On the Job

## Aluminum On Ships

While an all-aluminum ship of commercial size may be too expensive and impractical for present-day consideration, it's clear that aluminum has "arrived" for shipboard use, with the metal finding increasingly common application. Aluminum lifeboats are a very popular installation, with virtually every new vessel coming out of the yards carrying them, including the Mariners and new tankers now being built. But there are quite a few other places on a ship that are getting aluminum fittings.

In this respect, European shipbuilders have been way ahead of their American counterparts, with European yards using aluminum widely early in the 1930's. It's only since World War II that aluminum has gotten much use on American ships.

### Corrosion-Resistant

Aluminum's use on shipboard derives from several very good reasons—great strength, lighter weight, ease of working and resistance to rusting and corrosion, whether from air, sea water or any other source. If a ship can save weight through use of aluminum, it can lug more cargo and operate with less fuel. And obviously, aluminum spares that chipping hammer. As far as the crewmembers are concerned, the use of aluminum reduces maintenance work accordingly. While this may affect the amount of overtime it's comforting to know, for instance, that the lifeboats are unlikely to have rusted-through bottoms because they are of aluminum construction.

As a matter of fact, there are plenty of pretty good-sized ships around like large yachts, barges and the like, whose hulls are made entirely of aluminum. The lightness of the aluminum for barges means that they can have a shallower draft and be used during the dry season in those parts of the world where rivers tend to dry up to trickles in hot weather.

In many instances, these aluminum barges go into service with unpainted hulls, which means no work to be done painting bottoms.

Here in the States, the Alcoa Steamship Company has used aluminum extensively on its passenger ships, the Corsair, Cavalier and Clipper, which is only natural, considering the company's stock in trade. The lifeboats, boat davits, smokestacks, signs, hand rails, fixed lights and outside ladders are made of aluminum, as well as doors and windows on the promenade decks, upper deck housing, awnings, and gangways.

Ships built in later years, such as the superliner United States, have followed the pattern established by Alcoa on its postwar passenger ships.

These installations are typical of the type in which aluminum has been used extensively. On foreign-flag ships there are instances in which the entire superstructure has been made of aluminum, such as the Norwegian ship Fernplant. Other vessels have used aluminum for ventilating and refrigeration ducts, for movable partitions in holds of bulk cargo carriers and other purposes. Aluminum can be used almost everywhere that steel is usable with the only limitation being whether the higher initial cost can be made up by a long-term saving.



Aluminum installations are wide-spread on Alcoa passenger ships such as the Alcoa Corsair (above).

## Non-Skid Flooring

Seafarers who have known first-hand, sometimes through personal experience, the dangers of slipping and sliding on wet or oily floor plates, staircases and the like, would no doubt welcome some kind of skidproof flooring especially on catwalks, around engine spaces and on stairways. There are several companies which put out floor toppings, or special stairway and ladder treads to avoid accidents of this kind. One manufacturer puts out a plastic floor topping, which they claim is skidproof and slip-proof. The product, known as X-L Veneer, can be put on metal surfaces with a trowel and, it is claimed, forms a tightly-bonded veneer to the floor plates underneath.

A special type of ladder tread, called "Hy Tenso Safe Tread" is designed to meet the problem of slippage and broken treads on ladders and stairways. The manufacturer claims that the tread is unbreakable, gives secure footing and resists salt water corrosion.

## Burly

## An Author At Sea

## By Bernard Seaman



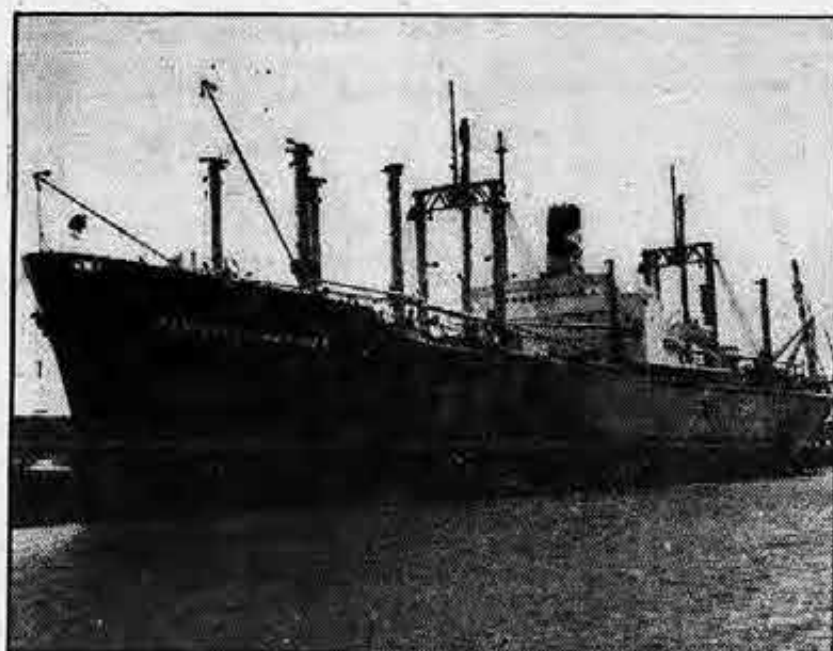
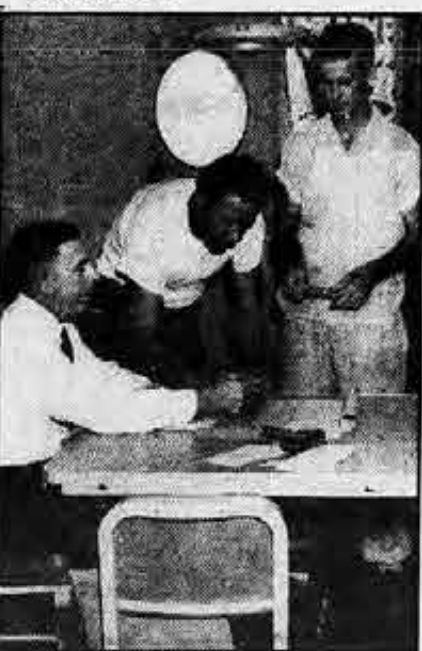


## Seafarers Crew Up A Mariner

Seafarers in Mobile hall throw in for jobs aboard the new Peninsula Mariner (Waterman). Patrolmen Harold Fischer (left) and Robert Jordan (behind counter) call jobs.



Coming aboard ship, Jimmy Waldrop, OS, gets vaccination. USPHS nurse Dorothy Strocker administers the needle. At right, SIU crew boarding bus bound for Pascagoula, Miss., where they picked up ship at Ingalls yards and then shifted to the State Docks in Mobile. Standing in the aisle (front to rear) are W. Randall, night cook and baker; E. Wasden, engine maintenance; H. Butts, DM, and John Owens, OS.



Seafarer Bo Anderson, DM, signs on before Deputy Shipping Commissioner P. D. McAllister, while O. Fillingim, MM, waits turn. At right, the Peninsula Mariner tied up alongside the Alabama State Docks after arriving in Mobile. The ship is the newest of the Mariner-type ships, and is one of the 35 high-speed freighters contracted for by the Government. Several others are crewed by SIU men.



A unique feature of the Peninsula Mariner is a specially-designed deck structure for carrying aircraft. Here, bosun Jim Finnell explains it to deck department men (l-r) Andy Anderson, AB; Johnny Johnston, AB; John Owens, OS; Jimmy Crawford, AB; Bo Anderson, DM; Jimmy Waldrop, OS, and Ray Vaughan, AB. The steel framework creates a new problem for the deck department since it must be lifted from the accordion-type hatch covers, section by section, before loading cargo.

## Operators In Hock To US Seek Transfer Okay

(Continued from page 3)

the total, 33 are operated by SIU-contracted companies. Three other ships already have had transfers approved by the Maritime Administration, including the SIU-manned Omega, and either the Amersea, or Amerocean, one of which is due to go Liberian.

In fairness to the shipowners involved, not all of them had been so atrociously lax in their obligations to Uncle Sam. Eight of the ships had their mortgages paid in full by their present or former owners. But the fact that some steamship operators paid off their obligations in the same period that others shelled out not a cent emphasizes the peculiarity of the situation.

### Private Banks

The total of mortgage money due the Maritime Administration as of April 12, 1954, was \$16,142,212. Private financial institutions are also involved with the National City Bank having \$4½ millions in outstanding mortgages and other banks smaller amounts. No doubt they too would be happy to see the ships go foreign.

The cat was let out of the bag on the Maritime Administration's tender treatment of overdue mortgage payments by a Washington dispatch in the "Journal of Commerce," New York trade paper. The dispatch declared that the MA had approved transfer to Liberian flag of one of two Liberties owned by the Amerocean Steamship Company "because the line is in default in its mortgage obligations to the Government. The transfer is expected to permit it to become current on its mortgage obligations."

Of the 18 ships that had not paid a cent on their mortgage principal

one was purchased from the Maritime Administration back in May 7, 1947, one in June, 1947, and several others in 1949. The remainder were purchased in January and February, 1951, right after Chinese Armies entered the Korean fighting and shipping needs burst all bounds.

The rush to transfer ships foreign began back in January when the Maritime Administration announced it had "relaxed" its policies on the transfer of Liberty tankers. Previously the Maritime Administration had held that no transfers should be permitted until the ships were replaced with new tonnage under the American flag.

The SIU's Washington office along with other maritime unions, made a strong protest against the "relaxed" rules with the result that the House Merchant Marine Committee chairman Thor Tollefson asked the Maritime Administration to halt all transfers pending an investigation, and House and Senate hearings were set afoot. It appears now that both branches of Congress will have considerable investigating to do in the near future.

## Old ILA Set For Defeat In Election

(Continued from page 2)

ILA to represent him at the NLRB. Moreover, he also had gotten the union apparatus of all pier locals composed chiefly of Italian-speaking longshoremen moved to his own local headquarters, apparently fearful of a defeat for the old union on May 26. Too concerned with the overall port situation, other leaders of the old ILA have made no effort to curb Anastasia's activities.

Outside of New York, with AFL portwide drives going on in many areas, the AFL-ILA continued to pick up strength in the Gulf. At least 40 separate locals from the Gulf alone have already swung to the new union, in addition to major units on the Great Lakes, the Mississippi River, in Puerto Rico, Oregon, Washington and Alaska.

### Bridges' Endorsement

From San Francisco, West Coast longshore leader Harry Bridges injected a not-too-surprising note into the proceedings, by openly coming out in favor of the old ILA in the May 26 balloting. The endorsement by Bridges came shortly after he returned from a secretive visit to New York to meet with old ILA leaders for the purpose of offering them financial and other aid. Bridges' endorsement was a slow entry, however, as the Communist Party organ "Daily Worker" has been backing the old union editorially for several months and right up to the present.

Informed of the continued Communist support of the old ILA and the entry of Bridges into the picture, AFL President George Meany scheduled a television talk to the longshoremen for May 25, the night before the scheduled balloting, to impress upon the dock workers the necessity to fight off the CP efforts and to vote for the AFL-ILA. The AFL chief has also made arrangements to be in New York to talk to longshoremen and address AFL-ILA mass meetings several days in advance of the voting, including one major gathering tentatively set for May 16.

## Await Count In Coast Vote

(Continued from page 5)

those ships in which the NUMC&S had come out on top. The voting, in December, 1952, was subsequently thrown out by the NLRB due to NUMC&S coercion and intimidation of crewmembers, and the recent election resulted.

Both recent victories for the MCS-AFL bolstered union hopes of a growing trend away from the Communist-dominated NUMC&S and were taken as an additional indication on how the 90 days of voting on PMA ships had gone. Approximately 2,500 West Coast steward department men cast votes during the three months of balloting, principally on ships here and in New York. In addition there are 300-400 challenges to be dealt with, if they can effect the outcome.

### AFL Optimistic

The AFL optimism was reflected from estimates of MCS-AFL strength on the ships as they were polled and interviews with individual crewmembers following the voting. A third "unofficial" party to the proceedings is Harry Bridges' longshore union, whose "Local 100" made an unsuccessful bid to get on the ballot at the last minute in an effort to confuse the situation.

Unable to get on the ballot, the Bridges outfit began a campaign for a "no-union" vote by the cooks and stewards, indicating that if a sizeable number of these were registered, it would again step into the picture and demand the right to represent the men involved.



# Seafarer Is Santa Claus To 100 Japanese Orphanage Children



Shown above are the children and staff of the Infants Home, Shudoin Orphanage, in Japan, whom Seafarer Darrell Downey befriended and brought a little bit of Christmas cheer.

Additional evidence that Seafarers have a soft spot in their heart for waifs, wanderers and other unfortunates on the face of the globe came to hand recently with the receipt in the LOG office of a communication directed to Seafarer Darrell Downing from Miss Sumike Kajikama.

Miss Kajikama is director of the Infants Home, Shudoin Orphanage, Wakakusa-cho, Hiroshima City, Japan, and, she informs the LOG, she will never forget the visit Seafarer Downing paid to the orphanage one day last December. Nor will the many children under her care.

It seems that while on a recent Far East run, Seafarer Downing, while on shore leave felt the pangs of sympathy welling up within him when he saw some orphans belonging to the Shudoin Orphanage playing in the orphanage yard. It was nearing Christmas time and the spirit of good will prevailed among all men, especially the Seafarer in question.

### Compassionate Heart

Those pale and wan faces gazing into Downey's eyes were enough to melt the stone glare of a statue, so imagine then what they could do to the compassionate heart of a wandering Seafarer. Seeing them, Downey was galvanized into action.

Acting entirely out of the goodness of his intentions and the sincerity of his emotions, Downey converted all the ready cash he had into cakes, toys, candy and other goodies for the kids. He had all sorts of toys for them, enough to make glad the hearts of nearly 100 orphans and nurses, ten times over. As if that was not enough, Downey unburdened himself still further and presented his wristwatch to Miss Kajikama as a farewell gift just before he left the doors of the orphanage behind him. The orphanage and the staff were overwhelmed by his generosity.

As proof that Miss Kajikama and her staff remembered him well, the director of the orphanage addressed a letter to him in these words:

"Thank you for your kindness in remembering our Orphanage and sending us your good picture. We are reminded of the day in December when you visited us with cakes and toys for our children. Let me thank you again on behalf of all the staff and children for your kindness. I also should not forget to thank you for that nice watch. I well knew that I should not impose upon your kindness, but I was deeply impressed with your sincerity and accepted it thinking that it would serve as a wonderful souvenir of your generosity and kindness to our Orphanage."

Downey, needless to say, is going to be remembered by lots of people.



Part of the orphanage tykes climb aboard the universal "monkey bars" to have pictures taken. Women shown are staff members.

### LOG-A-RHYTHM:

## Port Of Eternity

By Alfred Pfeifer  
written in August, 1927

Seafaring life I like  
With its many thrills and interesting sights  
With wonderful memories later on in life  
When you have but one wife.

With a smile on my face  
I gladly will remember seafaring days  
When in every new port I had a girl:  
Her name was Sport.

Delightful hours I spent with each and  
Everyone of every sort under the sun  
But with all the good times  
In strange countries and at sea  
I forgot Mother  
Once so dear to me.

And then a mild voice I heard say  
"Come home, come home to me  
Before I sail away on the Ship  
Where God is Master and the name of  
The port is Eternity."

So all you seafaring men  
In ports and at sea  
Remember your dear old mother  
Before she sails to Port Eternity.

## Did You Know . . .

That an easy way to keep track of the names of the Great Lakes is think of the word "homes?" The five lakes can be recalled according to the first letters of their names, as follows: H(uron), O(ntario), M(ichigan), E(rie), S(uperior).

That there are no generals in the Swiss army in peacetime? In peacetime, the highest Swiss army officer is a colonel. A commander in chief with a rank of general is named only during wartime.

That the President's home in Washington came to be called the White House from the white paint applied to the cover the damage caused by fire in the War of 1812? The damage arose in 1814, when a British force set fire to many buildings in the capital. The building, which was designated "the Palace" in the original plans for its construction, previously had gray stone walls.

That copies of "Seafarers In World War II" are still available at all SIU branch halls? This illustrated booklet, well-studded with pictures, carries the story of the deeds and exploits of Seafarers and the ships they sailed during the war.

That the citizens of Monaco are not admitted to the gaming tables at world-famous Monte Carlo and other gambling casinos located in

the tiny country? They have their compensations, however. They pay no income taxes, and most of them make good living from the tourist business. Only about 2,000 of the 20,000 residents of Monaco are citizens of the country.

That in addition to its pioneer history in shipping, Baltimore was the home of the first railroad in the US—the Baltimore and Ohio? The first railroad passenger and freight station was also erected there in 1830.

That the SIU maintains a representative in Washington to keep the Union and the membership fully informed on all legislation and Government activity affecting the shipping industry? A special correspondent is also maintained in the capital for this purpose by the SEAFARERS LOG.

That one of the seven ancient wonders of the world was a colossal 40-foot statue of Zeus made of gold and ivory? The structure, built at Olympia in the 5th century BC, was a Greek memorial for their chief god. All trace of it is lost today, except for reproductions on coins of the period.

That the total number of possible poker hands in a 52-card deck is 2,598,960? It shouldn't be so hard to win, after all, although the other guys in the game might have one of those two and a half million hands that could beat you.

## Seafarer Relates Tale Of Moon Shining On NO

A chronicler of New Orleans, the Crescent City, and its inhabitants is Seafarer Spider Korolia, now down in Louisiana recuperating from life's ordeal with Bayou wine, Creole

women and swampsong. What he writes about is not himself, however, but of the celebrated Moon Kouns, the Seafarers' answer to Milton Berle. Korolia, troubador of Kouns and New Orleans, goes on to tell this tale about both his interests:

"Before entering the hospital for my fourth and final operation, I met Brother Danny Thomas in the Ship's Light Bar down here in the old Crescent City. Brother Thomas states that he has been staying with Brother Moon Kouns down in Pearl River, La., for several weeks and that nothing will ever seem quite the same again. Thomas claims that Moon thinks he is playing a game of "matching" on every Saturday and Sunday, because the Kouns eats two bushels of crawfish every weekend, heads and tails.

"Thomas also tells me that Kouns has been in the market to try and get an inner spring mattress for his frail body. All to no avail, however, with Moon deciding on the next best thing. He decided to buy a pool table to sleep on.

"I also understand from the grapevine that Moon is running for mayor in Pearl River. A friend of mine who is a voter in that town asked me how long I knew Moon. I said all my life, but it seems longer, and I started to tell him some of the highlights of Kouns' past life.

"I will never forget when Kouns used to sing on the radio 20 years ago. He used to sit right on top of the radio and sing, that's why he was known as the Bing Crosby of

South America. I also recall when Moon pitched his first baseball game for Washington Park in New Orleans. What a thriller that game was. He held the St. Marks Clinic to 96 hits. I also remember the first time Brother Kouns went to jail. He was walking home minding his own business when he passed by a lot and picked up a piece of rope. When he got home he discovered a cow on the other end of it.

"One thing I must say about him is that he has learned a lot of respect since he is doorman at the hall. Now when he's talking to somebody and he yawns he says 'excuse me.' I also notice that Percy Boyer is back in town and there is no use competing with him because he's really Moon's publicity agent. So so long."



Korolia

### 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.

# The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

(Editor's Note: The SEAFARERS LOG photo editor will be glad to assist Seafarers with their photo problems. Address any questions to the Photo Editor, c/o the LOG at 675 Fourth Avenue, Brooklyn. This includes information on how to operate certain types of cameras, advice on camera purchases, photo-finishing techniques, plus information on a variety of camera equipment, such as enlargers, flash guns, etc. Drop the editor a line or if you are around the hall come up to see him.)

A number of Seafarer-shutterbugs have inquired about customs regulations of foreign countries regarding photographic equipment. Since some of these regulations, or, rather, lack of knowledge of these rules, can prove annoying, here's a rundown of those that we've been able to get. These are the official regulations, but as Seafarers know, their interpretation is left to the individual official. Seafarers may never get to some of the countries listed below, but here's the complete list that we've been able to compile.

**Austria and Belgium:** One movie camera and one still camera; two rolls of still camera film and one roll of movie film.

**Denmark:** No definite regulations concerning cameras. Consulate advises that the customs officials are liberal with film for personal use.

**Finland:** "A reasonable amount of photographic supplies and cameras are allowed, but be absolutely sure to declare it all on leaving your ship."

**France:** One movie camera and one still camera; ten rolls of black and white film for each camera or twenty rolls of color film or a combination thereof.

**Germany:** One movie camera and one still camera, and they have no limit on the amount of film carried.

**Great Britain, Greece, Ireland:** One movie camera and one still camera, and a reasonable amount of film to fit those cameras.

**Italy:** One camera and "a few rolls of film, approximately six or seven," said the man at the consulate.

**Holland:** Any cameras you care to bring, as long as you declare them when you leave your ship. Regulations permit two rolls of film for each camera.

**Spain:** No definite regulations. Consulate says they allow one camera, maybe two, depending on the customs official. They may require a deposit of duty which is refundable when you return to your ship. Be sure to get a valid receipt with the stamp at the port.

**Sweden:** One camera and film for it, but check the regulations in force in the port that you are in, as there are restricted areas.

**Switzerland:** Two cameras and no restrictions on films.

**Yugoslavia:** Any cameras you care to bring, as long as you are sure to declare them on leaving your ship. Film is not restricted.

Some of these regulations might seem excessively strict, especially those limiting you to two rolls of film. In these cases it has been the experience of some Seafarers that very few officials will quibble about an extra roll or two. Both still and movie black and white film in standard sizes are available in any of the larger cities in Europe, as long as you don't insist on your favorite type. Although color films can be found in Europe, the availability is so unpredictable it might be better to take along most of what you need.

The only place where stringent restrictions exist is in the Soviet-occupied parts of Austria and Germany. It is strictly prohibited to take pictures of any Red Army installations, vehicle or personnel. Should you get caught "in the act," you'll be lucky if the Russians only confiscate the film. They have been known to take the cameras and cameraman as well. The order against photographing the Russians is approved by the Western allies so there's no one to appeal to. As noted above, Sweden also has areas which are restricted to photographers, and inquiries should be made. If your equipment is on the expensive side, talk to your insurance agent about a world-wide camera floater policy. Good shooting.

## Crewmen Say 'So-So' On Video

Ask any kid under the age of six years and he'll tell you that there is nothing more exasperating than having the television set go on the blink when Howdy Doody is onstage. Imagine, then, how irritating it can be to seaborne Seafarers when perfectly good television sets can't get anything at all on their picture tubes. Snow, double images and ghosts are bad enough as occupational hazards of the TV business, but just the same crews aboard two SIU ships think a set's worthwhile to have aboard.

Set troubles would be understandable if there was something wrong with the set in the first place, such as burned out vacuum tubes, picture tubes or shorted circuits. However, crewmembers aboard the Golden City of Waterman and the Steel Rover of Isthmian have another problem with television reception—they simply get too far out to sea sometimes.

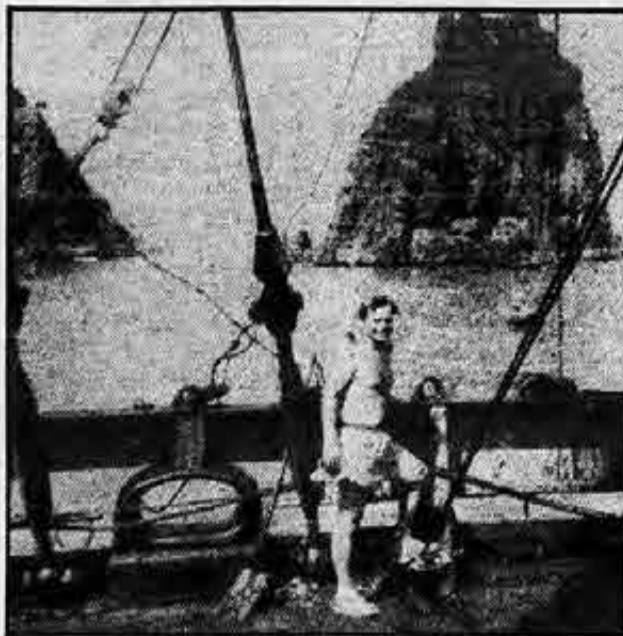
It seems that both offshore, deep-sea ships run well out of the TV reception zones so the only time they get anything on the screens is when they approach land, and not always then. Still they feel it's worthwhile when running up and down the coast. And when that image comes on the screen its channel fever time because a good port of call can't be far away.

## Sunbathing Off PR



Seafarer Tony Pisano tries to get a stranglehold on a sunbath on the Alcos Pennant off Puerto Rico. He seems to be doing all right.

# Sea Adventurers Board Wrecked Vessel In Search Of SIU LOG



Seafarer Paul Oakley, steward aboard the Western Trader at the time, boards the Cornhusker Mariner, on the rocks off Pusan, Korea, left, in search of adventure and LOGS. At right, Oakley has found his quarry and is pretty happy about the whole thing.

Seafarers are known to do many things for their desires peculiar only to them, and go on many strange safaris to satisfy their wants, but none so unique as the one which made Seafarer Paul Oakley board the wrecked Cornhusker Mariner.

Oakley, renowned among Seafarers for his prowess as a nimrod, usually takes his adventure in the field with a gun as his weapon and a deer or bear as his target. His locale is usually the United States, but this little escapade took place about 6,000 miles from his usual habitat, aboard a ship which was at sea in more ways than one. It just proves what Seafarers and habitual readers of the SEAFARERS LOG will do to get their bi-weekly paper, as well as a little sight-seeing intrigue on the side.

### Craves Adventure

To set the scene, Oakley had been aboard the Western Trader, on a run from Japan to Korea and back last summer when he craved a little action. It was a five-month shuttle run and activities aboard the vessel became somewhat routine for the chief steward. To make matters worse, there hadn't been any LOGs brought aboard the ship for several months, and Oakley and the rest of the crew were champing at the proverbial bit, just aching for some papers.

Imagine then, what insatiable throbbing would beat in the breast of this sea-adventurer when news of a ship breaking up on the rocks came to him. And that ship only 30 miles distant!

### Join Forces

The vessel in question was the Cornhusker Mariner, which had been breaking up on the rocks off Pusan, Korea, for several weeks when Oakley decided to board her for a look around. Another desperate man in search of LOGs was the radio operator, and the two marine adventurers joined forces to set out for the ship forthwith.

It was 30 miles across the outer harbor and part of the ocean from the Western Trader to the Cornhusker Mariner, but that was a small obstacle to two intrepid seamen. The one-and-one-half hour journey was made in a makeshift launch, commanded by the duo.

At last they reached their destination, pulses throbbing. The Cornhusker was a derelict ship, lying half upon the rocks and half in the waters of the Pacific Ocean. Not a Seafarer was left aboard the vessel, although there was a skeleton Navy crew on board. Oakley and his companion went aboard with very little ado, and headed right for the crew's foc'sles, knowing they would find the hidden-treasure there. They were right. After taking an impromptu tour of

the damaged ship, which was rent down the middle and being shored up with steel beams on deck to prevent further splitting, the pair

were off and running back to the Western Trader with a pile of LOGs for the crew, their booty well in hand.

### LOG-A-RHYTHM:

## Happy Birthday, Mother Dear

By Harry Wolowitz

Hello my mama, hello my dear,  
Here's a few lines just for your ear,  
I've always loved you and will till I die,  
And here's a few reasons telling you why.

You're lovely and sweet, fair and square,  
With plenty of burdens, more than your share,  
You're lovable and friendly, give motherly advice,  
Just a saint on earth and everything nice.

As long as I remember, you've been honest and true,  
That's one of the reasons I'm crazy about you,  
I could keep writing from one day to another,  
Saying that's my sweetheart, that's my mother.

Even during the war I depended on you,  
There was always a letter with something new,  
A joke or two, a story or so,  
Always enough to keep on the go.

And when I returned you said, "Howdy, son,  
Thank God it's over, glad we won,"  
You've never changed, before and after,  
Just happy go lucky and full of laughter.

I could go on writing like this for years  
With never the same line twice,  
Of all the wonderful things you do,  
How lovely, sweet and nice.

But I must say goodbye as my relief is here,  
And before I do, happy birthday, dear,  
So, many happy returns, all the best to you,  
Mother dear I love you, with heart so true.

## Quiz Corner

- What is the name of the detective in Agatha Christie's detective stories? Is it: (Ellery Queen), (Philo Vance), (Hercule Poirot), or (Father Brown)?
- Two lamps together cost \$85. One costs \$14 more than the other. What is the cost of each lamp?
- Where is Yellowstone National Park located? Is it in: (Wyoming), (Colorado), (Montana) or (Idaho)?
- If a boxing match begins at 10:30 PM and is stopped at the bell at the end of the ninth round, what time is it?
- Whose name appears last on the list of credits at the beginning of every movie? Is it: (the producer), (the director), (the studio which made the film) or (the author of the screenplay)?
- Who lends the money, the mortgagor or the mortgagee?
- Name two of the three states in the Union which have four-letter names.
- If a horserace is six and a half furlongs long, how long is it in terms of feet or yards?
- Which of the six New England states (Maine, New Hampshire, Vermont, Massachusetts, Connecticut and Rhode Island) were not among the 13 original states of the US?
- Five times a number plus three and twice the number less one add up to 100. What is the number?

(Quiz Answers On Page 25)

# Seafarers' Names Find Fame In Proud Annals Of Sporting World

William Shakespeare said it in the 16th century when he wrote: "What's in a name? That which we call a rose by any other name would smell as sweet."

Times have not changed that much in England or the United States since Elizabeth I wore the crown that such a truism is no longer valid, but latter-day names hold much more significance now that spring is in the air.

In the sport where ash meets cowhide, ballplayers "names" appear on the membership cards of the Union, from ancients to rookies, from the Alexanders to the Careys. Equal representation seems to be apparent for the two major circuits, with names of present and former Cincinnati Reds and New York Yankee players predominating, if any majority is present. Among the Reds present and accounted for are: Abrams (Cal of the NL and Abner of the SIU); Adcock (Joe and Fred); Berger (Wally and Sidney); Bishop (Max, the renowned base swiper, and Hollis); Walters ("Bucky" and Joe); Weaver (Jim and William); and Frey (Lynus and Sidney). Abrams is now with Pittsburgh, Adcock with Milwaukee.

The "Yankees" listed in the

rank-and-file include: Allen (Joe and Johnny); Bauer (Hank and George); Ford ("Whitey" and George); Gomez ("Lefty" and Emil) and the great DiMaggio (Joe and Sal); along with front office leadership in Barrow (Ed and Joe) and the unique nomenclature of Workman (Charlie, and, more to the point, Homer). Joe Barrow, incidentally, is the real name of another sports figure who will live for all time — Joe Louis.

### All Teams in SIU

Many more are the names and teams present in the SIU. Every team in both leagues is represented. One for each on the roster in addition to the Yankees and Reds, would be: Boudreau of the Indians (Lou and Omer); Wright of the White Sox (Taft and Archie); Williams of the Beantowners (Ted, the magnificent splinter, and William); Case of the Senators (George Washington, the celebrated pilferer, and Alfred);

Fannin of the Browns (Cliff and Fred); Chapman (Sam of the A's and Mack of the SIU); Cobb, the Terrible Tiger (Ty and John); Black, who keeps the Dodgers from being blue (Joe and Meyer); Fitzsimmons of the Giants (Fred and John); the Cardinals' Deans ("Dizzy," "Daffy" and Harry); Beck of the Phillies (Walter of "Boom Boom" infamy and Jay); Bickford, late of the Braves (Vern and Howard); Atwell of the Chicago Nationals (Toby and Julius), and the royal Wagner of the Pirates (Hans and Royal).

In addition to this array of stars, there is among the Union those members who have the full name of some of baseball's brightest lights. Numbered among them are Frank "Home Run" Baker of the A's, "Zeke" Bonura of the Giants and tanglefoot fame, Fred "Dixie" Walker, the Dodgers and the people's choice, Jimmy Collins and Joe Collins, but, sadly, no Ed, the best of them all, Billy Cox and Ernie Coy of Brooklyn, "Sad" Sam Jones of the Indians, and Sid Gordon of the Giants, Braves and Pirates.

Not wholly dependent upon baseball for notoriety, other sports, too, are in the SIU. There is Barksdale of UCLA and Baltimore basketball (Don and Nathan); Blanchard of Army football (Doc and Floyd and Frenchy, as close to Felix as possible, but no Glen Davis to complete the illusion); Wilt, agent on the QT of the FBI and track (Fred and Roy); George Chandler of Princeton football fame, 1950; Conn of the boxing world (Billy and Jim); another one in Constantino (Lulu and Enrique); Charles "Chuck" Cooper of Duquesne, the Boston Celtics, and the SIU; Crane of the chalk-line billiards (Irving and Harold); Crowley, of Notre Dame's galloping Horsemen (Jim and Martin); Glen Cunningham and Ed; footballer Bill Dudley and namesake Clarence; Egan of the hockey bruises (Jim and J. R.); Ben Hogan and Bob, and Robert Jones of golf and the Union.

### Show Compassion

Just to show that the files have its heart in the right place, Billy Evans, an old umpire of American League travail, is listed along with Charles Dowling, namesake of the Broadway producer Edward Dureya who stages the baseball writers show every year, lampooning the ballplayers, umpires, managers and owners.

### Bon Voyage Gift



Flowers for a passenger get the attention of Mrs. Edna T. Johansson and Joe Mendoza aboard the Del Norte on a recent run to the Virgin Islands. Photo by Rinker.

# The SPORTS LINE

By Spike Martin

While studying the foam on the glass of a beer that made a city famous the other day, our reverie was interrupted by an angry little man with a stiff thumb. The thumb was jabbing in a nasty way at our solar plexus and the little man was saying, "how come the horses and the people run faster 'n better every year and the baseball players get pokier 'n worser?"

Wait a minute, we said, why pick on us, we haven't opened our mouth since we came in here.

"Well it's you guys," Focus Coyle said (for it was he), "who is always whoopin' and hollerin' about how some high school kid without all his muscles grown in is another Babe Ruth or Walter Johnson when he ain't even Pee Wee Reese . . ."

Well, we reminded him, maybe baseball players aren't so hot right now but then again, some of the fighters around today don't hold a candle to any ring greats either.

### "Greatest On Spikes"

"You're just duckin' the point," he said as he jabbed us again. (We were ducking at that because our breath was getting a little short). "What's got me sore is a kid has a great year in the bushes an' comes up and hits .280 he's the greatest thing on spikes accordin' to you writers."

We were forced to concede that there was a wee bit of exaggeration in the baseball writer's prose, but

then how was he to get the paying customers excited?

"Now you take this Mickey Mantle," he said. "He ain't but hit over .300 one year and the umpires' thumbs is gettin' tired from calling him out on strikes. He ain't hijackin' no bases and he's just another pill chaser out in center field. Yet everybody writes about him like he was the nuts. Why, I look at the figgers last week and this guy is hittin' .200."

Yes, but, we said, he's had a slump.

"Yes but nothin'," Focus snarled, "I remember when Gehrig had a slump an' everybody was cryin' for the medic because he only hit .295 and didn't drive in over 110 runs that year. They found out the poor guy had one foot in the cemetery which is why he had such a lousy season."

"Now I got nothin' against this here Mantle," he continued, "except maybe you sportswriters make him think he's the greatest thing what walked out of a dugout so he don't have to learn nothing no more about baseball. Because it seems to me there's been a lot o' guys like him, but where's the good ballplayers?"

We couldn't answer that one and didn't try. When we finally snuck out we left him arguing with the bartender. Maybe the bartender knows but he wasn't talking.

## A Get-Together On The Sea Cliff



Some of the crew gets together aboard the Sea Cliff on a recent run to the Far East. Standing are, left to right, Norm Phillips, Ken Herzog, Paul Oakley. Seated in same order are Tony Figueira, Whitie Poole, M. Casey, Bill Wiemers, Andy Kudlo, Russel McCloud, Harvey Mesford and H. R. Hutchins.

## Seafarer Sam Says

**GIVE 'EM A HAND!**

**BOARD SHIP YOUR ELECTED DELEGATES REPRESENT THE UNION IN CREW BEEFS.**

**GIVE THEM YOUR SUPPORT. HELP MAKE YOUR CREW A SMOOTH-RUNNING SIU TEAM!**

## Pease Porridge Hot or Otherwise



The boys on the Cantigny who make it hot, cold and otherwise for the rest of the crew are these steward department men. They are, left to right, Charles McDonald, Pat Gazzillo, Mike Jablonski, Dick Ramsberger, Bill Thompson, James Elliott. Photo by Doc Watson.

## GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's Steward Harry L. Franklin's recipe for "Salmi Duck."

Two problems generally haunt a ship's steward: what will appeal to a tired crew's appetite in hot weather and the seemingly never ending problem of what to do with left-over fowl. Salmi Duck seems to fill both bills and is recommended by Franklin.

Take 6 cooked ducks cut in pieces and place them in a bake pan with gravy stock. Duck gravy is preferred, but beef, chicken or even pork gravy may be used.

Add to the gravy stock cut up olives, pimentos, mushrooms and a few sliced oranges. Then add a half cup of vinegar; cider vinegar is best. Franklin says that cooks may argue the point of whether vinegar or sherry should be added to the gravy. His own



Franklin

opinion is that sherry wine gives the results a rather sharp taste and that sherry wine is not generally available. Those who do not desire to take sides in the issue may mix a half cup of equal parts of vinegar and sherry to add to the gravy which will do very well. The duck and gravy are then placed in a 350 degree oven for about 30 minutes, the gravy thickened, and it is ready to serve over rice for a pleasant hot weather dish.

Salmi or salmis is supposedly an old French recipe, a forerunner of sauerbraten, which the dictionary describes as a ragout of roasted game, fowl or the like, stewed in wine. Steward Franklin assures us that salmi duck is much more delicious than the dictionary hints.

**Wants Son To Receive LOG**

To the Editor:

Enclosed you will find an application for the SEAFARERS LOG. I am requesting this for my son who is far away from me at the present time. He has recently completed his basic training at Sampson, NY, and is in advanced air courses at Lowry Air Force Base at Denver, Colo.

I have been forwarding my own copy to him in the past. However, it is quite inconvenient as I usually receive it somewhat late myself. That is no reflection upon you, however. By the time it is forwarded to me it is quite antiquated. I really enjoy my copy and I am very grateful for all the helpful and enlightening facts I have derived from it.

Again, thanks a million for the pleasures I have derived and may I thank you also in behalf of my son, Norman III. I'm looking forward to his return home and to his return to the sea instead of the air.

Norman Menzies, Jr.

(Ed. note: Your son's name has been added to the mailing list. He will receive the LOG every two weeks, as published.)

**Asks For LOGs, New And Old**

To the Editor:

Will you please send me copies of the SEAFARERS LOG from January through April? I am now stationed here at Fort Dix, NJ, in an engineer battalion. It isn't too bad, just a little better than Camp Gordon, Ga., was. If you will, you can send the LOG from now on to the following address, as I expect to be here at Fort Dix for some time.

I am now in the supply room as a clerk, which is nowhere near what a steward did when I was at sea. However, it beats the infantry. Please put my name and address in the LOG as I want to hear from some of my old shipmates.

Please send me the back dated LOGs and start sending it to me regularly here as I want to keep up with what is going on in this great Union of ours.

Pvt. Fred R. Hicks, Jr.  
US 52307922

B Co. 86th Engr. Const. Bn.  
Fort Dix, New Jersey

(Ed. note: Your change of address has been noted; you will continue to receive the LOG every two weeks, as published.)

**In Air Force, Lonely For SIU**

To the Editor:

I am just reading my new copy of the SEAFARERS LOG for April and it sure helps to pass the time here at Brady Air Base in Kyushu, Japan.

I can sit by my shop and watch the ships going into Hakata Bay for Fukuoka, and it makes me homesick for a ship. Just 14 more months to go in the Air Force and will I be glad to get back to sea again. If any of the SIU ships come into Fukuoka, I hope some of the men will give me a call at Brady Air Base, phone 121, ring 1.

A/IC Horace A. Wiltshire

**Steel Admiral Run Happy One**

To the Editor:

As usual aboard SIU ships, the last week out of the States aboard the Steel Admiral (Isthmian) was a happy one, after a three-and-a-half-month voyage, with all the crew looking for a smooth payoff. The ports we made and spent most of the time in were not so good, as it was a Persian Gulf run, but, considering it was not too bad.

The captain, mates and engineers were a good bunch and fair play was the theme. The results were a

**LETTERS**

**Says Hello To Old Shipmates**

To the Editor:

I'd like the LOG to be sent to my new address. I've been transferred from the 45th Infantry (Thunderbird) Division.

I sure enjoy reading about some of my old shipmates and the prog-



ress the Union is making. I'd like to say hello to all my old shipmates around Mobile and I hope to see them in about seven months.

PFC George W. Dean  
US 53095266

Co. A 151 Eng. Comb. C.Bn.  
San Francisco, Cal.

(Ed. note: The LOG will be sent to you every two weeks, as published.)

**Just Married, He Ships Out**

To the Editor:

It's been a while since I've written to the LOG. The last time was in July, 1953, when I was on the Mobilian. By the way, if you put my picture in the LOG, please put the right one in as the letters I wrote from the Mobilian and the Hurricane earlier the same year carried the wrong picture. There must be quite a few fellows with the same name.

I am on the Southstar now out of Savannah, Ga., heading for the Mediterranean on this trip. We are leaving here tonight for New Orleans, La., our loading port.

What I would like to say is that I finally got married on April 15 in Savannah and had to leave right after that on the 18th. While in Savannah, my wife and I visited the marine hospital where a few friends of mine are patients. My wife was very impressed with the way the Union is taking care of

the men in the hospital and also how well they are treated in the hospital. I also told my wife all about our benefits and I would like to have receive the LOG so she can follow the Union herself and keep me informed while at sea.

My wife has seen a few LOGs and she likes them very much. I would appreciate it very much if you would send the LOG to us. My wife's name is Betty Lou Eriksen and we live at 420 West Bryan Street, Savannah, Ga.

Edmund Eriksen

(Ed. note: We're sorry about the wrong picture in the past. We'll try to see that it doesn't happen again. You will receive the LOG every two weeks as published.)

**Seafarer Wants SIU Health Plan**

To the Editor:

In recent months there has been much argument about the proposed closing of the marine hospitals to merchant seamen. I think that we, as a whole, in the Seafarers International Union, should have the benefit of hospitalization at all times in case we are deprived of these facilities. I have been making a lot of inquiries into this matter and find that a large majority of the members are very much interested in having some sort of protection in case of sickness or injury.

Seafarers' wives and children should be included, even if each member has to be assessed \$10. This, I think, would be lots better insurance for the families of Seafarers than we could get from any outside source and it is cheap enough not to hurt anyone, as we are still getting our vacation pay. At the present time I am paying \$43 for my wife and one child, not including myself.

Pat Ryan

**Urge Shipboard Accident Forms**

To the Editor:

We the delegates of the Golden City take this opportunity to further clarify the action taken at our regular shipboard meeting on this date as regards to the Union supplying accident forms on board all SIU-contracted ships.

This matter was discussed for some time and at considerable length during the meeting by the entire crew and voted on. The crew went on record as being unanimously and wholeheartedly in favor of such a system. There were many advantages pointed out by various crewmembers, a few of which you will find listed below.

This system would provide the Union Welfare Services with all details on men left in foreign ports for hospitalization, such as what ports men were left in, reasons they were left, under what conditions they left the ship and when. This would enable the Union to better look out after the men regardless of what remote hospitals they may be in throughout the world.

This system would also tend to eliminate the possibility of company officers on board the ships of construing the wording of the accident report to the company advantage which would, naturally, be to the seaman's disadvantage.

This system would also enable the Union to have a first-hand record of all accidents as well as of all witnesses in the crew to any one particular accident.

There were also other advantages pointed out, but they were primarily based on the three points above.

James Flanagan  
C. A. Honorowski  
Clifford Newton  
R. Cantor

**Thanks Crews Of Two Ships**

To the Editor:

I am requesting that this letter be published in the SEAFARERS LOG as my expression of thanks to the many good brothers on board the Del Norte.

I am a full bookman who was a crewmember of the Del Alba, and who was hospitalized in Buenos Aires, Argentina, for three operations in one day. I was pretty bad off for the first few days after the operations.

While I was hospitalized, one of the crewmembers of the Del Mar



Rodriguez

came to see me. His name was Rodriguez, and he brought me some soap, matches, cigarettes and reading material. His fellow crewmembers donated to me a couple of cartons of cigarettes and other items once more, before the ship sailed back to the States. I want to thank them all for their kindness to me.

One week after the Del Mar sailed, the Del Norte came into port. I wrote a letter to the ship's delegate on board asking for a few more cigarettes and other items for me when I found out that I was being sent back to the States on the Del Norte on her return voyage, as a crewmember assigned to the hospital.

**Got Dough, Too**

As soon as I got aboard the ship the ship's delegate gave me the items he had for me. He also gave me some money from the ship's fund. Later, he visited me and another crewmember who was hospitalized every day to ask if he could do anything for us.

This is my only way of thanking the men who make up the crews of the Del Mar and Del Norte. I am grateful to them for their aid when I needed it most. I didn't know there were so many good Union brothers on one ship, especially like the Del Norte, which will rate first with me from now on.

Ramon Rodriguez

**Gives Thanks To Union Members**

To the Editor:

The comfort and heartfelt sympathy extended by Union members upon the death of my husband is deeply acknowledged. I wish to extend my hospitality to any friends of the late Dorward McKeel. Your comforting expressions of sympathy will always be remembered with deep gratitude.

Mrs. Jean McKeel

**Port O' Call Is Best, She Says**

To the Editor:

I wish to express my thanks for a lovely evening spent at the Port O' Call recently, both on behalf of my sister and myself. It was her first visit there and the first time she had ever been around seamen. She enjoyed herself immensely and found the manager and staff most friendly and helpful, even to the extent of presenting her with her first LOG, which she enjoyed reading.

She sees now what she has missed in not having been as nautical-minded as I have been. We also found the company of the seamen present most gentlemanly compared to most other places. The food was delicious and the atmosphere was just right. I wish also to express my thanks to the LOG for printing the poems which I have sent to them.

M. Dwyer

Stanley Johnson, chief steward aboard the Seatrain Savannah, gets set to write another menu which has all Seafarers aboard the ship drooling with anticipation and whetted appetites.



### Wants Hospital Reports On Ship

To the Editor:  
Upon reading the LOG of April 2, I came across a letter referring to another one written by Stewart Hanks concerning the question of putting accident forms aboard our ships for the convenience of Seafarers.

There is no question that this is of very great need and has been for a long time. It will also mark another step in our Union's progress for the membership and another opening of the eyes of the shipping companies.

#### Hears All Stories

Having sailed in the steward department for nearly 10 years, mostly as crew messman, I guess I hear just about every beef that there is to be heard on a ship. Some of the stories that you hear make you sure glad that today is not like old times without Union representation.

In the old days you would go to an officer, mainly the first mate, and tell him what happened. He would say, "I'm busy now, come back later," or "why don't you watch what you're doing?" Then maybe after bawling you out for half an hour he would decide to put some iodine on the injury.

The next step is sending a form around the ship which he wants crewmembers to sign who were nowhere near the place of the accident. It is just another company scheme to try to protect itself and not worry about the man's future.

#### Hurt While Securing

About two months ago I was on a ship where a brother member and myself were eating chow together. The steward came and told us to make sure everything was secured as we were changing course to get out of a storm we were in. About ten minutes after the steward spoke to us things were starting to fly. The other man was the passenger lounge steward and he headed topside when he heard the banging around up there. When in the act of securing as best he could, he met with an accident, resulting in his being put off the ship in a foreign port. The company claimed that he didn't belong there at the time. New rules all the time.

For these and other reasons it would be well to have the accident forms aboard. That way we can make out our own report on the ship and the Union can receive and file it in order to have it handy. When a man lays in a hospital for three or four months, or a witness is long shipped out on another vessel with no way of getting to him for months, the company can really get off easy.

Tommy Thompson

### Asks Questions On FWT Job

To the Editor:  
On January 24 I received three Seafarers booklets on questions and answers for Firemen, Oilers and Watertenders' examinations. I wish to thank you for your kindness.

I am studying the three booklets every chance I get and I have just about learned the fireman's job, but, I really don't know where to look for the valves and other necessary equipment with no pictures to guide me. Therefore, I wonder if the Fireman's Union could send me a book on boilers and the inside of a boiler room so that I can study from it in order to help me.

#### Head for Charleston

I have a letter from Washington, DC, giving Charleston, SC, the authorization to issue me my specially validated merchant marine documents, therefore, the port of Charleston will be my first stop. I plan on working in Charleston on the docks until I can get my sea-going

### gear ready and catch a ship from that port, if possible.

Oh, yes, I really enjoy reading the SEAFARERS LOG. It also keeps me posted on all the fun and shipping I am missing out on.

G. A. Dana

(Ed. note: If you address your questions and requests to the Marine Firemen, Oilers and Watertenders' Union, 150 Broadway, San Francisco, Cal., they may be able to fill your needs.)

### In Europe, Asks To Read LOG

To the Editor:  
Would you please be so kind as to put me on the mailing list of the LOG. I am kind of stuck over here in Europe, but I hope that I will get back to the States in the near future.

I have been on a couple of tankers that were shuttling out here in France. The last one laid up over in Genoa, Italy, and although I am a resident alien, I am having difficulties with the consul about my return to the US.

I have been in contact with the Welfare Department and I hope that with its help I will be able to get my problem ironed out. I hope to have a LOG over here soon as it is quite some time since I have seen one.

P. A. Petterson

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

### Good Gang On Board Vessel

To the Editor:  
There was smooth sailing in all departments aboard the Monarch of the Seas (Waterman) with no beefs. We have a good gang here on the ship. All hands are happy and what a pleasure it is to bring in a ship clean and beefless. This is our third trip. We took her from the repair yard with a whole new crew. It took a couple of trips to square her away, but she is okay now.

Charles E. Spencer

for SIU MEMBERS!



EVERYTHING YOU NEED IN SEA GEAR AND SHORE WEAR FROM A TOOTHBRUSH TO A SOUTHWESTER. ALL AT SPECIAL SEA CHEST PRICES

**your SEA CHEST**

SHORE WEAR & SEA GEAR  
SEA GEAR & SHORE WEAR

at SIU HEADQUARTERS  
675-4th AVE • BROOKLYN

# LETTERS

### Seamen Stick To Sea, He Says

To the Editor:

I think an article in the New York Times a few days ago about the uncertain future of seamen regarding their unemployment is misleading. It relates to a statement by the Seaman's Church Institute that many seamen were looking for more stable jobs ashore due to the slowing up of shipping. To me that's a laugh.

I classify a seaman as one who has made the sea his livelihood for several years steady. You just can't take away the sea life from a bona fide seaman and put him ashore to work, even though you pay him twice the salary. I can understand radio operators changing to aircraft or television but not an AB, oiler or messman. The medical clinic of the Institute also says that it helped soothe more feet during 1953 than ever before, a "phenomenon" it ascribes to the endless rounds by seamen to shipping offices and union halls in the quest for berths.

Jellette

I can understand the sore feet obtained going to shipping offices, but not for the men who were union members. A man who is a union member, even when shipping is bad, does not have to beg anyone for help in getting a job. If a seaman is there when his turn comes that job is his, and should he be hard against it, his union will come to the rescue.

#### Non-Union Men

If the truth were known, the biggest part of the Institute's clients for assistance would be the floaters, men who, though calling themselves seamen and occasionally shipping out, are not members of a union, either through never having sailed a union ship, misfits in the industry, or men just starting out blind and learning the hard way.

Any man, myself included, who is a legitimate seaman, is not alarmed by such articles as this one. Just like any other profession, there are good times and bad, and it is up to the individual to make provisions for such emergency. No, I'm not worried. I own a book, in the SIU.

John Jellette

### Thanks Union For Aiding Him

To the Editors:

I would like to take this opportunity to thank the officials and my friends who have been so kind to me since I have been here in the Manhattan Beach USPHS hospital.

I feel the only way I can thank them is through the LOG. I also would like to thank Dr. Wilson and his staff for what they have done for me.

I hope to be out soon and right back to the good old SIU just like always.

P. J. McCann

### Army Still Army, Even In Arkansas

To the Editor:

I'm now stationed at Camp Chaffee, Ark., and am going to the Field Wire School to learn something about communications and laying wire. They don't hound us so much as they did in Fort Dix, but the Army is the Army and can't compare to sailing an SIU ship.

I sure miss the good old Waterman scows and the Robin Line

barges, but I'm hoping to be back on one in 21 months or if I'm lucky a little sooner. I'd appreciate it if you would have the LOG sent to me here in Chaffee for the next seven weeks. I'd also like to know of any brothers who are stationed here. I'd like to trade sea stories with them. Regards to all the brothers.

Pvt. Henry J. Kowalski

(Ed. note: Your change of address has been noted and you will receive the LOG every two weeks, as published.)

### Former Seaman Is Doing Fine

To the Editor:

I am writing you a few lines to let you know that I am getting along very well and am glad to hear that the Union is progressing very rapidly, especially the Welfare Department and the Sea Chest.

#### Sailed Steward

I used to sail in the steward department as MM or BR. The last ship I was on was the Michael, in March, 1951. I have always enjoyed the LOG and have had it sent here for over one year, but have not received the last two issues. I live in Kings Park, not Kings Point. They're both in Long Island, but maybe the LOG is going there, as one of those I received was addressed in that manner.

Remember me to all the old-timers in the hall, especially Pete Larsen, Red Campbell and Baby Miller and the others who remember me. I will close wishing the Union all the best of luck in their beefs.

Martin Blum

(Ed. note: The correction in your mailing address has been made. You will continue to receive the LOG every two weeks, as published.)

### Thanks Men For Giving Him Aid

To the Editor:

I want to thank my former shipmates on the Del Norte (Mississippi) for their kindness to me recently when I became ill and had to get off the ship at St. Thomas to be flown back to the USPHS Hospital at New Orleans for treatment.

The guys got together and raised \$50 in a tarpaulin muster to give me a hand in my difficulties. The donation was unsolicited and I've always believed a man should pay his own way, but I might add this help certainly came in handy in this instance.

The Del Norte crew is a great bunch to sail with and I wish them all the luck in the world.

I'm getting along fine and hope to be ready for duty again soon.

Thomas B. "Tommy" Farr.

### In Hospital, Wants Back LOG

To the Editor:

I would like to receive the SEAFARERS LOG. Please put my name on your mailing list. I have the April 2 issue and I would like very much to have the next issue as well. I will be at this hospital for at least two or three months. I will notify the LOG when to discontinue mailing it to me at this address.

James H. Harker

(Ed. note: Your address has been added to the mailing list. You will also receive the issue of April 18 as you requested.)

### In Japan Again After Two Years

To the Editor:

Now that I find myself in Japan again after some two years of trying to come back here, let me say before I go on that I never could find a better time of the year to come and see the natural beauty of this land. I believe that the rest of the boys will tell you the same thing.

Coming here we had a very smooth trip. In fact, everything here has been going smoothly so far. The cooking here is tops and it is no guess since Peter Loleas is the steward and Peter Gonzales is the chief cook. These two Petes can understand each other in cooking language so well that in contrast to every other ship the steward department here on the Wacosta can claim one of the best records in sea-going cooking for not receiving a single complaint. I think this is about the only ship where I have ever eaten three good meals a day. Since I'm a hard customer to please who usually doesn't eat more than two meals a day, that means something.



Ramirez

Since we just came in and most of the adventure hunters haven't gone ashore yet, there is not much to write about, but in a couple of days you will be hearing from me again. The only event worth mentioning here so far is that after somebody mentioned "Mother's Day," a lot of us have been busy sending telegrams.

It is said that Japan produces some of the most beautiful flowers in the world. Some of the boys insist that they are going to wire some flowers home by sending them through the mail, but wiser heads insisted the stunt couldn't be done. By the time they arrive it would be time for "Father's Day" and we'd be ready for another bunch of flowers.

I'd like to advise some of the sons and daughters of many of our brothers that sending flowers to us is not very practical when we are overseas. The truth is that most of the time we are not in the right place to receive them. It think it is possible for some of these children, in order to show their affection, to talk some florist into coming out with novel idea of developing and creating miniature artificial flowers. These could be placed with radio officers aboard ships and, after getting a telegram or message, the officer could carry it out by presenting the man the token gift from his family, instead of the cumbersome methods now employed.

We have a couple of artists on board including B. Suall who once won a second prize in our Art Contest. Unfortunately, Suall did not bring his drawing equipment with him.

I am wishing a happy "Father's Day" to all the members in our Union who are fathers and all my friends who are fathers at home and abroad. I close now, expecting to write you again in another day or two.

Luis Ramirez

### Keep Those Letters Coming

With Congress now in session, Seafarers are urged to keep on writing their Senators and Representatives in favor of retaining the US Public Health Service hospitals. The flow of mail has been heavy up to now, but from now on in is the time that it really counts.

# To California Gold Fields—100 Days By Clipper Ship

Six months and 15 days by ship from New York to San Francisco and return seems an impossibly long time in this day and age, but in the days of the clipper ships it was very fast going. One hundred days, fifteen in port and eighty home was the average time consumed by the clippers in the early 1850's.

The clipper era of shipbuilding dawned in the middle 1830's with the great China trade. Shippers sought speedier ships for their cargoes, for time at sea was money out of their pockets. The race was on then for ships of greyhound speed.

About 1849 in New York City all the East River shoreline, from Wall Street to Eleventh Street was infected by a fever of shipbuilding. Posters announcing sailings covered every dead wall and the running time of the most newly arrived clipper was a popular topic of conversation.

The posters were usually in vivid colors announcing the time of departure of the clipper ship with its fastest running time to San Francisco and back prominently displayed.

### Gold Rush Impetus

Great impetus was given to the building of clipper ships by the Gold Rush of 1849 and it was responsible for the launching of 160 clippers within the space of four years. It is said that during the year before the discovery of the first nugget in California, only two ships from Atlantic ports had visited San Francisco Bay. In the year and a half that followed, more than 700 vessels sailed into that magnificent harbor bringing 100,000 persons.

The sudden influx of such a number of persons created a demand for food, clothing and working tools far beyond the dreams of present suppliers, which meant the prices of such things rose sky-high and made transportation in most cases a fabulously profitable business. It was not unusual for a clipper to pay for herself on a single round-trip voyage and many times with considerable profit besides.

Many fortunes were made by suppliers who did not have to go

to the trouble of seeking the more glamorous gold. Shoes at one time sold for \$75 a pair, which gives an idea as to costs.

In hundreds of cases, such was the effect of the craze for gold on the minds of its seekers that vessels on arriving at San Francisco were run aground and abandoned



by their passengers and crews. There were 500 deserted ships in the harbor by July of 1850, according to the Encyclopedia Britannica.

Of the 80,000 men reaching the West Coast in 1849, it is estimated that 40,000 came by sea. Hordes of gold seekers, instead of going

by ship around the Horn, took the route across the Isthmus of Panama from Chagres to Panama, by boat and mules, if fortunate enough to be able to hire or buy one of the animals. Those who got through endured terrible hardships on the way, especially those who covered the distance on foot, carrying all their goods on their backs.

Although the clipper ship was ideally suited for swift ocean passage of passengers and cargo, it had its faults. She could tear through the sea at furious speed, but her skipper, crowding her masts with every possible stitch of canvas in the hope of breaking a record, sometimes saw those masts pulled up by the roots, or sails and spars ripped bodily from the rigging and borne away to leeward.

Passengers on a clipper experienced about as much enjoyment as a crew of fresh inland gobs on a torpedo boat or destroyer. They were huddled in the cabin during most of the three or four-month voyage, for the ship's decks were almost constantly swept by waves.

### End Of An Era

By 1863, the decline of the clipper ship set in, not only because of the war, but because of the improvement made in steamers and other economic factors. But for years, the clipper ship had monopolized foreign trade and had scarcely felt the competition of steam craft.

Fulton's "Clermont" had made her maiden voyage in 1807, twenty years before the dawn of the great clipper era of the middle 1830's. Yet in 20 years the coaler was still no match for the full-rigger.

The clipper could pack all her space below decks with merchandise carried at high freight rates. A steamer, on the contrary, had to load so much coal to drive her ineffective engines that she had little room left for either passengers or cargo. She couldn't pay her way.

However, the steamer was to be the thing. Ugly, slow and costly, she finally made it. Experiments with boilers and engines, paddle wheels and screw propellers helped her overtake the vaunted clippers.

### Five-Knot Speeds

In 1840, the best of the steamers were capable of making a hazardous five knots per hour, to be upped to ten knots ten years later. With sails and the aid of friendly gales, a healthy 15 knots could sometimes be attained.

Iron began to replace wood in hulls in the 1850's, thus permitting the construction of vessels of larger tonnage. But long voyages around the Horn were for the clipper ship because of cost and lack of sufficient coaling stations.

The early clipper was usually from 350 to 500 tons and up until the 1840's there was hardly one that reached 1,000 tons displacement. The heavy gold fields traffic made the demand for larger clipper ships. The "Flying Cloud," built in 1851, was a ship of 2,783 tons.

Hardly a ship was built that measured more than 200 feet in length. A larger ship was not rigid enough to be safe.

Two types of clippers were at

SMALLEST & SHARPEST CLIPPER LOADING.

## Coleman's California Line FOR SAN FRANCISCO



The A 1 Extreme Clipper Ship

# SYREN

GREEN, Commander, is now rapidly Loading at PIER 11, E. R.

This beautiful little Clipper has made some of the fastest passages on record. From SAN FRANCISCO to BOSTON, in 100 DAYS. From NEW-YORK to SAN FRANCISCO, in 120 DAYS. From CALCUTTA to BOSTON, in 96 DAYS.

Always delivering her cargoes IN PERFECT ORDER. Shippers will find this the MOST DESIRABLE VESSEL FOR LOADING. For balance of Freight, apply to

WM. T. COLEMAN & CO., 161 Pearl Street, Agents at San Francisco. Messrs. W. T. COLEMAN & CO. Near Wall.

that time being built, the "extreme clippers" and the "medium clippers."

The "extreme clipper" was built on racing lines, sharp of bow, narrow of beam, carrying a prodigious stretch of sail. Par for the course for them was 100 days.

The "medium clipper" was built on more generous lines, could carry more cargo and accommodate more passengers. She usually loafed into San Francisco after a voyage of 120 days from New York.

Since newspapers at the time frowned on breaking up their news columns with advertising, posters and ship cards were everywhere to be found advertising the running time and the accommodations for cargoes and passengers of the various clippers. Posters cried the departure time of each clipper during the days of discovery of gold in California. Those with the gold fever eagerly sought out the fastest ship for their trip around the Horn to the gold fields.

### Competition Keen

Shipping companies vied with one another for the record run to San Francisco. Ship captains eagerly sought the prizes awarded by the shipping company to captain and crew for a record run and crowded on every ounce of sail possible, often with disastrous results.

Despite the shipping companies extravagant claims, only two clipper ships made the voyage to California in less than 100 days. They were the "Seminole," built by Maxson & Fish of Mystic, Conn., and the "Glory of the Seas," built by the famed clipper ship designer Donald McKay.

The modern ships of the air commonly make the trip from Boston to San Francisco in 14 hours and 15 minutes elapsed time, and including stops. However, the modern-day air traveler fails to know the thrill on the completion of a record-breaking trip around

the Horn and back, as in the days of the clippers.

### Crowds Awaited Ship

The arrival of the ship was generally greeted by a cheering crowd as it docked. Its record and list of cargo was prominently posted and was the main topic of conversation at the port for days after its arrival. Tradesmen as well as the ladies eagerly sought the cargoes on board the newly-arrived ships. The women felt that the clipper ship had at last helped them keep up with their fashion conscious neighbors of London and Paris.

However fast modern sea travel may be, the romance of clipper ship days is gone forever although they will long be remembered as a part of this country's seafaring history.

## LOG Welcomes Stories, Pics

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

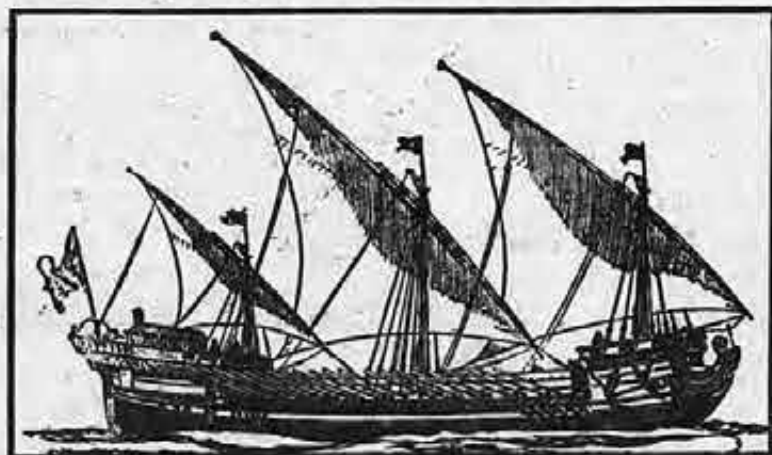
If you run across anything of interest on your voyages, or just want to let your friends know how you're getting along, drop a few lines to the LOG. Don't worry too much about literary style. We'll patch it up if it needs patching. And of course, photos illustrating the incidents you describe make them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

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

## SHIPS OF THE PAST

### "The Galleass"

Larger and stronger than the common galley, though not as speedy, the Galleass had been considerably developed by the end of the 15th century and played an important role in many great naval combats. It proved to be a deciding factor in the battle of Lepanto (1571), resulting in the victory of the western nations in their struggle to end the menace of Turkish domination in Europe. Ships of this type carried 20 or more oars on a



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

side, plus sail, and had large platforms or decks forward and aft upon which stood part of its broadside artillery. A solid deck covered the waist above the rowers and provided a large open space for handling the sails and for keeping additional guns. A galleass of 600 tons and having 20 oars on a side is said to have required five men at each oar. Thus, these ships carried a large number of men, without even counting the soldiers and gunners.

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

**ROBIN TUXFORD** (Seas Shipping), April 15—Chairman, O. C. Bourne; Secretary, Walter Marcus. Stephan Emerson was elected ship's delegate by acclamation. Letter will be sent to headquarters about the poor quality of some of the merchandise of the Baltimore Sea Chest. \$33.75 was turned over to the ship's delegate by the steward department from the ship's fund. Part of this money was donated by the chief electrician from money made for showing movie. Chief engineer will be contacted by the membership about putting the washing machine in good working condition; it needs new gear. Ice box should be fixed. There is not much cooperation by the engineer on this ship.

**ROBIN WENTLEY** (Seas Shipping), April 25—Chairman, R. Smith; Secretary, W. J. Walsh. The remaining \$40 in the ship's fund were spent on new records. The SIU library has been stolen. Crew-

members will write to headquarters requesting them to place on board all SIU-manned vessels, accident reports similar to the ones used by the steamship companies. This will enable crews to furnish our portside officials with first-hand information about accidents and hospitalization of members in foreign ports. Repair list will be submitted at the beginning of the voyage to insure added comforts to those making the voyage. Foc'sles of all members of the unlicensed personnel will be painted, as this was not done in the past year. New washing machine will be installed. Steak will be served twice a week. Chief electrician stated that a washing machine has been placed on board for parts in case of a breakdown of the old machine. When deck cargo is carried, a catwalk will be placed in use before the scow makes her departure from the last port. Use of straight ladders will be discontinued while the vessel is loading or discharging

## 'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes." No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

cargo. This is a safety measure, but no action is taken by the safety committee on this matter, and it will be brought to the attention of the Union.

**ALCOA ROAMER** (Alcoa), March 24—Chairman, L. B. Moore; Secretary, A. E. McKinstry. Two men missed ship at Mobile and were reported to the dispatcher. Frank Reid was elected ship's delegate by acclamation. Linen will be issued in the same manner and time as the past. Retiring delegates got a warm vote of thanks for services rendered. Attention was called to careless dropping of water glasses in the sink; messman was seriously injured due to this negligence last trip.

April 25—Chairman, Mike Manning; Secretary, Willard Edwards. Copy of the repair list has been turned over to the chief engineer and to the chief mate. Names of crewmembers who missed ship will be turned over to the boarding patrolman for action. Linen changing day was switched from Friday to Wednesday.

**SEAMAR** (Calmar), April 25—Chairman, W. Sibley; Secretary, T. Brennan. Discussion was held on mattresses and the four messman in one foc'sle. Bosun, who was hurt, thanked the men who helped to make him comfortable.

**ALCOA POINTER** (Alcoa), April 18—Chairman, Edwin A. Rihn; Secretary, Max Simon. Fan in the galley has been repaired and the drain in the washing machine room has been cleared, as requested. Everything is running smoothly in all three departments. Vote of thanks went to the steward department, especially the cooks, for the splendid food and service we have been getting. There was a big change over the previous trip. Ship's delegate and the patrolman will speak to the post steward to see about getting some cake flour aboard ship and more variety in stores and meat. Milk supply should be checked so that there is no shortage while on coastwise run.

**STEEL FLYER** (Isthmian), March 21—Chairman, Charles H. Bush; Secretary, Charles W. Hippling. Ship's delegate was reelected. Steward would like to have linen returned on linen day. Crewmembers will please refrain from putting their feet on messhall chairs.

April 18—Chairman, C. Bush; Secretary, Cecil Thomas. Washing machine wringer should be replaced. Vote of thanks went to the baker. Passageways should be painted and washing machine repaired. Gear locker was requested for the deck hands as well as chairs for all foc'sles, a table in the messman's room.

**ELIZABETH** (Bull), April 25—Chairman, C. Oliver; Secretary, C. Gladhill. Dan Sida was elected ship's delegate. Milk beef will be referred to the Union.

**SEATRAN GEORGIA** (Seatrain), April 25—Chairman, Santos Garcia; Secretary, Tom Bowers. Motion was passed to put new garbage cans on the stern of the ship. One of the men told the chief cook that he had lost 21 pounds since he came on this ship on account of the cooking. The chief cook told him that if he did not like the ship he could get off. Then the chief cook told the ship that he had cussed the man out. Several men agreed that the chief cook can't cook. Suggestion was made that everybody get back on time on sailing day. Engine delegate resigned.

**SEATRAN TEXAS** (Seatrain), April 24—Chairman, J. A. Allen; Secretary,

turned in to the patrolman at the pay-off. Night cook and baker missed ship at Yokohama. Stores should be checked to see if there are enough condiments to last the voyage. We are out of peanut butter, mustard, tea bags, mayonnaise. There is no variety of dry cereals, no hot sauce. Slops will be checked. Clothing sub-standard and there is not enough of a range of sizes. We are running out of some brands of cigarettes. Men leaving the ship should turn keys over to the delegate. If the ship ties up the \$5 in the ship's fund will be turned over to the March of Dimes.

**AZALEA CITY** (Waterman), April 10—Chairman, A. Hodde; Secretary, G. G. Glennon. Ship's delegate will see the first assistant about the crew's showers and drinking water.

**BIENVILLE** (Waterman), April 18—Chairman, O. L. Ames; Secretary, Oscar Payne. R. Conner was elected ship's delegate by acclamation. There were complaints about the bag being left in the coffee urn. New repair list will be made up; members will turn all needed repairs over to their department delegates. All hands were asked to return coffee cups to the pantry. Messhall will be painted. Messman was asked to use side dishes.

**SEATRAN SAVANNAH** (Seatrain), April 22—Chairman, John Monteverde; Secretary, J. M. Murphy. OT due the crew will be settled by boarding patrolman. Repair lists were made up. Ship's delegate bought a gift for the chief steward, who has just become a father; there is a balance of \$29.16 in the ship's fund. Ship's delegate will contact the boarding patrolman about screens for the galley and messhall, which were promised some time ago. All brothers were asked to cooperate in keeping quiet in the passageways while the watch is sleeping. Steward department is still doing a fine job on board. All cups should be placed in the sink after use, not left on deck.

**EVELYN** (Bull), March 27—Chairman, Ned Remley; Secretary, W. Wesley Ely. There is \$193.17 in the ship's fund. Engine department is one man short; a replacement may be procured in Port Sulphur. Curtains will be provided for the messroom ports. TV set will be bought and used by crew and officers alike, and will be left as ship's property. Ship's delegate will buy the set.

April 11—Chairman, Ray Wright; Secretary, W. H. Lafoon. \$3 is left in the ship's fund after the purchase of a TV set. One man deliberately left the ship 10 minutes before sailing and will be reported to the patrolman on arrival in Baltimore. Everything else is running smoothly. Performers will be reported to the patrolman. One man has been logged two days for one under coastwise articles. Ship's delegate will check with the patrolman about this.

April 29—Chairman, Edwin Parker; Secretary, W. Wesley Ely. There is a \$3 balance in the ship's fund.

**DEL ALBA** (Mississippi), April 28—Chairman, A. Ramsey; Secretary, Al Whitmer. C. Murree was elected ship's delegate by acclamation. Steward asked the crew to change all linen and turn it



in so that it arrives back in time before the ship sails. No action will be taken on fumigation without proper authorization from the hall. Steward reported that five gallons of powerful bug killer is coming aboard in New Orleans. Ship's delegate will call the hall on arrival and check on this. Repair list will be made up and turned in tomorrow so repairs can be done before sailing time. Men were asked to cooperate, keep the washing machine clean and not leave it running.

**ALEXANDRA** (Carras), April 4—Chairman, Joseph Swafford; Secretary, Charles Gann. Captain asked that no one be in galley but steward department members. Notice was posted on care of the recreation room. Ship will pay off every two trips while coastwise; crew can draw on overtime up to approximately \$5. List of wind scoops and cots will be made up and washing machine will be fixed. Repair and replacement list will be made out; some needed equipment is scarce. Hall will be contacted if this cannot be taken care of. Company doesn't intend to buy anything in Salem.

April 12—Chairman, Robert Cole; Secretary, Charles Gann. Steward was ordered by the captain to tell the chief cook that his food is too greasy, and in the future he has to do better as the officers are dissatisfied. Chief cook asked the crew how they liked the food. Entire steward department was given a rising vote of thanks for the good food being served. This was unanimous. Shortages in equipment and stores were discussed. Galveston hall will be informed that the crew is backing the steward department. Steward, chief cook and ship's delegate will check requisitioned supplies. Hall will be wired to have a patrolman come aboard and settle beefs on getting cots, mattresses, pillows; when the washing machine will be fixed; OT beefs; room and meal allowance and better mail service by the company. Ship's fund will be started by donations, to cover cost of wires and miscellaneous expenses.

April 28—Chairman, Louis W. Cartwright; Secretary, not listed. Mattresses, cots, pillows, etc. covered by New York patrolman. Letter will be written to headquarters on steward department beef. Soap is not good for hard water. Beef were reported on one member; who will be given another chance to have his job switched. Discussion was held on eliminating such items as juice,

meat from steward's stores, also work and cleaning gear.

**STRATHBAY** (Strathcaine), March 14—Chairman, James Lee; Secretary, C. Bedwell. G. A. Masterson was elected ship's delegate by acclamation. He will contact the chief engineer and get all repairs in order, such as flush valves needed in heads, shower adjustments, scuppers cleaned, hotter water for the washing machine. Motion was passed to have the steward type up a weekly work list schedule for cleaning the recreation room, and post this on the bulletin board. Mate should check all fire hydrants and dogs on doors. William McCarthy was elected deck delegate by acclamation. Department delegates will turn in OT sheets to heads of departments not later than Monday morning each week. Each watch should return all coffee cups from the bridge after watch. Drinking glasses should not be placed in the sink as they break easily and may cause injury. Ship's delegate should get a slopchest price typed up and placed in the recreation room. Brother Masterson has the working agreement clarification, and those in doubt on any matter can contact him. Washing machine is out of order; we will try to repair it by Wednesday. All hands, please keep wrenches and tools away. If any repairs are needed, call the first assistant engineer or the deck engineer. Vote of thanks went to the steward department and the cooks



for the good service and well prepared foods served and the variety. This vessel was in Baltimore on idle status for a month or so and came out in freezing weather, so there are several broken lines on deck and in the crew toilet; we will have all repaired by the next meeting.

April 25—Chairman, G. A. Masterson; Secretary, G. Bedwell. All repairs referred to at the last meeting were taken care of, including fire hydrants and dogs on doors and portholes checked, lines put in good shape, all passageways have been painted, as well as heads and all washrooms and showers. Very few repairs are left and they will be taken care of at the port of pay-off, which the master said would be Baltimore. We will sign articles there and return to Yugoslavia. Repair list was made up and submitted to the ship's delegate. One man was logged in Yugoslavia; boarding patrolman in the port of pay-off will contact the captain about this. Sea Chest will be contacted about having a new library aboard before sailing time. Members were requested to return all coffee cups to the messhall, and not to put dirty drinking glasses in the sink. The master of the vessel asked the ship's delegate to ask all hands to remain aboard for another voyage. There was a discussion on the repair list. As it was small, all departments agreed to put items on one repair list. Messroom will be painted out Monday night and the engine department deck will be painted green.

**ALCOA CORSAIR** (Alcoa), March 28—Chairman, James R. Prestwood; Secretary, Joseph Castanaleo. New washing machine was placed on board. Hand rails are needed for coal tipple gangway. Fire and boat drill in New Orleans must be attended by all. Everyone is to clean up the messhall after each movie; supper movie will start at 4:15 PM.

April 18—Chairman, Major T. Costello; Secretary, James M. Nelson. Discussion was held on making a donation for the brother who was injured on the ship; it was asked why a donation should be made for him and not the other two men who were also injured. Donation was already taken up, so a motion was passed that anyone who wishes to may withdraw his donation. Brother Prestwood was elected new ship's delegate by acclamation. Surplus linen should be returned from all foc'sles for laundering. Financial secretary asked all men to make donations at the pay-off for movies.

**STEEL ROVER** (Isthmian), May 2—Chairman, W. B. Andrews; Secretary, T. V. Lisse. A down payment of \$35 was made on a TV set, leaving the ship's fund with a balance of \$11.24. Members are

(Continued on page 25)

## Pick Up 'Shot' Card At Payoff

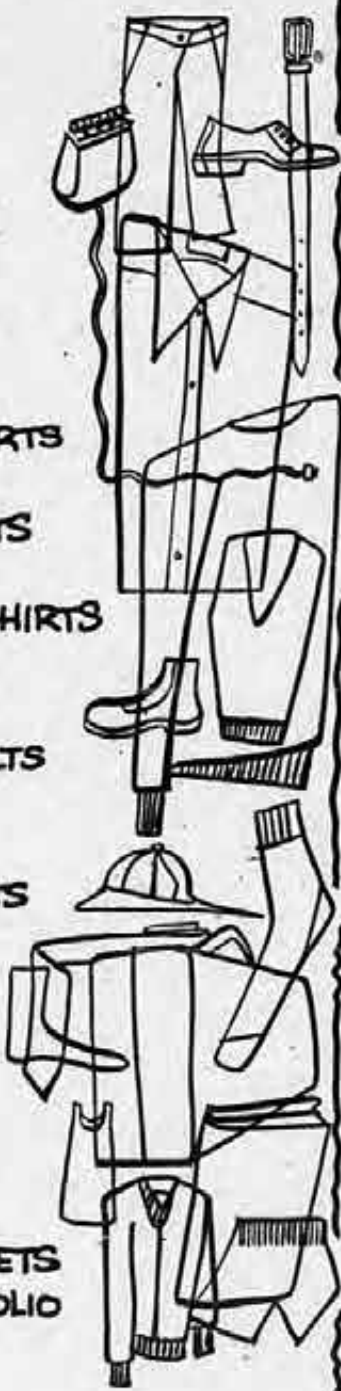
Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

## What do you need?

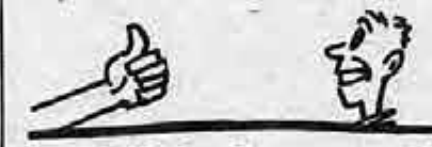
- SUITS
- SPORT COATS
- SLACKS
- TOPCOATS
- DRESS SHOES
- WORK SHOES
- DUNGAREES
- KHAKI PANTS
- KHAKI SHIRTS
- BLUE WORK SHIRTS
- FRISKO JEENS
- HICKORY SHIRTS
- C.P.O. SHIRTS
- WHITE DRESS SHIRTS
- SPORT SHIRTS
- DRESS BELTS
- KHAKI WEB BELTS
- TIES
- SWEAT SHIRTS
- ATHLETIC SHIRTS
- T-SHIRTS
- SHORTS
- BRIEFS
- SWEATERS
- LUGGAGE
- WORK SOCKS
- DRESS SOCKS
- LEATHER JACKETS
- WRITING PORTFOLIO
- SOU'WESTERS
- RAIN GEAR



• ALL YOUR NEEDS CAN BE FILLED FROM YOUR **Sea Chest** - FROM A SOU'WESTER TO AN ELECTRIC RAZOR. WHATEVER YOU BUY FROM THE SEA CHEST, YOU CAN BE SURE YOU'RE GETTING TOP QUALITY GEAR AT SUBSTANTIAL SAVINGS.

**The Sea Chest**

• UNION-OWNED AND UNION-OPERATED... FOR THE BENEFIT OF THE MEMBERSHIP.



Charles Goldstein, Treasurer reported \$75.27 in the ship's fund. Motion was passed to install a sink outside of the meat box as well as a draining board and a twin sink for the galley. Charles Cothran was elected ship's delegate by acclamation. Man in the 8-12 foc'sle in the engine room that lockers be shifted as they are too close to the door. It was suggested that the ship's delegate of the Seatrain New Jersey be contacted about finding out how the TV set works. Ship's delegate will ask the boarding patrolman if it is permissible to chip on deck during the day aft of the stack where the crew's quarters are, when out to sea.

**BADGER MARINER** (South Atlantic), April 4—Chairman, Henry Merkinheins; Secretary, Marvin L. White. Everything is running smoothly; captain commended that this is a good crew and he is well satisfied. Some disputed OT will be

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

(Continued from page 24)

not to tamper with the TV set; the set is guaranteed for one year, providing no one has tampered with it. Request was made to have the washing machines repaired; chief electrician to do this tomorrow. Vote of thanks went to the chief electrician, W. B. Andrews, and other members who helped him in installing and rigging TV antenna aloft on ship's king post. A permanent and neat job was done to satisfy the captain and company so no beefs would arise over the TV installation. Discussion was held on the best way to pay off the TV set. Ship's delegate saw one of the patrolman and was told that the clarification of the agreement will be published in the LOG in the near future.

**ARLYN (Bull), March 14—Chairman, J. Merkel; Secretary, D. Piccerelli.** All crewmembers were asked to check their fire and boat drill stations and make sure they have their right stations. Crew was requested not to touch the watches' coffee until they have finished. John Gistick was elected ship's delegate. 12x4 watch asked the crew for a little more quiet while they are sleeping. Ship's delegate warned all crewmembers not to miss the ship, or they will be turned over to the patrolman. Suggestion to give odd change to the ship's fund at the



payoff was accepted. Vote of thanks went to the steward department for the very good chow that is being put out.

**April 11—Chairman, Mike Toner; Secretary, Joe Merkel.** Ship's delegate reported on the hot plate he will buy from the ship's fund in the next port. There is \$18.35 in the ship's fund after the price of phone calls to the hall was deducted. Steward reported on the new Sea Chest aboard and asked the crew for cooperation in paying slopchest bills before payoff time, if possible. Steward will open the slopchest anytime anyone in the crew needs something. There was a discussion on selling slopchest goods to longshoremen.

**April 21—Chairman, H. Terati; Secretary, Leo Carreon.** One man was hospitalized in Puerto Rico. One man missed ship. Coffee cups should be put in the sink after use. Vote of thanks was given to Stanley Faunteroy for doing a very good job in the crew mess; whatever good job is done in the department is due to the steward, for his good supervision. Ringer in the washing machine needs repairing. Crewmembers are to be properly dressed in the messhall. Washing machine should be cleaned after use; the machine must not be abused. Ship's delegate suggested to the bosun that the crew messhall deck be painted as well as deck department foci'sles.

**GATEWAY CITY (Waterman), no date—Chairman, Ed Nooncy; Secretary, Jerry Cunningham.** There is \$15 in the ship's fund. Repair list was read and accepted. Motion was passed to keep the ship's fund available for emergencies when the new crew takes over. All men who have not donated \$50 toward this fund should do so. Motion was passed to switch deck maintenance room and hospital room. Water tanks will be cleaned and piping leading aft renewed before the next voyage. Patrolman will be told of the men who missed ship in Kobe and gangway watches in Yokohama, Sasebo and Honolulu, Puerto Rico and Merta. The ship sailed short to San Francisco. Vote of thanks went to the steward department and especially the cooks, for the fine chow.

**WACOSTA (Waterman), April 25—Chairman, Luis A. Ramirez; Secretary, Gus Lueht.** Everything is going smoothly; deck department was complimented by the first mate. Thanks went from the crew to the steward department for good food and service. There was discussion on the heat in foci'sles. Portholes back

aft in crew's quarters are leaking and should be looked after. Cots should be taken in, not left out on deck in any kind of weather. Cooperation is expected in keeping lavatories clean amidship. Slopchest lists and bulletin notices are not to be written on. Missing keys for foci'sles will be requested by the ship's delegate from the first mate.

**KATHRYN (Bull), April 26—Chairman, Antonio Gonzalez; Secretary, Paul A. Emerson.** First assistant has no explanation for the bad water beef. One man was left behind in Ponce. Motion was passed to get a new washing machine. The food situation was discussed and settled satisfactorily.

**PENNMAR (Calmar), May 2—Chairman, Sam. P. Drury; Secretary, Julian Dedicatolia.** Richard Law was elected ship's delegate unanimously. Motion was passed to have all rooms and messrooms insulated, and all portholes furnished with wind scoops and screens. Protest will be made for the four men in one room in the steward department. Extra toaster is needed for men going on watch and men going off watch, and others who like toast.

**DOROTHY (Bull), April 11—Chairman, Edward Johnson; Secretary, John Sweeney.** Edward Johnson was elected ship's delegate by acclamation. Heads are to be left in cleaner condition.

**SEATIGER (Colonial), April 18—Chairman, E. L. Thompson; Secretary, Story Slick.** Everything is OK; there are no beefs. One SUP man was picked up in UK. There was a discussion on the money drawn at Buenos Aires. Care should be taken of the washing machine. Hands should be washed before slicing bread for night lunch. Men missing watches should be reported to the patrolman when paying off.

**SANTORE (Ore), May 1—Chairman, Vance A. Reid; Secretary, Frank O'Morian.** There are no cois yet and the crew is getting mad and getting out of hand. There have not been any cois since December 14, 1953. Committee was appointed to see the patrolman about getting one cot per man for the crew. There is too much noise, and men were told to be quiet.

**TOPA TOPA (Waterman), May 3—Chairman, Tom Connell; Secretary, Sam**



**Carlisle.** Ed Rogg was elected ship's delegate; Fred Anderegg, deck delegate. Messman will be given a chance to do better before reaching New York; if there is no improvement, action will be taken. Needle will be bought for the record player. Ringer repair will be done on the washing machine; pilot light will be fixed also, as well as toilet flushers.

**SEATRAN NEW YORK (Seatrains), April 29—Chairman, J. B. Christy; Secretary, E. J. Riviere.** A. Smith was elected ship's delegate by acclamation. Motion was passed to start a ship's fund with a voluntary donation of \$50 minimum per man. Peck was elected treasurer. Crew will donate a few dollars to repay the steward for getting the TV repaired. New TV speaker is needed. One man volunteered to pick this up. There was much discussion of the ship's fund. Steward asked the crew to return linen when getting clean laundry, so that all linen could be sent to the laundry.

**May 2—Chairman, Edward Abuaty; Secretary, J. Sweeney.** Steward's repair list was turned over to the mate. New mirror was requested for men's head and some new bed springs. One man is sick with fever; mate has put standby deck watch at the door. Motion was made to have drinking water pipes from the cooler in-

## File Repair Lists Early

In order to expedite the matter of ships' repairs lists, ships' delegates and departmental delegates on SIU ships are urged to turn in repair lists a week before a vessel arrives in port. In addition, headquarters recommends that delegates making up new repair lists turn these in to the proper department heads on the ship at least a week before the ship is due to reach port, so that the companies can take appropriate action when the ship arrives. Early filing of repair lists will facilitate the procurement of new items for the vessels and give sufficient notice when repairmen are needed to board the ship in port.

sulated, to insure cool water. Steward was asked why fresh and canned fruit can't be on the same menu and why some items on the requisition list were marked "short." Steward explained that the captain ordered only fresh fruit, as per contract, be put on the menu but he is doing his best to cooperate and put both on. Patrolman will be told about clarifying OT clause section 20-C regarding OT for foreman on watch when loading and unloading apparatus is being dropped into hold; also when retroactive wages will be paid.

**BEAUREGARD (Waterman), April 24—Chairman, John Ward; Secretary, Fred Sprulli.** Shortage of coffee was explained. Repair list was accepted. Department repair lists will be turned over to the ship's delegate by department delegates. A different brand of coffee is preferred by crewmembers. After a discussion it was finally decided to let the steward decide whether or not to put out the good coffee now, without rationing. Foci'sles of men getting off should be cleaned out.

**SUZANNE (Bull), May 5—Chairman, Homer Rings; Secretary, Frank Boyne.** Keys to the messhall were a good investment, as unauthorized persons were kept out and groceries in. The entire crew is a pleasure to sail with, for they are sober, hard-working and dependable. Those who have not yet donated to the ship's fund will do so at their convenience. Chief mate has improved, due to the diplomacy of the deck department. Vote of thanks went to Homer Ringo for a job well done as ship's delegate. The crew backs him 100 percent.

**CAROLYN (Bull), April 25—Chairman, Cunningham; Secretary, M. S. Greenwald.** Discussion was held on passageway doors. Engine department foci'sles and head need painting badly, as well as steward department quarters. Motion was passed to turn keys over to the ship's delegate, making it compulsory for new members to donate 50 cents to the ship's fund. Discussion was held on whether to buy a

television set. Crew agreed to have milk at breakfast and supper, with cold drinks for lunch. Suggestion was made to contact sparks on the operation of the messhall radio. Suggestion to purchase a radio was vetoed. Milk will be purchased on arrival in Puerto Rico. Patrolman will be contacted on this. There should be more variety in the menus. Steward should check stores and tell the ship's delegate of any shortage. Night lunch should be improved. Steward promised to see to this. Milk should be bought in key ports of San Juan.

**BEATRICE (Bull), May 3—Chairman, Roger L. Hall; Secretary, Charles Shirley.** Nothing has been done about fixing the washing machine or getting a new one since the last trip. Al Wile was elected ship's delegate by acclamation. A vote of thanks was given to the steward department for the fine chow.

**MANKATO VICTORY (Victory Carriers), April 4—Chairman, Levy; Secretary, Bill Stark.** J. Woods was elected ship's delegate by acclamation. Steward posted a schedule for the cleaning of the recreation room and laundry; all crewmembers will cooperate in keeping these rooms clean. Deck department was cautioned about having one man standing too many gangway watches. Delegates were advised to turn draw sheets over to the captain. It was decided, after some discussion, to keep the recreation room locked in port; if topside wants to use it, it will be their responsibility to see that it is cleaned.

**May 1—Chairman, Bill Stark; Secretary, A. Scaturra.** All beefs should be turned over to department delegates for a clean payoff. Any repairs not done by the time the ship gets in will be turned over to the patrolman for settlement. All hands getting off will please strip bunks for new men. All books will be returned and a new library put aboard in Baltimore. Deck department members who remain should insist that the foci'sle be souaged and painted.

**CUBORE (Ore), April 17—Chairman, L. J. Brillhart; Secretary, D. Shumake.** Crew pantry has been in a mess for several days; since the meeting everyone has agreed to do his part to be a little cleaner. A new agitator will be ordered for the washing machine. There is a gripe about the meals; the cooks evidently cannot cook, and don't know what a balanced meal is. Nearly everything served is seconds—in other words, onelets, beef or lamb curry, chicken friasse, beef-kidney saute, minced ham on toast, creole frankfurters, welsh rarebit, chile con carne, etc. There is a lot more but even this isn't put out the way anyone calling himself a chef would serve it. Menus from the last two weeks have been served.

**MAE (Bull), April 25—Chairman, F. Hipp; Secretary, R. M. Hammond.** Ship's delegate ordered a TV booster and 12

elements for the antenna. There is a \$14.74 balance in the ship's fund. Arrival pool will be used to build the ship's fund. Request was made to pay off Sea Chest at draws, or it can be put on the captain's log book. TV will be repaired in Baltimore. Articles can be ordered through Sea Chest. Screens for rooms have been ordered. Request will be made for a two-gallon hot water urn. There will be two arrival pools next trip—one at each end. All hands were requested to cooperate with the ship's delegate.

**STEEL DIRECTOR (Isthmian), April 11—Chairman, V. V. Williamson; Secretary, D. Newsome.** Talk on the ice situation was straightened out. Fresh stores will be obtained in Hawaii; repair list will be made out. Souvenirs will be cleared in Hawaii if possible. Some money from the ship's fund was given to a man left in the Philippines. One man was picked up in Manila. Arrangements were made about an awning for back aft. Motion was passed to take \$10 from the ship's fund for magazines. There is a balance of \$35.55 in the ship's fund. Vote of thanks went to the member who did such a good job in handling the ship's fund.

**SEA CLOUD (Seatraders), April 25—Chairman, James Eichenberg; Secretary, Albert Precious.** Fowler was elected ship's delegate by acclamation. Headquarters will be contacted on inadequate seachest. Steward James Eichenberg and the steward department were commended on the good food and fine menus. Suggestion was made that each crewmember



take just one library book at a time, instead of leaving five or six in their lockers the whole trip. Only some of last trip's repair work was done. Attempt will be made to have the rest of the work done at sea, where possible. Ship's delegate will see the captain about a \$20 draw for each man in the port of Ceuta.

**STEEL ARCHITECT (Isthmian), April 24—Chairman, C. Bankston, Jr.; Secretary, J. Gorman.** Ship's delegate reported on the repairs that have and have not been done. Letter was written to the Union about Captain Sundberg's slopchest prices on cigarettes. Sleep is disturbed by noisy steam air compressor. Cooperation was requested in maintaining a clean messroom. Galley and messmen are to refrain from feeding unauthorized persons; unauthorized persons are to be kept out of crew's midship living quarters.

**DEL VIENTO (Mississippi), April 18—Chairman, Chabbourne Galt; Secretary, John R. Tilley.** Minor beef on heads will be put on the repair list, as well as two spare commodes on requisition. Shrimp and beer party in Paranagua cost \$28; balance in the ship's fund is \$57. All members should list and turn in necessary repairs now. Men should be more careful about splashing bulkheads when washing. Division of money for carrying more than six passengers will be clarified by patrolman in front of men involved, as well as routine duties of these men when more than six passengers are carried. A compliment and vote of thanks went to the steward, cooks and the rest of the department for fine food served. It was agreed to make up a \$2 arrival pool, with \$20 going into the ship's fund.

**ANTINOUS (Waterman), April 25—Chairman, G. W. Champlin; Secretary, Charles Achoy.** Ship's fund is pretty low because of paying for a converter which was damaged by a former member, and buying a new one. Suggestion was made that members make voluntary contributions at the payoff.

**WINTER HILL (Cities Service), May 1—Chairman, Jerse W. Malony; Secretary, August Souza, Jr.** Vote of thanks went to Mr. Cox from the crew for doing a very good job as ship's delegate; Mr. Cox will be leaving us on our return trip to Lake Charles. Jim Barbace was elected ship's delegate. Ship's delegate will see about roaches in crew's quarters. Crew was asked to try and help the messman by not leaving cups and butts on the table. All cups should be returned to the pantry. There is \$44.81 in the ship's fund.

## PERSONALS

Hugh S. Bean:  
Please call or write home. The baby and I need you. Eleanor.

Hyman Pitkofsky:  
Please write to Paul Oakley at 1305 East Fairbanks, Tacoma, Wash.

Wesley T. Christianson:  
Urgent that you contact Kathryn Christianson, 1700 Eutaw Place, Baltimore 17, Md.

Jerry Palmer:  
It is important that you contact Don D. Brown at 620 Avalon Blvd., Wilmington, Calif.

Paul Hellebrand:  
Please contact your wife in South Carolina.

## Puzzle Answer

PAPA GULF SHY  
ARAL ASEA LIE  
RARE SEACOAST  
ABRUPT KELP  
TRAP DADDY  
PRISONER FARE  
RAS SKEET SEA  
OTTO SPLASHER  
WEARS SELL  
NEAP ALASKA  
LOBSTERS VAIN  
ULU ETTE EKED  
MEL SESS RELY

## Quiz Answers

- (1) Hercule Poirot, the man with "the little gray cells."
- (2) \$35.50 and \$49.50.
- (3) Yellowstone is located partly in all of them except Colorado.
- (4) 11:05 PM. There were nine rounds for a total of 27 minutes, plus eight one-minute breaks between rounds, a grand total of 35 minutes.
- (5) The director.
- (6) Mortgagee.
- (7) Iowa, Ohio, Utah.
- (8) 1,430 yards or 4,290 feet; about four-fifths of a mile. A furlong is 660 feet (220 yards).
- (9) Maine and Vermont.
- (10) 14.

*Come and get it!*

EAT DELICIOUSLY PREPARED FOOD AT THE **SIU** CAFETERIA...

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

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

NAME .....

STREET ADDRESS .....

CITY ..... ZONE ..... STATE .....

Signed .....

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

ADDRESS .....

CITY ..... ZONE ..... STATE .....



# Disability \$s Cheer Oldtimer

An SIU oldtimer who was partially blind and destitute and confined to an old-age home is now assured of future security under the SIU Disability Benefit Plan. As a result, Seafarer Sidney Ghale has been able to leave the poor folks home for good and head back to his home town of Charleston, South Carolina, to live with his sister and family there.

The 62-year-old Seafarer, who has been a member of the SIU for 13 years and sailed regularly as chief cook and steward, was forced to give up sailing because he was completely blind in one eye and had to wear glasses for the other eye. As a result, after his last trip, he was stranded on the beach in San Francisco, and when his funds ran out, was destitute and could not finance transportation back home.

Consequently, he applied for the \$25 a week benefit under the SIU Disability Benefit Plan. While the trustees were acting on his application, he had to hole up at the Lagunda Honda Home for the Aged.

When the trustees approved his application at the April Welfare Plan meeting, SIU San Francisco port agent Tom Banning went to the old age home and made arrangements to get Ghale "out of hock." He was put up at a hotel for the night and the next morning was taken to the bus depot and

placed on a bus headed back for Charleston.

Since Ghale is not yet old enough to receive Social Security benefits, the money from the SIU Disability Benefit supplies him with his sole

source of income. He was delighted at the good news that his application had gone through and he would no longer be dependent on private or public charity for room and board.



Before heading home to Charleston, SC, with SIU disability dough in his pocket, veteran Seafarer Sidney Ghale (2nd from right) says farewell to shipmates in San Francisco hall, including Norman Kirk (left). Port Agent Tom Banning is at far right.

## 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.

Jane Alyce Butters, born February 21, 1954. Parents, Mr. and Mrs. Norman E. Butters, 783 Summer Street, Stamford, Conn.

Sheila Inez Peacock, born April 17, 1954. Parents, Mr. and Mrs. Richard M. Peacock, 219 1/2 Ninth Street, Chickasaw, Ala.

Patricia Dolores Byers, born

April 7, 1954. Parents, Mr. and Mrs. James M. Byers, 158C Marshall Court, Prichard, Ala.

Joseph Earl Barlow, Jr., born April 7, 1954. Parents, Mr. and Mrs. Joseph E. Barlow, 400 Ogden Avenue, Crichton Station, Mobile, Ala.

Patricia Anne Wroton, born April 10, 1954. Parents, Mr. and Mrs. Norman Wroton, 1711 East Liberty Street, South Norfolk, Va.

David Lawrence O'Connell, born

March 17, 1954. Parents, Mr. and Mrs. Lawrence E. O'Connell, 79 Lefferts Avenue, Brooklyn 25, NY.

Margaret Irene Toth, born March 19, 1954. Parents, Mr. and Mrs. Bertalan Toth, 61 Highland Avenue, Keasbey, NJ.

Milca Diaz Delgado, born March 17, 1954. Parents, Mr. and Mrs. Julio D. Delgado, Box 307, Guaynilla, Puerto Rico.

Thomas Michael Bluit, born March 25, 1954. Parents, Mr. and Mrs. John J. Bluit, 240 East 89th Street, New York, NY.

Debra Joy Drozak, born April 13, 1954. Parents, Mr. and Mrs. Frank P. Drozak, 1600 Divisadero Street, San Francisco, Cal.

Michael Wayne Lanier, born March 1, 1954. Parents, Mr. and Mrs. Glen A. Lanier, Route 2, Castleberry, Ala.

Dwight Dowell Emerson, born April 1, 1954. Parents, Mr. and Mrs. Hurdes A. Emerson, Warrlor, Ala.

Brenda Faye Sullivan, born April 22, 1954. Parents, Mr. and Mrs. Stecial C. Sullivan, 949 McGowin Avenue, Prichard, Ala.

Larry Edwin Emory, born March 5, 1954. Parents, Mr. and Mrs. Dewey E. Emory, 2505 58th Street, Tampa, Fla.

Providencia Ruiz Acabeo, born March 25, 1954. Parents, Mr. and Mrs. Valentin Acabeo, 1646 Madison Avenue, New York, NY.

Verna Lee Street, born March 31, 1954. Parents, Mr. and Mrs. Vernon D. Street, 915 First Street, Baltimore, Md.

Frances Raquel Napoleonis, born April 22, 1954. Parents, Mr. and Mrs. Julio G. Napoleonis, 185 Scholes Street, Brooklyn, NY.

## in the HOSPITALS

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

- |  |  |   |
|--|--|---|
| <p><b>USPHS HOSPITAL SAN FRANCISCO, CAL.</b></p> <p>Henry J. Childs<br/>Ho Yee Choo<br/>C. B. Coburn<br/>Walter Dampit<br/>A. J. Concalves<br/>Olav Gustausen<br/>A. M. Keller<br/>W. A. Lonergan</p> <p><b>USPHS HOSPITAL GALVESTON, TEX.</b></p> <p>William W. Fassitt<br/>J. L. Fontenot<br/>May Fontenot</p> <p><b>MARINE HOSPITAL GALVESTON, TEX.</b></p> <p>Lonzie Albritton<br/>N. Baker<br/>C. Barboza<br/>Claude L. Davis<br/>J. H. Dudley<br/>Jean Dupre<br/>G. E. Eklund</p> <p><b>USPHS HOSPITAL NORFOLK, VA.</b></p> <p>Lorenzo J. Love<br/>Wm. Mason</p> <p><b>USPHS HOSPITAL SAVANNAH, GA.</b></p> <p>Terrell Adams<br/>William Bedgood<br/>Bothwell Blanchard<br/>Paul Bland<br/>R. Carrollton<br/>Mike Colna<br/>Samuel N. Hurst<br/>Paul Jakubczak</p> <p><b>USPHS HOSPITAL SEATTLE, WASH.</b></p> <p>R. B. Barnes<br/>Luke A. Ciamboli<br/>Henry Delloriano<br/>James J. Fontes<br/>Sverre Johannessen<br/>Carl R. Johnson</p> <p><b>USPHS HOSPITAL BRIGHTON, MASS.</b></p> <p>Frank Alasavich<br/>P. Albano<br/>Theodore Mastaler</p> <p><b>USPHS HOSPITAL DETROIT, MICH.</b></p> <p>Tim Burke</p> <p><b>USPHS HOSPITAL MANHATTAN BEACH, NY.</b></p> <p>Percy Alfred<br/>Fortunato Bacomo<br/>Thomas Bryant<br/>Jose G. Carr<br/>Jar Chong<br/>Emilio Delgado<br/>Antonio Diaz<br/>John Driscoll<br/>Matthew Gardiner<br/>Bart Guranick<br/>Thomas Isaksen<br/>William Keenan<br/>Ludwig Kristian<br/>Frederick Landry<br/>James Lawlor<br/>Kaarel Leetmaa</p> <p><b>USPHS HOSPITAL STATEN ISLAND, NY.</b></p> <p>Francesco Antonetti<br/>Melvin Bass<br/>Jesse J. Bentley</p> | <p>Edward Murar<br/>Charles Neumaier<br/>Joe Perreira<br/>Jack Robertson<br/>Alfred Seegmiller<br/>W. S. Singleton<br/>Sing Ah Sue<br/>P. S. Yuzon</p> <p>James F. Kane<br/>James S. McRae</p> <p>O. S. Flynn<br/>John E. Markopolo<br/>Joel Peoples<br/>Frank B. Rowell<br/>Jack E. Slocum<br/>James M. Snell<br/>H. L. Williams</p> <p>Montford Owens<br/>Alexander Presnell</p> <p>Herman C. Kemp<br/>Jimmie Littleton<br/>R. E. McCorkel<br/>C. L. Middleton<br/>Albert Morse<br/>F. S. Paylor<br/>James B. Sellers<br/>J. C. Whatley</p> <p>N. Korolchuck<br/>Stephen Kutzer<br/>J. W. Martin<br/>V. K. Ming<br/>Simon Yesavage<br/>Robert R. Yonce</p> <p>James H. Penswick<br/>Robert Rogers</p> <p>Harry J. Cronin</p> <p>James R. Lewis<br/>Francis F. Lynch<br/>Joseph McCraw<br/>Archibald McGulgan<br/>David McIlreath<br/>Frank Mackey<br/>Vic Millazo<br/>Eugene T. Nelson<br/>Arthur Rudnicki<br/>George Shumaker<br/>Robert Sizemore<br/>Ernest Smallwood<br/>Henry Smith<br/>Renato Villata<br/>enato Villata<br/>Virgil Wilmoth</p> <p>Marcie Boyles<br/>Donald R. Catlin<br/>Camel Caus</p> | <p>Jose Cortes<br/>Clarence Dowdy<br/>Peter Dreyvas<br/>Eddie Driggers<br/>Artemio Fernandez<br/>Lawrence Franklin<br/>Leonard Geraghty<br/>Estell Godfrey<br/>John B. Haas<br/>George Hudson<br/>Choo Chang Lal<br/>Karl Larsen<br/>Juan Leiba<br/>Alexander Leiter<br/>Nicholas Liagoff<br/>William Luhrsen<br/>James McLeod<br/>John MacInnes</p> <p>N. Mayrantonis<br/>Peter Mazetelli<br/>Haakon Moum<br/>Francis R. Napoli<br/>Rex O'Connor<br/>Sigurd Odegaard<br/>Charles Oglesby<br/>T. Papoutsoglov<br/>Donald Peterson<br/>Arthur Roy<br/>Edward Rushton<br/>Stanley Sargeant<br/>Jose Sousa<br/>Thomas Thompson<br/>Jose Vanuzuela<br/>Robert Welker<br/>Clifford Womack<br/>Sulterea Demoleas</p> <p><b>VA HOSPITAL BROOKLYN, NY</b></p> <p>Thomas McCaffrey</p> <p><b>USPHS HOSPITAL CHICAGO, ILL.</b></p> <p>John Noll</p> <p><b>VA HOSPITAL CORAL GABLES, FLA.</b></p> <p>B. Rickard</p> <p><b>USPHS HOSPITAL MEMPHIS, TENN.</b></p> <p>Charles Burton</p> <p><b>VA HOSPITAL BALTIMORE, MD.</b></p> <p>Leonard J. Frank</p> <p><b>SAILORS SNUG HARBOR STATEN ISLAND, NY</b></p> <p>Joseph Koslusk</p> <p><b>USPHS HOSPITAL BALTIMORE, MD.</b></p> <p>Clifford Adkins<br/>Thomas Ankerson<br/>Algot Bogren<br/>Earl Brittain<br/>Jessie Clarke<br/>James Dodson<br/>Rosario Copani<br/>Samuel Doyle<br/>Lucien Elie<br/>Franklin Gilman<br/>Herbert Grant<br/>Walton Hudson</p> <p><b>USPHS HOSPITAL NEW ORLEANS, LA.</b></p> <p>G. E. Armstrong<br/>James Battle<br/>Anthony Benedict<br/>Paul Boudreaux<br/>Charles Brady<br/>William Burch<br/>O. Butler<br/>J. Campfield<br/>Sibastian Carregal<br/>Clarence Cobb<br/>P. B. Cogley<br/>S. Cope<br/>Adion Cox<br/>Glen Curl<br/>Gordon R. Dolan<br/>James Edmonds<br/>J. C. Fernandez<br/>Leo Fontenot<br/>B. D. Foster<br/>James Gardiner<br/>Nathan Gardner<br/>Jack Gleason<br/>John Hinton</p> <p>Lyle Hipp<br/>Gustav Hoyzam<br/>John Hull<br/>Thomas Johnson<br/>E. G. Knapp<br/>J. J. Krause<br/>Lee Lang<br/>Pierre Leblanc<br/>J. P. Lomax<br/>Joseph Lucas<br/>James Lucky<br/>Wilbert Miles<br/>William G. Moore<br/>Albert Nelson<br/>Hugh O'Donnell<br/>C. Osborne<br/>Donald A. Randolph<br/>W. E. Reynolds<br/>William Rochell<br/>James Ruth<br/>Lionie R. Tickie<br/>Marion C. Vester<br/>J. E. Ward</p> |
|--|--|---|

### Who Gets SIU Benefits?

#### Hospital:

Any Seafarer hospitalized as an inpatient for at least one week is entitled to a weekly benefit of \$15 for the full duration of his hospitalization, providing he has worked a minimum of one day aboard an SIU-contracted vessel in the previous 12 months.

#### Maternity:

Any Seafarer who has become a father since April 1, 1952, can receive the \$200 maternity benefit payment, plus the Union's gift of a \$25 US Treasury Bond for the child. A copy of the marriage certificate and birth certificate is required. If possible, a discharge from his last ship should be enclosed. Duplicate payments and bonds will be given in cases of multiple births.

#### Disability:

Any totally disabled Seafarer, regardless of age, who has seven years seetime with companies participating in the Welfare Plan, is eligible for the weekly disability benefit for as long as he is totally unable to work.

#### Death:

Every Seafarer is provided a \$2,500 death benefit, which he can make payable to whomever he chooses, whether related to him or not. The Seafarer must have worked a minimum of one day aboard an SIU-contracted vessel during the 12 months prior to his death. Beneficiary cards are available at all SIU halls. The beneficiary may be changed at any time.

#### Scholarship:

Four college scholarships worth a total of \$6,000 each are awarded each year to qualified Seafarers under 35 years old or the children of Seafarers who meet the educational requirements. Each scholarship provides a full four-year course of study and may be used at any college or university chosen by the scholarship student. All candidates must take the standard College Entrance Board examinations given during the year prior to beginning their college study, and present discharges showing three years' seetime for a parent or for himself, in the case of Seafarers under 35. Children of deceased Seafarers having three years' seetime are also eligible.

Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Ave., Brooklyn 32, NY.

### FAMILY TROUBLES?



THE  
**SIU**  
WELFARE  
SERVICES  
DEPARTMENT



**YOUR PROBLEM IS OUR BUSINESS**

# SEEIN' THE SEAFARERS

With WALTER SIEKMANN



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

Heading off the roster of hospitalized Seafarers in my report this week is oldtimer Timothy McCarthy. McCarthy, as you might have suspected, hails from Boston, Mass., but is now in the Staten Island hospital. He entered the early part of May after repatriation. He has a recurrence of ulcer trouble and was feeling pretty low for awhile. His last job was AB aboard the Tagalam.

Juan Leiba has some stomach trouble himself in the same institution. He was on the Steel Architect of Isthmian before he headed into the Staten Island drydock, but he doesn't mind too much since he's right around home while convalescing.



Leiba

Also hailing from New York is Jose Cortes, who last shipped as an AB on the Marina. He's been drydocked by a double hernia, but is doing fairly well after the operation. He has hopes of getting out in about a week or so.

One Seafarer who was recently discharged after a hernia operation was Francisco Antonetti, a Brooklyn seaman. His last job was on the Suzanne as Chief Cook, and he hopes to be cooking up a mess of food for the boys on his next ship in the near future.

In a rather different vein, there comes news to the Welfare Department that Marion Lavine, an oldtimer in the Union, has just become the proud father of a bouncing lad. The baby was born April 25, 1954, weighing in at eight pounds at Los Angeles, Calif. Lavine got his book in Mobile back in 1938, when the SIU won in the Gulf.

Back to the aseptiseptic and suture division, we find John Zuzov, of Newcastle, Pa., resting comfortably in the hospital after a very difficult time. Machinist aboard the Winter Hill, Zuzov was injured aboard the vessel and left it in the Port of Boston, entraining to New York. After preliminary examination at the Staten Island hospital, he was refused admittance. However, he was in bad shape and took a cab to another local hospital.



Zuzov

The next day he contacted the Welfare Services Department to let them know his condition and whereabouts. Welfare picked him up and arranged for his admittance to the USPHS hospital the next day. He was operated on shortly thereafter and is doing fairly well after much initial trouble.

Clarence Dowdy is in the hospital a much wiser man. The galley utility aboard the Steel Fabricator, Dowdy got his hand in the way of the knife when he was cutting some meat, slicing part of his hand, too. Right now the Portsmouth, Va., native is doing fairly well and hopes to be out soon.

## 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.

**Kenneth Robert Gumm, 33:** Brother Gumm died of peritonitis and a fractured pelvis on June 8, 1952 in Hammond, Ind.; he was buried in that city's Evergreen Cemetery.

**Dorward McKeel, 43:** While the Robin Trent was docked at Pier H in Weehawken, NJ, on April 22, 1954, Brother McKeel, who was repairing the rheostat, was accidentally electrocuted. A chief electrician, he joined the SIU in Norfolk in 1944. Burial took place at Bradford City Memorial Cemetery, Luthers Mills, Pa. Brother McKeel is survived by his wife, Jean McKeel of 110 South River Street, Athens, Pa.

**John T. Kelly, Sr., 49:**—On April 12, 1954 Brother Kelly died of a heart ailment in New Orleans, La. A steward, he had sailed with the SIU since 1947, from the port of New Orleans. He leaves his wife, Frances Kelly, 3118 Dauphine Street, New Orleans, La.

**Arnold G. Sorey, 32:** Brother Sorey died on April 13, 1954 as a result of a truck accident in which he was involved. The accident occurred on a highway at Princess

Anne Co., Va.; burial took place at Riverside Memorial Cemetery, Norfolk, Va. Brother Sorey is survived by his mother, Mrs. James Edward Sorey, PO Box 266, Oceana, Va. Since 1952, he had sailed from Philadelphia as a wiper in the engine department.

**David H. Singleton, 38:** On April 2, 1954 Brother Singleton died of a heart ailment at the USPHS Hospital, Seattle, Wash. He had joined the Union in New York in 1952 and sailed as a cook and baker. Brother Singleton was buried at Mt. Airy Cemetery, Allegheny County, Pa.; he leaves a sister, Catherine Falconer, 350 Shaw Avenue, Springdale, Pa.

**William J. Small, 29:** Brother Small died of bronchial pneumonia on April 1, 1954 at the USPHS Hospital in San Francisco, Cal. He sailed as a member of the deck department out of Philadelphia, and had been an SIU member for the past eight years. Brother Small leaves his mother, Rose Walton of 679 Magnolia Street, Larkspur, Cal.

**Joseph Walters, 56:** While the Warrior was in Moss Harbor, Norway, Brother Walters died aboard her of a heart ailment on February 15, 1954. An oiler since 1939, he had joined the Union in Mobile. Brother Walters is survived by his wife, Alice Walters, 961 Kentucky Street Mobile, Ala.

# Imposter Stubs Toe On Union

An attempt by a phony to misrepresent himself as an SIU Union representative and get an "in" on a Seafarer's death benefit backfired thanks to the action of the Seafarer's wife, the police of Athens, Pa., and Welfare Services. As a result, when last seen, the phony was headed across the county line in the general direction of New York, mission not accomplished.

Had it not been for a telephone call made to the widow by Welfare Services in headquarters, as part of the standard routine of seeing to it that the families of Seafarers get proper service on their needs, the hoax might have never been detected and the imposter might have pulled off his confidence game at the expense of the deceased Seafarer's family.

### Electrocuted On Ship

The target of the attempt was Mrs. Jean McKeel, widow of Seafarer Dorward McKeel, electrician. The latter suffered a fatal accident on the Robin Trent on April 2, when he was electrocuted just as the ship was leaving Weehawken, New Jersey.

When the crew notified Welfare Services of the accident, the Union office assisted in the arrangements, located the deceased Seafarer's gear in the Weehawken police station and handled other necessary routine. A floral wreath was ordered at a local florist on behalf of the crew which took up a

collection for that purpose.

In the course of disposal of the case, Welfare Services called up the Seafarer's wife to find if she had gone through all the necessary procedure to collect the death benefit. Mrs. McKeel was astonished to get the call, saying that just 15 minutes before that she had gotten a call from "the union" that a representative was flying out to see her and she should meet him at the airport at 2 PM.

After convincing her that this was really the "union" calling, by having her call back the SIU at the telephone number listed in the LOG, Welfare Services told her that the previous call apparently came from an imposter. Since it was too late to catch the plane, a Welfare Services representative hopped into his car to drive down to her home, while Mrs. McKeel was instructed to try to stall the imposter until he got

there. Meanwhile, Mrs. McKeel thought perhaps she had better notify the local police of the whole affair. The chief of police was informed of what happened and immediately made arrangements to shadow the phony on his arrival.

When he got to the local airport, Mrs. McKeel was not waiting for him, so he called her at her house. She said that she told him she wasn't feeling well and couldn't meet him. Subsequently, she said, the police reported that he called a number in New York City and asked if it was alright to spend taxi fare to go to the McKeel house. Permission was granted from an unknown source at the other end of the wire, and the phony headed for the McKeel home under close surveillance by the local police.

When he got to the house, Mrs. McKeel said, he no longer claimed he was a Union representative but said he was a "friend" and "shipmate" of McKeel's. The first thing he asked for was the "Union insurance policy." Although posing as a seaman, he was ignorant of the fact that the Union Welfare Plan is self-administered, and there is no insurance policy in the conventional sense to cover the death benefit.

Then, Mrs. McKeel continued, the man broke out some papers which looked like legal documents and asked her to sign them right then and there. She stalled him around and asked him if he couldn't leave the papers overnight so she could study them and see what she was signing. The man said that he couldn't possibly do that.

She went to the phone and called a local attorney whom she knew. He advised her not to sign anything on the spot.

As the conversation went on, with Mrs. McKeel's daughter present and a local policeman concealed in a spot where he could hear everything, the phony became increasingly nervous. He was unable to show any credentials, he couldn't identify McKeel's picture from among other photos and in other ways contradicted himself considerably.

Finally he decided that the best course was to get out of the house fast. He took off luckily for him before the Welfare Services representative arrived, and headed eastward as fast as he could go.

# 'Carbon And Valve Job' Done On Seafarer's Ailing Heart



Back on the road to full health again, Seafarer Stanley Swienkoski chats with Welfare Services Representative Milton Flynn. Rare heart operation was a complete success.

Another one of those rare heart operations that is turning up with increasing frequency lately was performed recently on Seafarer Stanley Swienkoski. As a result, he is now on his way back to full health after tottering on the brink for some time.

Down to 140 pounds and hardly able to walk just before the surgery, Swienkoski is a healthy 180 today and feeling better than he has for some time. He believes that if it were not for the help he received through the Welfare Services Department and the skill of the operating surgeon he would not have been able to survive.

### Damaged in Childhood

Basically Swienkoski was suffering from what the non-medical man would call poor valve action. The doctors have told him, he says, that the valve in question was probably damaged during childhood by an attack of rheumatic fever.

Whatever the cause, Swienkoski was apparently in good health through the years until he dislocated his shoulder in an accident in April, 1951. From there, his troubles began. After he had been in the hospital a few months and was still not feeling well, the doctors gave him a thorough going-over and discovered he had a seri-

ous heart condition which they believe, was aggravated by the accident.

By February of this year, Swienkoski said, he was down to 140 pounds. The discomfort was so great that he couldn't lie down and had to sleep standing up. He couldn't walk a block without gasping for breath, and the medical opinion was that short of special surgery, he wouldn't be able to survive much longer.

### Repaired Leaky Valve

Arrangements were made with the help of Welfare Services to transfer him to Philadelphia where a famous surgeon, Dr. Charles P. Bailey of the Bailey Thoracic Clinic, performed the delicate operation. The surgeon removed three large clots in his auricular chamber and repaired the leaky valve as well as enlarging the valve opening so that it could function efficiently.

As a result Swienkoski has shown a rapid recovery and expects to be able to go back to sea as he put it, "better than I ever was before."



## YOUR DUES DOLLAR *-- Safe and Sound*

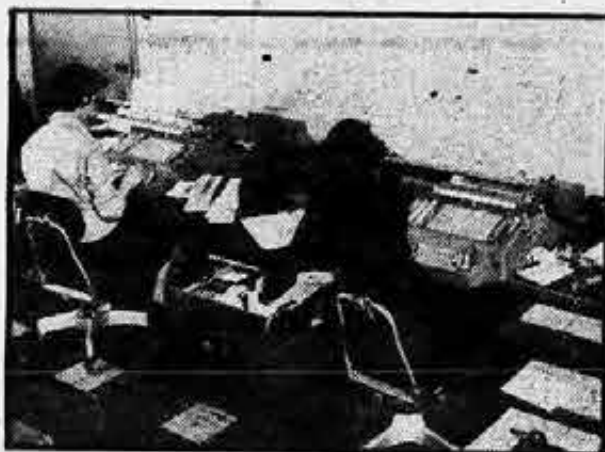
Headquarters book-keeping staff keeps complete records of all income and expenditures by the Union.



Elected membership committees take weekly and quarterly audits of Union's funds and report to full membership.



Modern electric book-keeping machines reduce possibilities of error, make for speedy handling.



All financial reports are posted on bulletin boards for examination by the membership in all ports.



Certified public accountants make examinations of financial records quarterly from A to Z.



One of the cornerstones of the Union is a vigilant check on the disposal of every dues dollar. To assure complete safeguards over finances the SIU has an efficient bookkeeping and auditing system backstopped by an outside firm of certified public accountants who are state-licensed for the purpose of inspecting their clients' financial records. All expenditures must be approved by the membership and checked by elected membership committees.

Beginning with the issuance of a dues receipt by the patrolman and continuing on through all the bookkeeping and accounting procedures the dues dollar travels a straight and narrow path under constant surveillance.



Table with columns: NAME, AMOUNT. Lists names and corresponding amounts for the first section of the log.

Table with columns: NAME, AMOUNT. Lists names and corresponding amounts for the second section of the log.

Table with columns: NAME, AMOUNT. Lists names and corresponding amounts for the third section of the log.

Table with columns: NAME, AMOUNT. Lists names and corresponding amounts for the fourth section of the log.

Table with columns: NAME, AMOUNT. Lists names and corresponding amounts for the fifth section of the log.

Table with columns: NAME, AMOUNT. Lists names and corresponding amounts for the sixth section of the log.

Table with columns: NAME, AMOUNT. Lists names and corresponding amounts for the seventh section of the log.

Table with columns: NAME, AMOUNT. Lists names and corresponding amounts for the eighth section of the log.

Table with columns: NAME, AMOUNT. Lists names and corresponding amounts for the ninth section of the log.

Table with columns: NAME, AMOUNT. Lists names and corresponding amounts for the tenth section of the log.

Table with columns: NAME, AMOUNT. Lists names and corresponding amounts for the eleventh section of the log.

Table with columns: NAME, AMOUNT. Lists names and corresponding amounts for the twelfth section of the log.

Table with columns: NAME, AMOUNT. Lists names and corresponding amounts for the thirteenth section of the log.

Table with columns: NAME, AMOUNT. Lists names and corresponding amounts for the fourteenth section of the log.

Table with 12 columns: NAME, AMOUNT, NAME, AMOUNT, NAME, AMOUNT, NAME, AMOUNT, NAME, AMOUNT, NAME, AMOUNT. Lists names and amounts for various individuals, organized by letter (S, T, W, Y, Z).