

A&G ELECTION ISSUE

SUPPLEMENT IN THIS
ISSUE CONTAINS PHOTOS AND
BIOGRAPHIES OF ALL CANDIDATES
FOR A&G OFFICES.

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SEAFARERS  **LOG**

Oct. 29,
1954

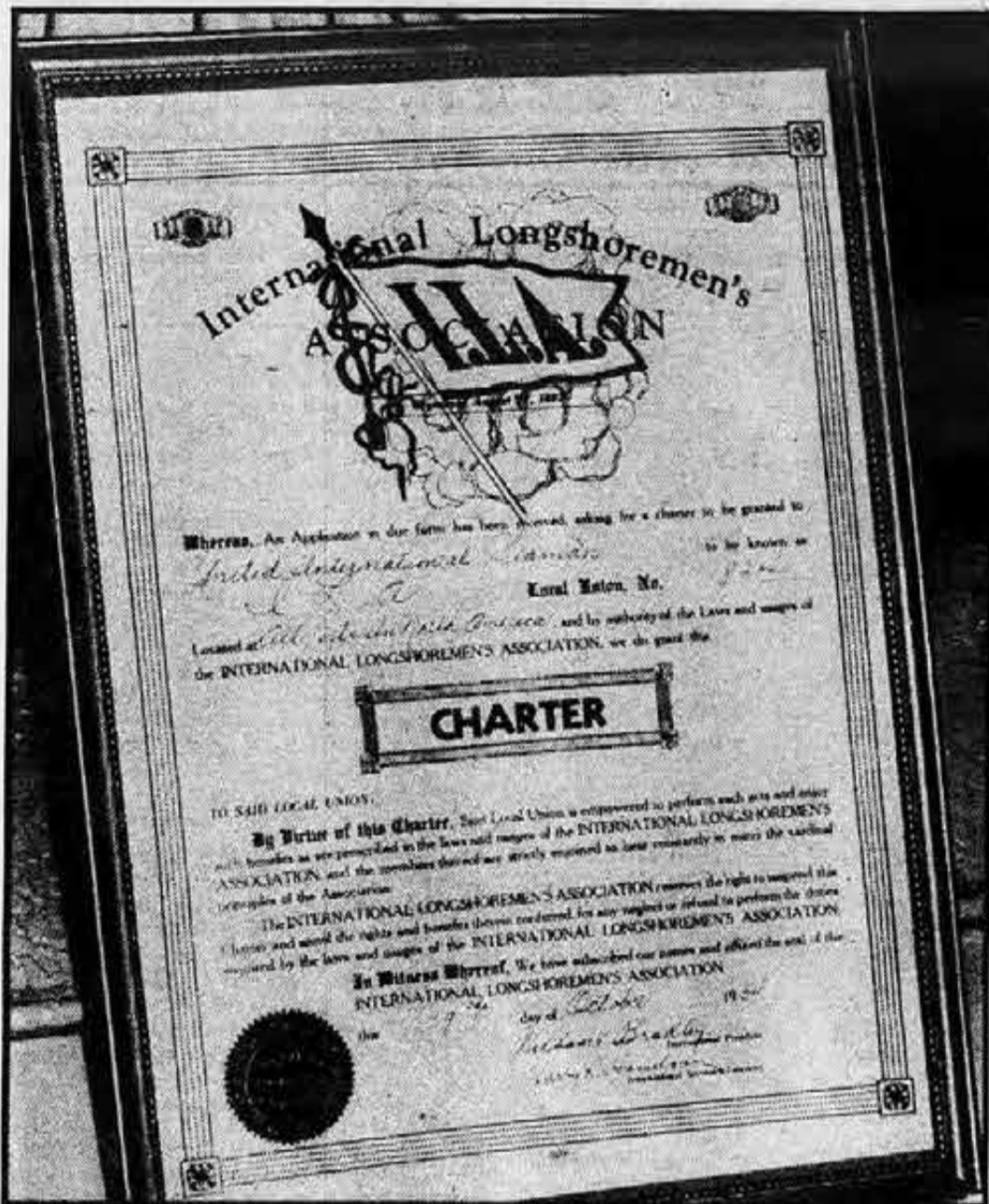
• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •

EXPOSED!

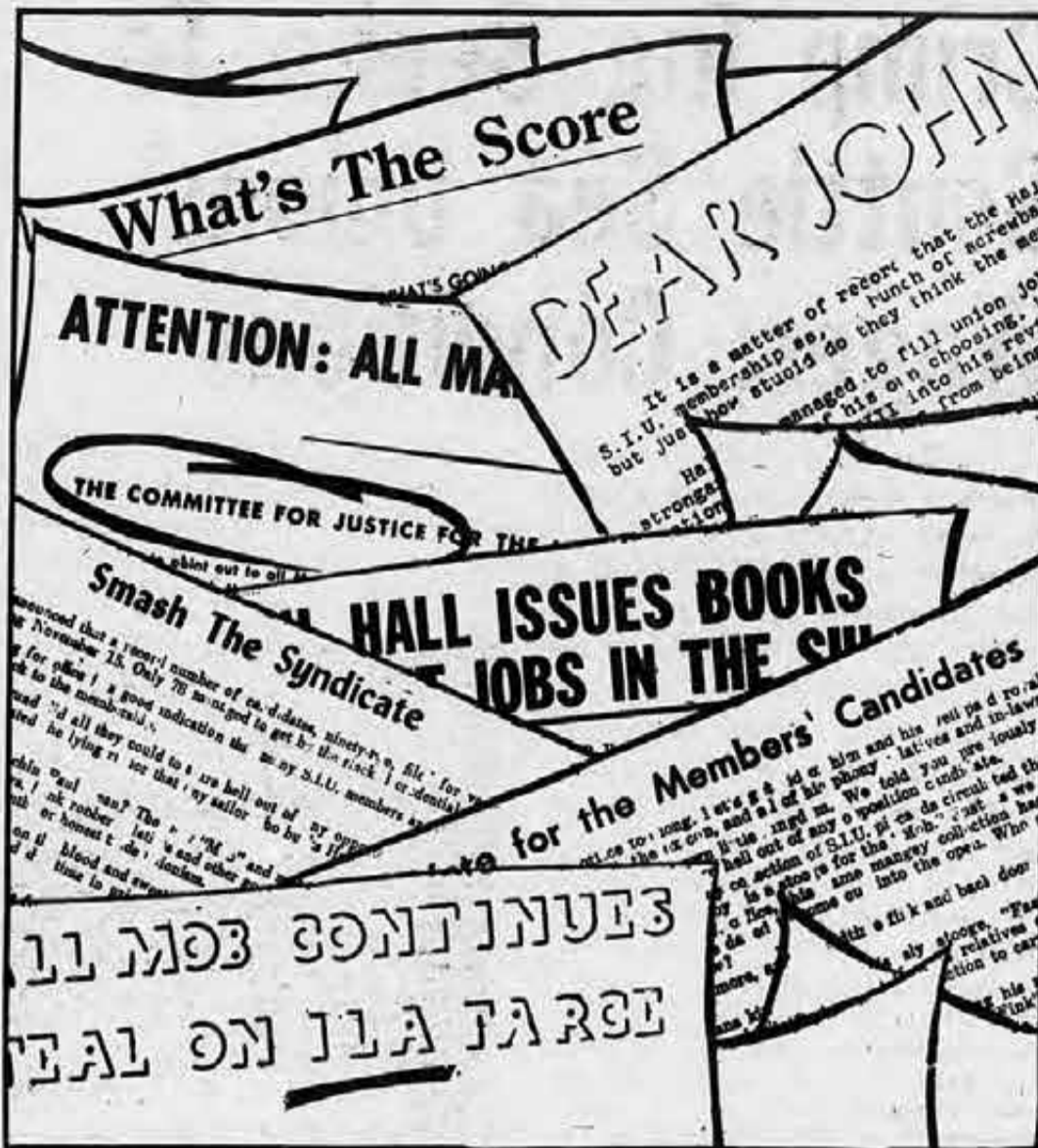
**THE PLOT
TO BRING BACK
THE CRIMP
JOINT!**

PAGES 2 and 3 ♦

UNION-BUSTING PLOT . . .



The charter issued on October 19 by the AFL-expelled International Longshoremen's Association to the front "union." Aim is to disrupt legitimate sea unions and return seamen to conditions of 25 years ago.



Scurrilous leaflets, such as above, are typical of type being circulated by anonymous "committees" made up of outside elements. Currently aimed at SIU, leaflets of same tone have been used in attempts to disrupt other legitimate maritime unions.



"Captain" Bellbasakis sits before picture of one of his "angels," Captain Bradley, head of ILA. Right, Aristotle Onassis, international shipowner, who has used the outfit's low-cost seamen.

Who's Behind The 'Front?'

This week an outfit bearing the label United International Seamen's Union opened a shabby crimp joint over a store in New York's West 28th Street. Its program, is an ambitious one. But more significant than the crimp joint itself is the curious array of elements for which it is a front:

- * The discredited International Longshoremen's Association, which was expelled by the American Federation of Labor in 1953. Said AFL President George Meany: "The ILA in no way resembles a trade union." He designated the SIU to lead the fight in establishing a decent union for longshore workers.
- * Elements in MEBA Local 33, New York, which met with attorneys and ILA officials to set up the front organization as another phase of their disruptive activity.
- * Individuals within the various legitimate sea unions whom this group "paid off" to serve as Trojan horses.



Typical of a crimp joint operation is the office of the front "union" set up in an attempt to disrupt the legitimate American maritime unions. Access to the dingy three room set up is by way of the dark doorway at right. Bunting over the windows is to announce its chartering this week as Local 1824 of the mob-dominated International Longshoremen's Association. Inside, the crimp set-up specializes in supplying seamen—at \$60 to \$500 per man to low-cost foreign flag ships, and has announced that it seeks to move in on AFL and CIO ships when contracts expire.



Installed in their dingy NY westside offices, the front men for the newly opened crimp joint shake hands in anticipation of the fat fees they expect to collect from seamen they supply to cut-rate shipowners. At left is "Captain" George Bellbasakis with Louis LeDoulx, "union president," who until recently ran his own crimp joint at the same address for runaway flag ships.

GRAB FOR JOBS EXPOSED

Crimp Rig Seeks To Scuttle Sea Unions' Wages, Conditions

A Trojan Horse conspiracy to destroy American maritime unions across the land was uncovered by the SEAFARERS LOG this week. Intent on operating under a protective covering, a sordid collection of long-time enemies of US sea unions are attempting a new disruptive tactic by setting up a crimp joint bearing the deceptive label of "United International Seamen's Union."

Chartered by the discredited and AFL-expelled old International Longshoremen's Association, the new "union" was the brain child of a collection of designing maritime lawyers, grasping union officials and mob elements backed by funds from various questionable sources.

The fantastic attempt to undermine American maritime unions was brought to light when the front men for the crimp outfit, sitting in their dingy second-story headquarters on New York's West Side, bragged of their aims to a reporter and photographer they believed were from a national magazine but who, in fact, were from the SEAFARERS LOG.

The leaders of the rig identified themselves as "Captain" George Belibasakis and Louis LeDoux. They made no bones about the identity of one of their principal benefactors. They proudly pointed to the wall behind Belibasakis' desk where hung the picture of Captain William Bradley, head of the mob-controlled old ILA.

Latest 'Front' Move

The thinly-veiled attempt to move in on and undermine the legitimate American maritime unions by the use of "front men," such as Belibasakis and LeDoux, is only the latest move in a series of such efforts. In recent months, almost all US sea unions have found outside groups attempting to nibble, from within and without, at their union jurisdictions, internal elections and operations. This has taken the form of anonymous committees, purporting to speak in the name of the membership and scurrilous and libelous literature attempting to disrupt and weaken legitimate trade unions.

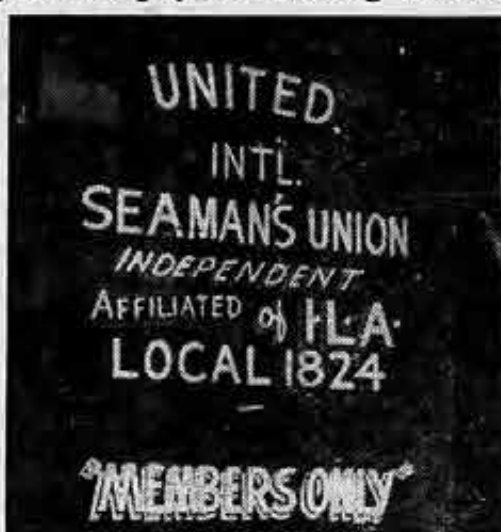
The elements pushing the anonymous leaflet campaigns against all unions are now unmasked as the manipulators behind the false front "United International Seamen's Union."

Brag Of Support

LeDoux spoke in glowing terms of the "big support" his new "union" had. He told of the people behind his union. Meetings were held with top officials of the ILA, individuals in the Marine Engineers Beneficial Association (CIO), trying to seize control of that organization and attorneys. Attorney for elements in the MEBA, Local 33, in New York, is Benjamin B. Sterling. The prospect of cashing in on this scheme appears to be the motivating force for all parties concerned.

Belibasakis and LeDoux told the LOG reporter of their dream to bring all seamen of all nations under their control—at from \$60 to \$500 a head. Their plans include a seamen's "boarding house," with the usual crimp trappings, to accommodate 300 men for which each man would have to pay a dollar a night for a flop.

Louie LeDoux is an old hand at crimping. He previously ran the "International Sea-



Door to newly-opened crimp joint proudly proclaims its relationship to AFL-ousted International Longshoremen's Association. "For Members Only" means anyone who can get up from \$60 to \$500.

men's Benevolent Aid Society" which was a hiring pool for runaway-flag ships, among which were the ships operated with cut-rate crews by international ship owner Aristotle Onassis. On the wall of his office, LeDoux has a testimonial letter from Onassis praising his efficiency as a shipping master. Onassis currently is under fire for a deal whereby he is attempting to squeeze out all tanker operations in the carrying of oil from Saudi Arabia.

Sale Of Jobs

The actual sale of jobs by LeDoux-Belibasakis takes place in their furniture-bare office at 112 West 28th Street. Usual practice of any crimp operation is the payment by the steamship company of so much a head for every low-cost seaman supplied, as well as the constant maintenance of a blacklist

The story this week by the SEAFARERS LOG of one more method being used to undermine legitimate American maritime unions does not end with this article. The LOG is gathering more evidence on this conspiracy and will present the facts to Seafarers in coming issues.

of men who show dissatisfaction with sub-standard shipboard conditions.

The crimp set-up is already in operation. Belibasakis and LeDoux boast they have supplied men to foreign-flag ships, including those flying the Liberian flag, at wage scales ranging from \$100 to \$125 a month for AB's down to \$70 a month for messmen.

'We'll Take US Ships'

The plan to put a knife in the back of all legitimate seamen's unions was revealed when LeDoux told the LOG reporter, "when the AFL and CIO contracts run out, we will jump in and sign the ships. They will have to sign with us because if they don't the ILA and Bridges won't work the ships."

Further, LeDoux said he will take everybody (who can get up the tab) into the outfit, including licensed ship's officers. Since the "union" is chartered to operate in "all ports of North America" he is eyeing the

jurisdiction of all other unions, including the Masters, Mates and Pilots, the AFL and CIO radio operators, the Brotherhood of Marine Engineers, the National Maritime Union, the SIU, the SUP, the MEBA, the Marine Firemen's Union and the Marine Cooks and Stewards, AFL.

Regular readers of the SEAFARERS LOG won't be surprised to find that a new attempt—in the form of a crimp joint—is being made to disrupt American seamen's unions. In the September 3 issue of the LOG a full report of the activities of anti-union forces at work pointed to their campaign of disruption inside and outside US maritime unions. At that time the LOG revealed that a coalition of mob elements, grasping maritime attorneys and greedy, disgruntled union officials were waging campaigns, by leaflet and newspaper, to weaken maritime unions and pave the way for their greedy designs. The opening of a front "union" this week is but one more move in this direction.

jurisdiction of all other unions, including the Masters, Mates and Pilots, the AFL and CIO radio operators, the Brotherhood of Marine Engineers, the National Maritime Union, the SIU, the SUP, the MEBA, the Marine Firemen's Union and the Marine Cooks and Stewards, AFL.

Their plan for an all-coast operation is enhanced by the current relationship between the old ILA officials and Harry Bridges' West Coast longshore group. LeDoux was enthusiastic about meetings between ILA officials and representatives of Bridges. He also referred to meetings between ILA representatives and other union representatives in an effort to strengthen the crimp outfit's position.

Signing of American-flag ships is only one aspect of the crimp rig. The other phase contemplates the signing of cut-rate deals with foreign-flag operators. LeDoux mentioned specifically that he is receiving active support from several port captains, who obviously are attracted by the opportunity to obtain crews at one-fourth the wages of organized American seamen and to rid themselves of the "interference" of union representation and contracts.

Raid On Foreign Unions

The legitimate foreign-flag operations are currently under contract to foreign seamen's unions, such as the Norwegian, Swedish, Danish, British and Greek seamen's organizations, all of which are affiliated with the International Transport-workers Federation.

LeDoux has been issuing "membership books to anyone who comes to his office, American or alien, with no questions asked, provided the applicant comes up with the required fee in cash. This is doing business ILA-style with membership books sold to all comers, creating terrific competition for jobs.

It was this style of doing business that led to the ILA being kicked out of the AFL.

The ILA always has supported the shape-up which deprives longshoremen of any semblance of job security and requires them to compete for work every day with any transient who wants to work on the waterfront.

With the "United International Seamen's Union" operating as their front set-up, the anti-union elements behind the move are continuing to promote Trojan Horse activities in the various marine unions.

Pattern Always The Same

The pattern is clear: in all legitimate unions in which they see the hope for profit from their illegitimate activities, the schemers turn on their campaigns of anonymous, scurrilous literature, supplemented by outside publicity sources. In several instances, they have used names of individuals with or without their knowledge or permission. In case after case, they have been aided and abetted by persons they have "reached" within the organization under attack. Where has this combination of scheming maritime lawyers, grasping union officials and mob elements been at work?

● Early this year, the National Maritime Union's membership was bombarded by vilifying leaflets from sources outside the union signed by a phony "committee" signature. Joseph Curran, president of the NMU, stated in the union's newspaper, The Pilot:

"This smear literature . . . comes from a group of lawyers, 'ambulance-chasers,' no less, who would like to get their hands on some union business, and through that victimize seamen for the profit of a few."

"A good part of the literature printed for

the disrupters is being printed on the type of paper usually found around a lawyer's office, and we assume that they are borrowing the presses of printers who work for lawyers mostly. The presence of lawyers in this conspiracy is clear enough."

● The Sailors Union of the Pacific has long been a target of the Trojan Horse group. Anonymous publications and literature have been put aboard SUP ships and mailed to the union's members. The SUP newspaper, "West Coast Sailor," recently said, speaking of certain maritime lawyers, who went in for this type action, "their prime motive is to get their hands on you so they can make a fat killing so they can pay off their ambulance chasers."

'Grab For Union'

● The Marine Firemen's Union, now engaged in an election of its officials, is witnessing a barrage of smear literature directed to its membership by the usual anonymous "committee" sources. E. G. "Red" Ramsey, NY agent for the MFOU, said, "as was expected, we've seen the usual anonymous literature hitting our members, and not surprising, it is evident the groups behind these leaflets are outsiders attempting to make a grab for the union."

● On the West Coast, defamatory and libelous literature of an anonymous nature has descended on the SIU-affiliated Inland Boatmen's Union in Seattle.

This tactic is traceable to the NY ILA mob and their recently-found ally, Harry Bridges. After Bridges' organization gave \$10,000 to the old ILA to help finance its fight against the AFL there was a meeting in New York between Pete McGoldrick, Bridges' ILWU representative, and Tony Anastasia of the ILA. (McGoldrick is one of Bridges' top hatchet men against the SIU-affiliated MC&S [AFL] and is currently engaged in trying to stop the MC&S [AFL] effort to drive the communists out of that department on West Coast ships.) At this meeting a pledge of mutual support was made. Captain John Fox, business manager for the Inland Boatmen's Union, said "all of the legitimate maritime unions here in Seattle are conscious of the significance of this move and the threat upon their own unions. This clearly is one more example of outside elements attempting to seize control of a legitimate maritime union so they can milk it for their own personal gain."

ILA 'Committee'

● In the case of the SIU, A&G District, the New York World-Telegram and Sun reported that a combination of opponents of the Union, including the old ILA, was injecting itself into the campaign preceding the coming SIU election. The article called attention to leaflets, signed by an anonymous "Committee for Justice," and being distributed on ships and in SIU halls.

This, then, is the rotten structure behind the false front erected this week on West 28th St. in New York. It is composed of self-seeking individuals brought together by a common desire for an easy dollar at the expense of the ideals and conditions which have been achieved by the American seaman through years of bitter struggle against these same forces—the crimp, the fink and the shyster. These are the forces which the American seaman whipped and left behind in his successful rise to a place of dignity and first-class citizenship. There is nothing to indicate the American seaman is inclined to throw himself on the mercy of these outside leeches from whom he has freed himself by united action through his recognized trade unions.

Collects 3rd SIU Baby \$

MOBILE—A record for maternity benefit collections was established last month when Tommy Ray Fillingim, second cook, of Chickasaw, Ala., was paid the \$200 cash benefit by the SIU Welfare Plan plus \$25 Government bond from the Union for the third time since the plan was established in 1952.

The most recent addition to the Fillingim family was a boy, Terry Dolan Fillingim, born September 6. The other youngsters for whom Fillingim was paid maternity benefits also were boys — Tommy Ray Jr., born April 9, 1952, and Dewey Edward, born September 16, 1953.

Although about 100 Seafarers have collected maternity benefits twice for single births, Fillingim is believed to be the first to have collected on three separate occasions under the plan, which is less than three years old.

Needless to say, Fillingim thinks the maternity benefit is tops among the various categories of the SIU's Welfare Plan.

"The \$200 cash benefit was adequate to pay the hospital and doctor's bills for the birth of each of my sons," he said as he posed with his family for the LOG photographer.

"I don't know what we would have done without the maternity benefit," Mrs. Fillingim recalled. "The benefit checks certainly came at a time when we needed them most."

Fillingim's total collections have been exceeded only by Robert G. Long of New Orleans, who had one child two years ago and who became the father of triplets last December. Louis E. Hudson of Mobile matched Fillingim's total by becoming the father of twins in 1953 and another child this year.

"If we have another child, I hope it is a girl," Fillingim said. "I also hope it is a good while before we have another one."

6 More Co's Ready With Back Wages

SIU headquarters received word this month that six more SIU-contracted companies are now ready to pay back wages to Seafarers in accordance with the terms of the supplementary SIU agreement negotiated this past June.

Seafarers who have retroactive pay coming can apply for it by writing to the companies involved. The operators concerned are the following: Coral Steamship Co., 80 Broad St., New York, NY; Eastern Steamship Lines, Inc., 40 Central St., Boston, Mass.; Excelsior Steamship Co., 80 Broad St., New York, NY; Pacific Waterways Corp., 30 Broad St., New York, NY; Peninsular Navigation Corp., 17 Battery Place, New York, NY; and Seatramp Corp., 80 Broad St., New York, NY.

Clarify Weekend Gangway Watch

Some ship's crews have raised questions as to who is entitled to stand gangway watch on weekends. All members of the deck department are entitled to stand these watches with the exception of the carpenter.

The overtime received for weekend gangway watches should be divided equally among all the members of the deck department entitled to stand these watches.



First SIU family to collect three times under the Union's maternity benefit program, Mr. and Mrs. Tommy Ray Fillingim of Chickasaw, Ala., are shown with their three youngsters, all boys. Seated on his dad's lap is Dewey Edward, who celebrated his first birthday a month ago, while the newest addition, Terry Dolan, born Sept. 6, 1954, is held by Mrs. Fillingim. Tommy Jr., two and half years old, is flanked by his parents.

'Blackie' Carroll, SIU Oldtimer, Dies At 57

Seafarers throughout the A&G District this week paused to pay their last respects to James L. "Blackie" Carroll, well-known Seafarer and former Union employee, who passed away in Hattiesburg, Miss., on Oct. 25.

Carroll, who would have been 57 years old this coming January, had been receiving SIU disability benefits for the past two years because he was no longer able to work. He had been an active

deck and engine departments and had a clear Union record on all major beefs.

Carroll died at the hospital in Hattiesburg a few days after Seafarers at membership meetings in all ports on Oct. 20 approved the cost of providing emergency oxygen equipment for his use in connection with hospital treatment. He had been ill of various respiratory ailments for some time.

He is survived by his wife, Barbara, of 307 North Tipton St., Hattiesburg.



One of the early members of the SIU, James L. "Blackie" Carroll, 57, died this week in Hattiesburg, Miss.

Seafarer for many years and served as a Union employe in various capacities in the Port of Mobile over a four-year period from 1948 to 1952.

Early Member

One of the earliest members of the SIU, he joined the Union in December, 1938, in Mobile, and held Gulf book No. G-14. He was one of many veteran Seafarers who came into the Union on a transfer from the old AFL Seaman's Union, which disbanded when the SIU was formed in 1938.

A familiar figure to many Seafarers, he had sailed in both the

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As I See It . . .

Paul Hall



LAST YEAR, THANKS TO A TERRIFIC SCRAP PUT UP BY Seafarers themselves, and by your Union in conjunction with other maritime outfits, the Public Health Service hospitals were saved from plans of Government economizers to close their doors. At the time your Union was of the opinion that those who wanted to close the hospitals would not give up this fight but would come back for another round.

Now the word is that the Bureau of the Budget is going to propose another cut in the hospital appropriation when it comes up with its budget recommendations a few weeks from now to be presented at the next session of Congress.

The attack on the marine hospitals has been going on for quite a few years now, with the result that a number of the hospitals have been closed already and the hospital budget is pretty much at rock bottom. It's agreed by the people running the USPHS that even a small cut in their appropriation from now on would have a serious effect on the quality of medical service they could give to sick and injured seamen.

Administration Reversal

When last year's budget recommendations came along, it appeared that it was the official administration viewpoint that the hospitals were no longer needed. It was not explained just how seamen were to obtain proper medical care in light of the fact that there were no other facilities available in many areas. By the time the rank and file Seafarer and the unions had been heard from, there was a reversal on the administration's part, which apparently came from the very top, in the White House. And in Congress itself, the supporters of USPHS had enough strength to push the funds through even though the Administration had not requested them in the first instance.

This year it appears that a slightly different tack will be employed by the economizers. Instead of trying to shoot the hospitals they are out to starve them to death in slow stages.

Burden On Shipowner

What these economizers fail to figure on is the fact that the burden of caring for sick or injured seamen is going to fall on the shipowner if the Public Health Service is curtailed. And when that happens Uncle Sam will in the end wind up with the greater part of the bill.

It's been pointed out many times before that the Public Health hospitals are one of the oldest institutions that this country's Government has, having been planned when George Washington was president and set up soon after he left office.

It's also been pointed out that these hospitals have trained thousands of nurses and doctors and have pioneered a considerable number of developments in medical treatment that have benefited every person in this country, not only seamen. Further, they are continuing to do so. All of these facts are known to the economizers but they prefer to disregard them on the excuse that Uncle Sam can't afford the dough.

In the end, despite what the economizers in the administration have to say, it will be the Senators and Representatives in Congress who will decide the question. Your Union has no reason to believe that the next Congress will be any less sympathetic to the hospitals than the last one was—if anything it might be more so. In this respect, as in the past, the rank and file membership of this Union can help a great deal by letting their Senators and Representatives in Congress know their feelings on the subject.

Your Union will have more information on developments in the near future. Just as soon as the time comes, Seafarers can expect their Union, as in the past, will put up the best scrap it possibly can to keep the hospitals operating on a decent budget for the benefit of all seamen.

Union Opens New Houston Hall

Carrying out the recommendations of the 1953 port agents' conference as approved by the membership, the SIU has established a new hall in Houston, Texas, to serve shipping in that port.

Opening of a hall in Houston had long been contemplated by the Union in view of the fact that the Texas metropolis had been taking more and more shipping play away from Galveston Island. With Houston approximately 40 miles from Galveston, it made it inconvenient for the membership in that port which had to travel back and forth between the two cities. The situation also made it difficult for the Union to service ships properly.

Michelet Named Agent

The new hall is located at 4202 Canal Street, telephone Preston 8558. Frenchy Michelet, well-known SIU steward, has been appointed agent for the port.

The Galveston hall will continue to function and the membership there will have the option of staying on the Galveston shipping list, or transferring to the Houston shipping list.

In the 1953 agents' conference the SIU Galveston agent noted that the trend of shipping was toward Houston and away from Galveston, and declared that it was evident that the affairs of the Union could be handled much more efficiently and satisfactorily by opening SIU

facilities in the Houston area.

Subsequently the recommendation, along with others made by the port agents was approved by the membership. The decision to ac-

tivate the recommendation derived from a resolution submitted at the last New Orleans membership meeting and approved in a district-wide vote.

Boxscore On Ship Transfers

WASHINGTON—The US Maritime Administration's easy ship transfer policy provided several new additions for the growing foreign-flag fleet of American vessels late this week. The Government ship agency gave its okay for the transfer of the 32nd Liberty dry cargo vessel on October 27. Half of the US tramp fleet is eventually expected to be swallowed up in this manner.

The latest ship to go is the Sealife, owned by the Seafarer Steamship Corp., which will be transferred to Marineros Sociedad Armadora, SA, a Panamanian company, for registry under the Liberian flag. The transfer of seven others including two SIU ships, were okayed during the past two weeks.

The boxscore to date on the transfers is as follows:

SIU Ships	Other Unions	Total Transfers
(8)	(24)	(32)

The SIU ships already transferred are the General Patton, Trojan Seaman, Strathport, Bluestar, Purplestar, Greenstar, Western Rancher and Sea Wind.

SIU Celebrates 16th Birthday

Active on many fronts during the past 12 months, the SIU A&G District closed out the year with a new milestone in maritime union history and will celebrate its 16th birthday this coming Monday in top condition—right on the eve of opening what is recognized as one of the finest union halls in the country.

The November 1 anniversary of the Union's birth finds the SIU still the most militant and vigorous organization in the maritime industry, well able to ride out the past 12 months of a slump in shipping.

For, despite this, the other side of the ledger is crowded with achievements and improvements geared to the welfare of the SIU man. One, announced two weeks ago, is the unparalleled success in which the SIU won a new high of \$176 in vacation pay for its membership, which provides most Seafarers with more in vacation benefits than any other union in the industry.

During this 1953-54 period the Union also reached agreement with the shipowners on two to six percent increases in wages and overtime retroactive over a nine-month period to give SIU men peak earning power and demonstrated conclusively that its pioneer Welfare Plan was second to none in benefits, coverage and cost per dollar of the more than \$2.5 million in different benefits paid out.

Saved Hospitals

The year was marked also by the success of an SIU-spearheaded campaign to save the US Public Health Service hospital program from extinction by Congress and the formation of a working alliance between all non-Communist US sea unions on matters of mutual concern. In another field of concern to seamen, the SIU waged a vigorous campaign against the abusive policy of military officials regarding shore leave for merchant seamen in foreign ports and succeeded in winning a ruling from the Defense Department guaranteeing the right of seamen to unrestricted shore leave in virtually all cases.

Even with a decided dip in ship traffic and the lay-up of many ves-

sels, the Union won agreement to man several new vessels and broke the back of one operator's company union set-up to add new ships and jobs to the roster of work opportunities open to the SIU men.

On the other hand, the hard-fought Atlantic tanker campaign was nullified by the margin of votes cast by company supervisors, and the AFL-backed drive among New York longshoremen spearheaded by the SIU got just a few votes short of a majority.

The year likewise featured the completion of work on the new Baltimore SIU port office, extension of the Union's varied welfare service program to all ports and the beginning of a new seagoing SIU training school aboard a refurbished sailing vessel honoring the founder of the American maritime union movement.

Travelers' Check Draws Popular With Seafarers

Favorable reports on the workings of the travelers check system have been received at headquarters from the first SIU ships to be supplied with them. While the experiment with travelers' checks is in its early stages, the first response has been an encouraging one.



Displaying traveler's checks which they drew in place of US currency in Lisbon are some of SIU crewmen of Frederic C. Collin (Drytrans). Crew reported themselves pleased with method of draws which SIU initiated in contract talks last summer.

SIU-contracted ships started putting travelers' checks aboard as a result of a new contract provision written into the recent contract amendments. The checks are issued to crewmembers in foreign ports, putting an end to the vexing problem of varying exchange rates for local currency. With two rates, an official rate and a "free" rate, prevailing in many ports of the world, crewmembers used to find themselves on the short end of the stick on money exchanges.

Crewmembers of the Frederic C. Collin report that the travelers' checks made a hit with them the first time they were issued while in Lisbon, Portugal. Ship's delegate D. D. Story declared "We had no trouble getting them cashed . . . and we had the satisfaction of knowing we were getting all the money coming to us."

No Left-Over Currency

Similar reports were received from crewmembers of Isthmian ships on the other side of the world. One Seafarer reported that in some ports the crew had no difficulty in making purchases directly with travelers' checks, without having to change them into local currency. "If we had money left over from a draw," he said, "it was in travelers' checks which we could convert back into dollars as soon as we got back to the US. Before this I used to be stuck with all kinds of foreign currencies, and I have a whole boxful of the stuff at home."

Some snags were reported in one or two instances because of local regulations. In the Philippine Islands the checks have to be issued at sea because there is a regulation prohibiting issuance of US travelers' checks while in a Philippine port. India, too, has some regulations which have caused difficulty.

Headquarters would like to hear from other SIU crews on the subject. Seafarers are asked to write in notifying the Union how the travelers' checks are being received in various foreign ports.

SIU Backs Ship Workers' Beef

BALTIMORE—Seafarers in this port, through SIU Port Agent Earl Sheppard, this week offered their full support to CIO shipyard workers here in their beef with the Maryland Drydock Company.

The pledged support continued the tradition of SIU aid down through the years to the CIO Industrial Union of Marine and Shipbuilding Workers of America, which was climaxed in 1947 during the CIO union's 131-day strike against major US shipyards. After winning the beef, IUMSWA officials presented a commemorative plaque hailing the SIU's assistance which is still displayed at SIU headquarters today.

At issue in the current dispute is the company unwillingness to yield on terms of a new contract despite 16 negotiation sessions. Talks are now recessed indefinitely, pending a management change of heart.

An added bone of contention is the company's legal maneuvering which has worked to deny 300

workers already laid off for lack of work a chance to collect state unemployment compensation. Although the right of the workers to collect the money has been upheld by examiners for the Maryland Employment Security Board, payment has had to be held up pending company appeals to higher authority.

The company's action has also drawn the fire of the Baltimore City Council, which unanimously adopted a resolution demanding immediate action on the pending cases from the state board.

Attorneys for Maryland Drydock, meanwhile, contend that there was an actual labor dispute on and after July 23, 1954, and that the workers laid off since then have actually been away from their jobs for that reason, and not due to any lack of work. The

dispute relied on apparently is the stalemate over a new contract.

Officials of IUMSWA Local 31, which is directly involved in the beef, point out that most shipyards all over the country are working with reduced staff due to few contracts and that Maryland Drydock is no exception.

The contract beef, according to Charles A. Russell, local executive secretary, arises from the company's "complete indifference to seniority rules and its efforts to bypass men with years of seniority in one department by transferring them to a new one where they must start at the bottom."

Both Russell and IUMSWA Regional Director Jack Gerson visited the SIU hall here recently to outline the situation to Sheppard. He assured them whatever financial or other support they needed.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Lowdown on Food-Freezer Plans

"Are the food-and-freezer plans I hear about on TV any good?" asked Mrs. I. L., of Bronx, NY, a reader of the SEAFARERS LOG.

This is a question of interest to many families seeking some way of reducing food expenses in this time of steep living costs. The sales spiels of the television pitchmen and house-to-house canvassers are very beguiling; too much so, as some families who are now the disillusioned, not-at-all-proud owners of freezers can testify.

Buying a freezer is a dubious investment for a city family. You can rarely make it pay for itself, even though the promoters claim you will be able to buy food from them at reduced prices if you buy a freezer. The chief exaggeration is the claim that the plan supplies you with food at much lower than retail prices. The "plan" may advertise some very low prices on certain items. But in many cases it has been proved this is only bait.

Short-Weighted Meats

For example, in Nassau County, NY, there have been many complaints about short-weighting of meats sold by the food plans at what seemed low prices. County weights and measures authorities warned the public that many food-plan companies advertise that you can buy meat at 59 to 63 cents a pound. But they bill you for 150 to 180 pounds, (the wholesale weight of the meat) while you actually get only 100 pounds after the wholesale cuts are trimmed down to the usual retail cuts of meat. Thus you may pay an average price of 85 cents for meat, which may

be cheap for the porterhouse you get in your meat order, but expensive for the stew meat you also get.

Even if a food plan is operated honestly, as some of the long established reputable ones are, and does give you a discount for quantity purchases, the costs of buying and operating a freezer may well cancel all such savings.

Owning a freezer is generally an economy only for families who grow some of their own food, or live in rural areas where they may be able to buy food cheaply for freezing (even then, processing the food for the freezer entails a lot of work for the housewife.) A freezer also offers certain conveniences, like bulk buying and fewer shopping trips. But for most families living in larger towns, a large-enough refrigerator perhaps with a full-width freezer compartment, would be sufficient at much less expense.

Costs of owning a freezer are surprisingly high. They include amortization of the freezer itself, interest charge for time payments, repairs, electric power and packaging (which becomes surprisingly expensive). Government experts estimate that the cost of owning a freezer comes to about \$100-\$120 a year. Depending on how much you use the freezer, its operating and ownership expenses thus add on 11 to 25 cents per pound to the cost of the food.

The gimmick used by many food-plan promoters is to tell you that "food for a week" will cost you only, say "\$20 a week for a family of four." But this only includes meat, poultry, fish and frozen produce. It does not include the milk, cheese, eggs, bread, dry groceries, etc., that make up over half of your food bill.

Buying a freezer through a "food plan" is especially dubious because you must also pay installment charges for buying the freezer on time, and in some "plans" you pay an installment interest fee on the food too.

Beware 'Tie-in' Price

The worst feature of some "food plans" is that you pay \$600 for a freezer you could buy for as little as \$400 in any of the reliable private brands, or from retailers. Especially avoid any plan which makes a flat weekly price for the payment on the freezer and the cost of the food, and whose salesmen refuse to state how much the freezer itself costs.

Too, there are seasons when you don't want to use frozen produce, when nearby fresh produce is reasonable or fresh fish is in season and very cheap. Or you may prefer sometimes to buy canned vegetables and fruits, which are generally cheaper than frozen foods at any season.

If you do raise much of your own food (which city dwellers don't), a freezer may save time and conserve food values better than home canning, and also save some money. For example, some small-town dwellers buy chickens during the summer for a few pennies and raise them to broiler size for the freezer. Others buy meat at bulk prices in the winter and freeze it for the warm months when the price is high. They buy a quarter of beef or a whole porker. Or they make a batch of applesauce in the fall, when apples go begging, and have it for months.

But for city families, the best bet is still to look for the cut-rate specials offered by local supermarkets.

Stiffen CG Control of Dope Raps

WASHINGTON — Broad power to deny or revoke seamen's papers of men convicted of any kind of narcotics violation have been given to the Coast Guard under the terms of a law passed in the last session of Congress. From now on the Coast Guard will have authority to pull the papers of men convicted of shoreside narcotic offenses in any Federal, state or municipal court in the land.

Up until now the Coast Guard has had authority only over narcotics violations committed while the seaman was in the employ of a vessel. It could not act against a holder of seaman's papers who was involved in narcotics use or traffic while ashore.

Further, the Coast Guard will have authority to deny new documents for entry ratings to anybody convicted of a narcotics crime. The discretion of the Coast Guard will cover convictions taking place on or after July 15, 1954, and the agency can deny the documents, or pull the papers, anytime within ten years of such convictions.

As far as current holders of seamen's papers are concerned, the Coast Guard is given broad authority under the law to revoke papers. Convictions for possession, sale, transportation or use of any kind of narcotics, including marijuana, in any court anywhere in the United States or its territories will be grounds for the Coast Guard to call a hearing.

The revocation of the man's papers will be for a minimum period of three years. After that, the man can apply for new seamen's papers which the Coast Guard may or may not issue at its discretion.

The main objective of the legislation was to impose drastic limitations on the ability of merchant seamen to participate in narcotics smuggling — either on ship or ashore. Of course, it does not apply to seamen on foreign-flag ships who are not required to carry US seamen's papers.

Former Diplomat Visits SIU Hq



Discussing improvements in seamen's conditions in recent years, Edward R. Dudley, former US ambassador to Liberia (right), talks with SIU Secretary-Treasurer Paul Hall (center) as Seafarer John Clark, steward, looks on. The onetime Government official visited SIU headquarters recently with Clark, an old friend.

Log Reader Offers 'Mystery Man' Clue

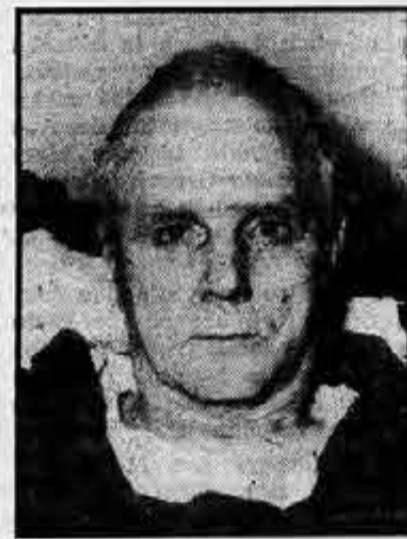
As a result of a story which appeared in a recent issue of the LOG, a possible identification of "Mr. X," an amnesia victim at the Boston USPHS hospital, has been made by a seaman who is himself a patient at the USPHS hospital on Staten Island.

The man is AB Joe McMurray, of the NMU, who reported that he had seen the LOG story in the hospital and believes that the mystery seaman was a shipmate of his aboard the P. W. Sprague during a run to Antwerp in 1944.

McMurray says he believes the man's name is Tompkins, and thinks he may have lost his memory during the buzz bomb attack on the Belgian port.

Efforts to identify the amnesia victim were intensified recently when the "Boston Post" offered a \$500 reward after "Mr. X" for the first time started to respond to questioning.

"Mr. X," who was brought to the hospital early in 1945 suffering from a bone disease, is about 65, six feet tall, slender, brown-eyed and grey-haired, and has a consid-



'Mister X'

erable knowledge of British navy and merchant marine terms, including English sailors' slang.

Top of the News

'BOSS' CRUMP DIES AT 80—One of America's most powerful political leaders, E. H. Crump of Memphis, Tennessee, died of a heart ailment at the age of 80. Crump had ruled Memphis, and Tennessee, politics with an iron hand for 50 years. He suffered his first political setback in 1948 when Estes Kefauver won the Senatorial nomination over his opposition.

LONE SEAMAN REACHES SAMOA ON RAFT—Following in the path of the famed Kon-Tiki expedition of 1947, a 61-year-old New York seaman, William Willis, reached Samoa from Peru after 115 days of drifting on the Humboldt current. During most of the journey on the 34-foot raft he lived on raw dolphin fish.

NAVY PLANS ATOM CARRIER—with one atom-powered submarine virtually completed and a second one under construction, the Defense Department announced it was preparing to develop an atomic power plant for an aircraft carrier. Sea trials for the Nautilus, the Navy's atomic submarine, have been delayed because of defective steam piping which is now being replaced.

'HAZEL' THROWS TEMPER TANTRUM—The season's most destructive hurricane, "Hazel" by name, caused over 300 deaths and hundreds of millions in property damage all the way from the island Republic of Haiti to Toronto, Canada. Beginning around October 5 off the island of Grenada in the Windward group, Hazel headed due west and then turned northward across Haiti. From there it went northwest, hitting the South Carolina coast at Myrtle Beach and cutting through North Carolina, Virginia, Maryland, Pennsylvania, New York state and the province of Ontario, Canada. Storm and flood damage was severe for 200 miles on either side of the big blow.

DEMOCRATS BAG A CABINET MEMBER—Secretary of Defense Charles Wilson was treed by gleeful Democrats on the scent of an election victory following an untimely analogy between people and dogs. In discussing the unemployment problem the Secretary remarked he preferred bird dogs to kennel dogs because the latter just sit on their fannies and yelp for feeding. The implication that the unemployed are lazy and the "people to dog" comparison was pounced upon by Democrats and made a key issue in campaign oratory.

GOVT RAPS COFFEE EXCHANGE—The Federal Trade Commission charged the New York Coffee Exchange with responsibility for the drastic increases in the price of coffee which reached \$1.45 a pound at retail earlier in the year. The Government agency said that trading practices of the Exchange, and speculation, were largely responsible.

RUSSIANS LEAVING PORT ARTHUR—Agreement has been reached between the Communist Chinese government and the Soviet Union for Russian forces to evacuate Port Arthur in Manchuria. The Russians had occupied the base at the end of World War II. In addition the two countries have agreed to build two new railway lines linking the Soviet and Chinese railway systems. The agreement is considered a sign that Red China and Russia are sticking closely together as equal partners in an alliance.

OWEN LATTIMORE INDICTED AGAIN—A key figure in Senator McCarthy's charges of Communists in government, Far East expert Owen Lattimore has again been indicted on perjury charges dealing with his testimony before a Senate committee. The US attorney trying the case has asked Federal Judge Luther W. Youngdahl to disqualify himself from hearing the case on the grounds that he is biased in favor of the defense. Judge Youngdahl had previously thrown out a key count in the Government's original indictment and was upheld by the US Court of Appeals. He refused to disqualify himself.

Cartoon History Of The SIU

War In Korea

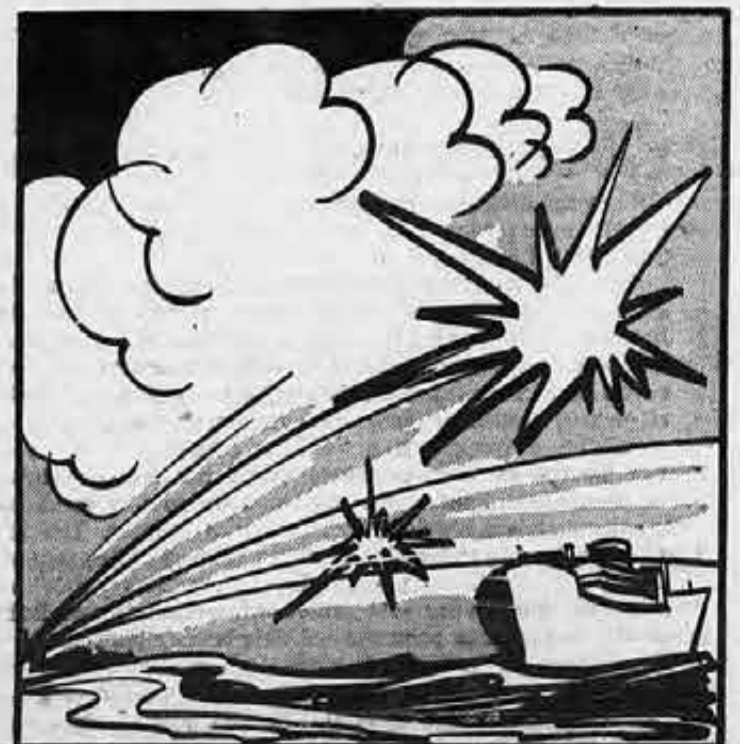
No. 75



It took a war, the Korean action which began in June, 1950, to give shipping its first real boost in many months. The US, through the United Nations, was committed to a major role in the fighting, and Seafarers, as in World War II, pledged overwhelmingly to keep the ships moving and maintain the supply lines.



In July, the US began the job of reactivating some of the more than 2,000 World War II ships in the reserve fleet for private operation. Meanwhile, with plenty of American ships still idle, the SIU charged that the Navy's Military Sea Transportation Service was still chartering foreign tonnage to carry US cargoes.



The SIU also went to bat with the shipping companies and won war zone coverage for Seafarers going to the Far East. Although no one was hurt, the shelling of the SIU-manned Steel Rover near Hong Kong in August pinpointed the need to assure security for Seafarers and their families in the midst of a shooting war.

SIU NEWSLETTER from WASHINGTON

Last year, due to the campaign put on by maritime unions, Congress appropriated about \$33 million for marine hospitals. This was after the Bureau of the Budget had threatened to eliminate Government appropriations altogether.

Once again, the Budget Bureau, which passes on all Government appropriations before they are submitted to Congress, is thinking in terms of a substantial appropriation reduction for the marine hospitals.

The Budget Bureau recommendation on this matter will go to President Eisenhower within the next six weeks.

Since the Greek Government eased many of the difficulties which Greek shipowners formerly met in placing their ships under that flag, more than 120,000 tons of shipping have gone back to the Greek flag.

The Government of Greece has taken steps to inform interested parties abroad of all the legislative measures introduced up to this time in order to encourage the return to Greek registry of Greek-owned ships now under foreign flags.

Some of the leading maritime nations of the world, particularly in Europe, are losing no time in planning for the opening of the St. Lawrence Seaway. Unfortunately, up to this time, American lines have not shown too much interest in the subject. This is probably because US shipping companies were opposed to the Seaway project in the beginning.

Whereas in the past many foreign shipping lines have gone only as far as Montreal, they are now making plans to extend their service beyond into the Seaway itself. Those who have indicated a desire to participate in this traffic include most of the European maritime powers.

Contrary to some thought, it still will be a long time before merchant ships will be propelled by atom power.

Many obstacles remain to be conquered in this new field, including protection of crews and passengers from radio-activity.

The maritime industry will need all the support it can get during the coming Congressional session to insure the success of shipping legislation to be introduced. This is so because maritime undertakings, like all others, are costly, and there are bound to be strenuous objections raised.

For example, it now appears that the keystone of the 1955 merchant marine legislative program in Congress will be a program to provide for replacement of the US merchant marine. Our fleet, in general, is more than middle-aged, and if not replaced according to a planned program, will become obsolete all at once.

One of the big programs that will be considered by the next Congress, convening in January, will be one to authorize the construction of 60 large, modern dry cargo ships each year for 20 years.

This new program probably would cost in the neighborhood of at least \$400,000,000, of which the industry itself would spend somewhat more than \$200,000,000, with the Federal Government appropriating the balance. There will be substantial opposition to this program, both within and without Congress, even though the Government's share in the program would amount to less than one percent of our annual outlay for defense purposes.

The main reason for opposition to maritime proposals is lack of understanding, lack of public prodding of the Congress, also a mistaken conviction, born of the costly emergency ship construction of the two World Wars, that we do not really need all this new construction, when already so many vessels are either in active service or in the reserve.

Yet the Defense Department itself freely admits that the merchant marine, no matter how large it may be, and regardless of any emergency construction program, will be woefully inadequate in case of World War III.

Thirty-five countries have accepted the 1948 International Convention for Safety of Life at Sea.

The last nation to accept the safety convention was Poland in the middle of this year.

The US, back in 1950, was the third country to accept the convention, and in the last four years, the various other nations of the world gradually have filed their acceptance.

In the future, all applicants for merchant mariner's documents will be required to indicate on the application whether they ever have been convicted of violation of the narcotic drug laws of the United States.

If the answer is "yes," the applicants will be required to state the place, date, and particulars of such conviction.

Similarly, applicants for documents also must indicate whether they have ever used or have been addicted to the use of narcotics.

Failure to answer such questions, under new law, will be considered as one of the reasons for refusal to issue documents.

The new law covers persons applying for any kind of Coast Guard license, certification, and documents issued to merchant mariners.

Latest figures on the American merchant marine show a further drop in tonnage—21 ships less than the number in operation just one month ago.

The fleet today is 146 less than the active fleet in operation a year ago.

This is the time of the year when shipping interests in the nation's Capitol are engaged in thinking of legislative programs for next year. Some have been in talking the situation over with Commerce Department officials, but the latter take the view that it might be well to wait until the November elections before putting final touches on a legislative program.

On the other hand, at least one segment of the industry feels that the maritime industry has received about as much as it can get from the Government, and that it is up to the industry itself to carry on.

Your SIU Washington Reporter

Balto SIU Port Office Nears Formal Opening



Seafarers give the new SIU Baltimore port office the onceover as work is rushed to complete the building in time for a scheduled opening in November. Behind them is the rotary shipping board for the main floor hiring hall, which duplicates the one at SIU headquarters but is somewhat smaller. When completed, the building is expected to be one of the finest union halls in the US.

SIU Strike Keeps Bull Run Tied Up

BALTIMORE—An attempt by the operators of the struck tanker Bull Run to get the ship worked on in the shipyard here was met with stone-wall opposition from CIO shipyard workers who refused to lay a hand on the vessel. Meanwhile, with the ship idled in the shipyard, picketing by members of the SIU crew has been called off.

Originally struck by the SIU in the Port of Norfolk, the Bull Run

was later towed to this city and idled in the bay while a seagoing picketline manned by former crewmembers circled the vessel in a cabin boat. Then, later this month, she was moved by tug to the facilities of the Maryland Drydock Company. The shipyard workers, however, wouldn't touch her because of the pickets.

The dispute is over the refusal of the company, Petrol Tanker Industries, Inc., one of several SIU companies under the Mathiasen banner, to renew its SIU contract. The company had been under contract to the Union for several years.

As a result of the operator's attitude, the SIU called the strike in Norfolk and the crew walked off the ship. Strike authority had been voted earlier by the membership.

Crewmembers later came to Bal-

timore and manned the seagoing picketline for several days before the ship was moved to the shipyard pier. She continues to be idle now and the company has indicated no further move. No attempt to crew her has been made.

Don't Wait, Get Vacation Pay

Under the rules of the Vacation Plan as set forth by the trustees, a Seafarer must apply within one year of the payoff date of his oldest discharge in order to collect his full vacation benefits. If he presents any discharge whose payoff date is more than a year before the date of his vacation application, he will lose out on the sea time covered by that particular discharge. Don't sit on those discharges. Bring them in and collect the money that is due to you.

Puerto Rico Labor Chief Visits SIU



Visiting the SIU hall in New Orleans, Fernando Sierra (wearing bow tie), secretary of labor for Puerto Rico, chats with Seafarer Max Pitre (third from right), oiler on the Alcoa Corsair. Sierra was accompanied by Pedro E. Anglade (third from left), Puerto Rican attorney.

Isthmian To Add Piers In B'klyn

Seafarers shipping with the Isthmian Steamship Company in the Port of New York will next year be operating out of one of the largest and most modern terminals on the Atlantic coast.

The SIU-contracted operator has just completed arrangements for a ten-year lease on an additional 300,000 square feet of waterfront property which will connect with Isthmian's present breakwater terminal in Brooklyn. When it is completed, the new facility will permit the simultaneous loading or unloading of six vessels, compared with the present accommodations for only four.

Leaving Staten Island

As part of its pier modernization program, Isthmian expects to give up its piers in Staten Island and eventually concentrate all operations in Brooklyn.

The site, which extends into the Upper Bay from Columbia Street, will house a new transit shed 750 feet long by 140 feet wide and will give Isthmian a terminal with an over-all area 3,250 feet long and up to 325 feet wide. The property's owners will undertake the actual construction.

Isthmian currently operates 24 C-3 freighters and one C-2, the Andrew Jackson, on a bareboat charter from Waterman, another SIU-contracted company, in its world-wide cargo service.

MARITIME

All 29 crewmembers of the Liberian freighter *Travel Star* were rescued last week when the ship caught fire after grounding on a reef near Okinawa. Army and Navy craft handled the rescue job . . . The Maritime Administration reports that the active US-flag merchant fleet suffered a decline of 21 ships during September. Only 1,308 ships of over a thousand tons were working on Oct. 1, representing a drop of 146 vessels in the last 12 months. The active privately-owned fleet has 59 fewer ships than a year ago. Government-owned ships accounted for the remainder.



The world's biggest tanker, the 47,000-ton *Al-Malik Saud Al-Awal*, has completed her trial runs in the North Sea, following completion of construction in a Hamburg shipyard. She is going into operation shortly for the Saudi-Arabian Tanker Co., owned by millionaire shipowner Aristotle S. Onassis . . . The Swedish-American liner *Stockholm* became the first trans-Atlantic liner to sail from a North Carolina port when she left Morehead City this month on the first of four short cruises.



Efforts to salvage the 14,000-ton German liner *Monte Cervantes* have ended in failure after 11 years and an expenditure of \$1.2 million. The ship, with 1,200 passengers aboard, sank off the tip of South America, in 1930, with no loss of life. After finally being refloated this month, however, she sank once again while being towed by three salvage tugs . . . Fire which raged aboard the 3,099-ton Norwegian steamer *Folga* after she struck a mine in the North Sea caused no loss of life aboard the vessel, thanks to the help of the Russian ship *Tartu*. One officer was killed when the mine exploded, but 27 other crewmembers were safe.



A total of only 16 vessels are under construction or on contract at US shipyards on all coasts and the Great Lakes for future delivery. The figure is made up of nine tankers, three dry cargo ships, two ore carriers, one passenger-auto ferryboat and one auxiliary cargo-attack transport. All but six of them are scheduled for completion before 1955 . . . After making what is likely to be her last visit to New York, the British liner *Georgic* is expected to resume her old job of carrying troops in the British Far East service. The 1932-built, 27,469-ton ship, currently under charter to the Cunard Line, served as a troopship during World War II.



The Government will get \$1.6 million in an out-of-court settlement arising from the loss of freight aboard the *Jacob Luckenbach*, which sank near San Francisco on July 14, 1953, after a collision with the *Matson* freighter *Hawaiian Pilot*. The *Luckenbach*, operated by Pacific Far East Lines, was carrying 12,000 tons of Army and Air Force cargo plus 87 tons of mail bound for Korea . . . The Sun Oil Company's 18-ship US-flag tanker fleet gained a new addition when the 30,000-ton *Western Sun* was launched at Chester, Pa. The 641-foot ship has a speed of 16.5 knots and will be put in the coastwise service from Texas to Marcus Hook, Pa.



An all-time ore tonnage record for one cargo was reported at Superior, Wis., after 21,762 tons had been loaded on the *George M. Humphrey* on its maiden trip. The new high is 705 tons more than the old record set in 1953 by the *Ernest Weir*. Both ships are owned by the M. A. Hanna Coal Co. The *Humphrey* is named after the present Secretary of the Treasury, who was a top company official before joining the Eisenhower cabinet . . . Forty Newfoundland seamen have quit working ships operated by the Furness-Withy company because of a change from Canadian to English wage scales. A company spokesman said the switch was made in an "economy" move because the English scale is much lower.

The Seafarers Puzzle

1. Heavy swell	11. Pitcher	21. Make public	31. Not so happy
4. Kind of chest	19. Florida Island, off Guadalcanal	23. Moor	32. Part of "to be"
8. The finest	2. Consumed	25. Atlantic Abbr.	33. Atlantic Island
12. Ugly old woman	3. Capital of Guam	26. Hankers	34. Vigor
13. Marbles	4. Wire to support mast	30. Father of Jacob and Esau	36. Masterful
14. Norse port	5. Swedish district	31. Part of "to be"	39. Spree
15. Filipino	6. Ship operators	32. Part of "to be"	41. Shipping container
16. Money used in Bombay	7. Sacred song	33. Atlantic Island	42. The Orinoco
17. Particle	8. Dory	34. Atlantic Island	43. Dutch cheeses
18. Copper	9. Values highly	35. Atlantic Island	44. Native earths
20. Best part	10. Warning sign	36. Atlantic Island	45. Cry of despair
22. Unexpected obstacle		37. Atlantic Island	46. Cutting tool
23. Weapons		38. Atlantic Island	47. Author of "The Gold Bug"
24. Greek letter		39. Atlantic Island	48. Jap sash
27. Yale footballers		40. Atlantic Island	
29. Extent		41. Atlantic Island	
31. SIU member		42. Atlantic Island	
34. Ship		43. Atlantic Island	
35. Island in Firth of Clyde		44. Atlantic Island	
36. Endorsement on a passport		45. Atlantic Island	
37. River in England		46. Atlantic Island	
38. Yankee pitcher		47. Atlantic Island	
40. Port in Palestine		48. Atlantic Island	
44. The Yanks, this year		49. Atlantic Island	
46. Sharp tasting		50. Atlantic Island	
47. Kind of buoy		51. Atlantic Island	
49. Stringed instrument		52. Atlantic Island	
51. Miss Gardner		53. Atlantic Island	
52. The best quality		54. Atlantic Island	
53. Island between Corsica and Italy		55. Atlantic Island	
54. Temporary Abbr.			
55. Married			
56. Hawaiian wreathes			
57. Bitter yetch			

(Puzzle Answers On Page 17)

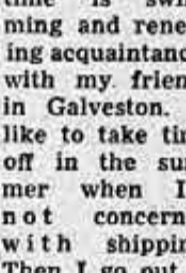
THE INQUIRING SEAFARER

Question: How do you like to spend your time when you're on the beach? (Question asked in the Galveston hall.)

Johnny Rielly, chief steward: I try to plan my shipping so I will be on the beach during the hunting season. I like any kind of hunting, but shooting ducks and geese is my favorite sport. During the season, you can always find good shooting along the Texas coast.



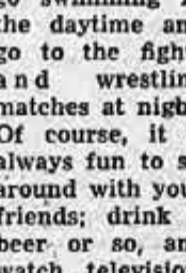
Nick Magash, AB: I go fishing occasionally, but my favorite pastime is swimming and renewing acquaintances with my friends in Galveston. I like to take time off in the summer when I'm not concerned with shipping. Then I go out to the beach every day and visit with my friends in the evening.



Hafford W. "Red" Roberts, FWT: Of course, I like to go home to Oklahoma City occasionally, but I always find friends in any port I happen to be in. I like to renew old acquaintances and travel around with guys I know. The other day I met a shipmate I sailed with 11 years ago.



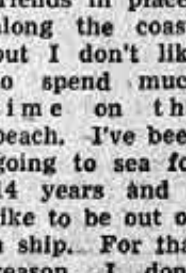
Henry P. Lopez, AB: I like to be ashore in the summer when I can go swimming in the daytime and go to the fights and wrestling matches at night. Of course, it is always fun to sit around with your friends; drink a beer or so, and watch television. I'm single, so my time is pretty much my own.



William Hightower, FWT: Just relaxing with the guys I know on the beach is my idea of a good time. You can always find someone around the hall or in the neighborhood to swap sea stories with. A little feminine companionship is in order, too, and I usually run into someone I know in Galveston.



Leonides Lopez, chief cook: I just loaf around the hall and visit friends in places along the coast, but I don't like to spend much time on the beach. I've been going to sea for 14 years and I like to be out on a ship. For that reason, I don't get off unless circumstances require it.



MEET THE SEAFARER



HARVEY GUENTHER
Electrician
(Interviewed in the Galveston hall.)

One experience with what he describes as "management's idea of union" led Harvey Guenther on a somewhat roundabout route to his first trip to sea aboard an SIU-manned ship out of New Orleans in 1946.

This same experience introduced Guenther to what he now calls his chief hobby—studying and practicing trade unionism, with particular emphasis on the SIU brand.

It all started in the early days of World War II when Guenther was personnel director for a large St. Louis manufacturing concern. The St. Louis corporation took over operation of an automobile assembly plant there for use in manufacture of military goods.

"Of course," Guenther recalled, "the men who had been employed in the automobile assembly plant were union members, which in the eyes of my employers made them undesirable for work in the new operation. No one in management seemed to be concerned about the fact that conversion of the automobile plant had thrown these people out of work."

When Guenther was called on the carpet for hiring too many of the out-of-work assembly plant men, that was the last straw. Guenther resigned.

Management Double-Talks
"The public shouldn't be misled by management interests who express such grave concern for the individual's 'right to work,'" Guenther said. "What they really mean is they want to deprive working people of the privilege of organizing legitimate trade unions. They want to put us in a position where we will have to belong to their union of ideas to have the right to work."

Guenther believes his St. Louis experience was a stroke of good fortune in disguise.

His personal experience with management put him in search of a place where he could employ his talents and knowledge of labor-management relations to the best advantage. Shortly thereafter, he was projected over to labor's side of the employe-employer relationship and found himself in New

Orleans in a new role—that of an AFL organizer. His experience in organization work among laundry workers in the Crescent City brought him in contact with SIU members and officials with the result that he became so interested in the SIU that he started ship-ping out.

Since his first trip early in 1946, Guenther has taken part in a number of major and minor SIU organizational campaigns, including a successful SIU-affiliated Marine Allied Workers drive and the campaign which brought the Cities Service fleet under the SIU banner.

Settled In Houston

Guenther eventually settled in the Galveston area. He recently bought a house in Houston where he lives with his wife and 18-year-old daughter. Another daughter is married, and when Guenther is ashore some of his happiest moments are spent visiting with his three grandchildren.

The SIU electrician and pump-man isn't the only member of his family who has more than a passing interest in trade unionism, both as a vocation and as a hobby. His wife is an organizer for the International Printing Pressmen and Assistants' Union (AFL).

"When I'm ashore it is a real pleasure to me to help Mrs. Guenther in her organizational work," he said. "That, to me, is my recreation."

Both are avid readers of the LOG. "We get a lot of ideas from reading the LOG and studying the SIU's militant trade union policies which we can adapt to other trade union fields," Guenther explained. Guenther believes every SIU member should devote more time to studying the Union's contracts, constitution and policies.

"Every member should know the rights that are guaranteed to him under our constitution, contract and shipping rules," he said. "We should realize that along with these rights, there is also an obligation to do our part to help maintain the fine organization we now have. It is an organization which has won for us the highest rewards in the industry in earnings, conditions, welfare benefits and internal union democracy."

LABOR ROUND-UP

A strike of 30,000 truck drivers in the New York City area quickly brought several hundred local and over the road truckers to terms on the basis of a 25-cents-an-hour increase. Employer-negotiators had attempted to maintain a solid front but the Teamsters Union cracked it easily and in five days signed virtually every trucking operation in the area.

A "no-overtime" protest by Staten Island, New York, bus drivers slowed bus service for a few days. The men, members of the Amalgamated Motor Coach Union, AFL, objected to the transfer of 29 drivers to other sections of the city without replacement. Union spokesmen contended that the transfers would leave Staten Island lines shorthanded.

Employers who have stock purchase plans for their workers must bargain with the union on the operation of such plans, the National Labor Relations Board has ruled. A three to one vote of the NLRB instructed the Richfield Oil Company to bargain with the Oil Workers International Union on

union demands for a voice in the plan's operation.

Ten-thousand Ford Motor Company employees at the company's Ontario plants have gone out on strike for wage increases after several months of negotiation between The United Automobile Workers and the company had failed to produce an agreement. The workers are employed by Ford's Canadian subsidiary.

Renewed efforts to settle the strike of Pittsburgh department store employees were deemed unlikely after members of Teamsters Local 249 (AFL) rejected a five cent offer by a vote of 661 to 84. The strike has been on for 11 months with inside unions affected as well as teamsters.

New York laundry workers have opened a \$1,300,000 medical center which will provide outpatient services for 18,000 workers in the industry. The center was opened by the Amalgamated Clothing Workers of America (CIO) under its contract agreements with laundry employees in the city.

SEAFARERS LOG

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'Don't Try It'

This issue of the SEAFARERS LOG carries a detailed account of a would-be conspiracy sponsored by the old ILA and elements within the Marine Engineers Beneficial Association (CIO) to "take over" US shipping and put the SIU and other genuine trade unions in maritime out of business. The operating plans of the ILA-chartered "United International Seamen's Union" bare all the earmarks of the crimp-hall, boarding-house methods of shipping seamen that were so popular with shipowners before strong maritime unions came into being.

While the LOG is devoting a good deal of space toward the conspiracy, the Union is not alarmed over its future prospects. The purpose of the display is to call the attention of Seafarers and all other unions in maritime to the fact that the enemies of maritime unions are still active. They still dream of the days when seamen had to crawl to get a job.

The membership should note as well that among the people involved are the elements who were exposed in the LOG of September 3 as the cast of "The Anti-Union Medicine Show." Up until now these elements have been active against individual maritime unions. Now with the help of the ILA, they plan to attack all maritime unions at once.

The SIU is confident it will be able to handle this threat as it has handled others in the past. It knows that Seafarers will not stomach any attempt to return to conditions the Union overcame years ago. It knows it can count on the active support of the rank and file membership of the Union to meet this threat with all necessary measures.

In closing the SIU has three words of free advice to the "United International Seamen's Union"—don't try it.

Lending A Hand

As Seafarers know it has been standard SIU policy down through the years for the membership to assist other trade unions both in and out of maritime in winning their beefs. That policy has won us the close friendship of many unions who have been glad to give us a hand in any way they could. One such union with whom the SIU has had close and friendly relations is the CIO's Industrial Union of Marine and Shipbuilding Workers.

Some years back the shipyard workers had a strike at major shipyards which dragged out over several months. Seafarers helping out on the picket lines, particularly in Baltimore, were instrumental in helping the shipyard workers win that beef.

Now Local 31 of the shipyard union is engaged in a serious hassle over job rights with the Maryland Drydock Company in which the SIU is again giving all the assistance it can.

In return the shipyard workers have been of considerable assistance to the SIU on several occasions. At the present moment the SIU-contracted tanker Bull Run is being struck by the Union because its owners have refused to renew the contract. The Bull Run is drydocked at the Maryland company's yard, but as far as the shipyard workers are concerned the barnacles will stay on her bottom. They're not touching a "hot" ship.

The Bull Run is further proof, if such were needed, that the SIU policy of aiding other unions pays off time and again to the benefit of the membership.

16th Birthday

This Sunday marks the end of the 16th year since the SIU A&G District was chartered. It completes another year in which the SIU has been able to make headway in the face of considerable obstacles.

Despite the shipping slump of the past year which has hit the entire maritime industry the SIU has been able to absorb the shock and press ahead for new contract, vacation and welfare gains for the membership as well as more new progress on the legislative field. And at the same time it stands firm against attempts of enemies of the SIU to shake or weaken it in any way.

The SIU, as a union, was born in a time of difficulty and has had to fight every inch of the way against the shipowner, the waterfront Communist, and other enemies of maritime unions. It has survived all attacks and made tremendous headway through the years in the face of them. The strength of the SIU and the secret of its success lies in the fact that it has always been, and continues to be, a fighting union.

LETTER of the WEEK

Attacks Apathy To Blood Appeal

To the Editor:

Lately I have been reading some articles in the SEAFARERS LOG about the fine blood donor record which SIU members have at the Staten Island USPHS hospital and elsewhere. But recently something happened in the shipping hall at headquarters which I would like to comment about. I believe in giving credit where credit is due, but I also believe in giving criticism when it is needed. And I think it is needed in this case.

What happened was that recently, while I was in the shipping hall, the dispatcher asked for 15 blood donors to go over to the Staten Island hospital and donate blood for some of their fellow Union members who were going to undergo operations. This blood, we were all told, was badly needed.

Despite this, only nine members, including myself, responded to the appeal—and this only after the dispatcher had made the appeal three times over the loudspeaker.

Now this is a sad state of affairs, because when a man is in the hospital and needs blood he needs it right away—not tomorrow or the next day. What's more, it takes only about five minutes to give a pint of blood, and it doesn't hurt the donor in any way, and so there is no reason at all why the members should not have responded better than they did.

Against Personal Experience What surprises me especially about this whole situation is the fact that I know, from personal experience, that SIU men are invariably ready to donate blood when needed, even when that blood is not for members of their Union.

For instance, I was in Yokohama, Japan, on August 19, 1952, when the Army doctors from the Tokyo Army Hospital contacted all the ships in the harbor and asked the crews to donate blood to the hospital's blood bank. And—except for one NMU man—every man who responded to this appeal was an SIU member.

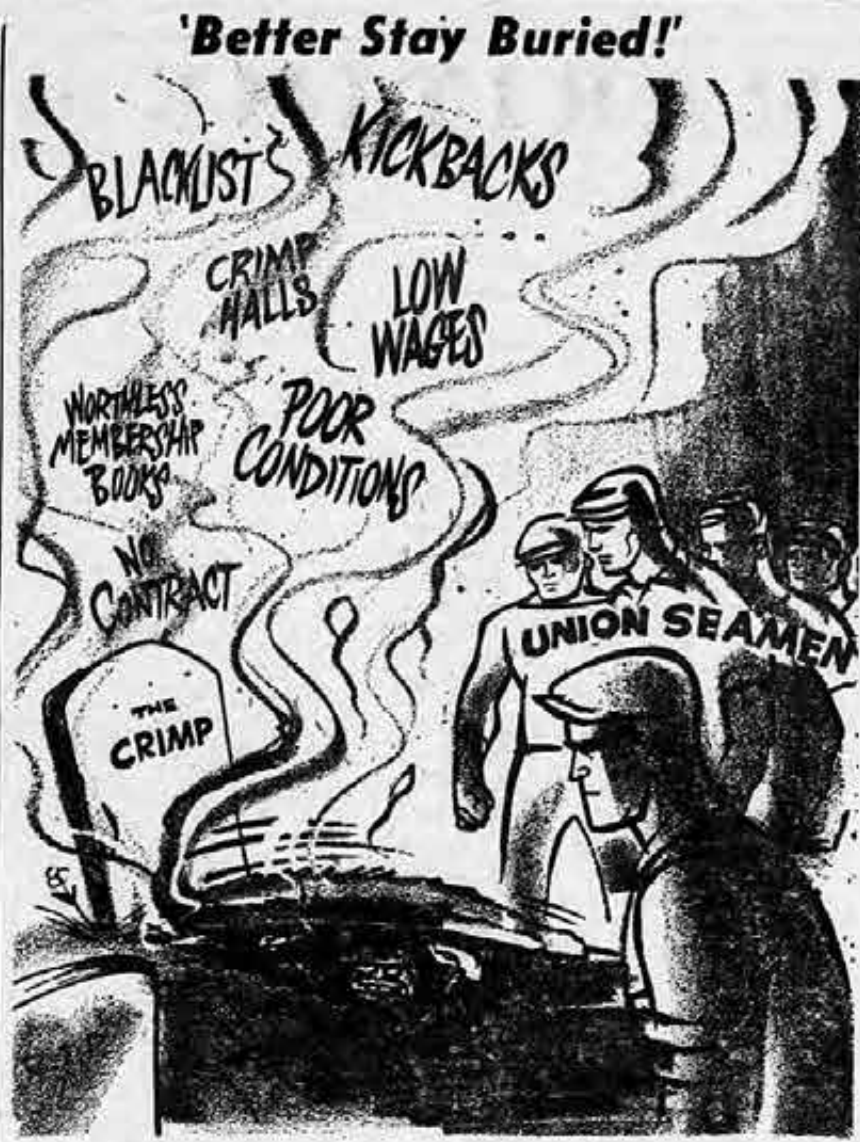
What we should do here, I believe, is build up a blood bank the same as Seafarers have built up elsewhere, to draw against in time of need.

Thomas M. Collins

(Ed. note: Last month, after the passage of a resolution by the membership, the Union attempted to set up a special SIU blood bank at the Staten Island hospital. The Union was informed at that time that blood bank facilities at the hospital are too limited to store more than a small reserve supply. Therefore the Union has had to rely on having Seafarers donate blood when and as it is needed. However, the Union has an understanding with the USPHS hospital—and also with city and private hospitals elsewhere in New York—that all blood used by Seafarers will be replaced immediately, and the Union has always lived up to its part of the understanding.)



Collins



'Vote of Thanks'

There was a time when all a ship's delegate had to worry about was beefs on food, overtime and repair lists. Sometimes, of course, these can prove a tall order. But with life on shipboard becoming more complex, a delegate can have other things on his mind like ship's library, recreation supplies, a record player and even the inner workings of a television set.

TV Troubles

Television troubles were dropped at the doorstep of Seafarer Sid Berger aboard the Mae (Bull Line). Like many other coastwise and intercoastal ships the crewmembers of the Mae had chipped in for a TV receiver, but were having their troubles getting it to work properly.

Berger

So ship's delegate Berger, at last word, was scouting out somebody ashore who could adjust the receiver to suit the discriminating taste of the crew.

Berger, who sails in the steward department, has been a member of the Union for five years, joining in the Port of New York. He is 42 years old and lives ashore in Baltimore.

Another delegate who has done a "bang-up job"—to quote his shipmates—is John H. Emerick aboard the Steel Traveler (Isthmian). The ship's minutes noted that excellent care was given two men who had been hospitalized during the course of the voyage and the delegate saw to it that their interests were properly safeguarded.

Serving as an officer of the last Wilmington membership meeting was Seafarer Jesse W. Puckett. A veteran member of the SIU (he's been with the Union since 1944), Puckett originated the idea of cooks and bakers exchanging their favorite recipes and food specialties through the columns of the SEAFARERS LOG. He's contributed a few of his own to the Union newspaper in the past and again this week.

Puckett is a native of California

who will be 52 years of age this December. He makes his home in Harbor City, California.

Some of the other rank and file brothers who took over meeting posts in the various SIU ports last meeting were A. G. Alexander and S. C. Slaid in Lake Charles, Leo De Loach, who was recording secretary at the Mobile meeting, Bill Mehan in Norfolk, and A. Anderson and F. Votto in the West Coast port of San Francisco.

The role of rank and file trial committees in dealing with violations of the SIU constitution was pointed up by a recent trial of a Seafarer in the Port of Baltimore. The Seafarer was brought up on charges after he had "invaded" the Union hall in a drunk and disorderly condition and interfered with the orderly discharge of duties by Union officials, refusing to leave peacefully when requested to do so.

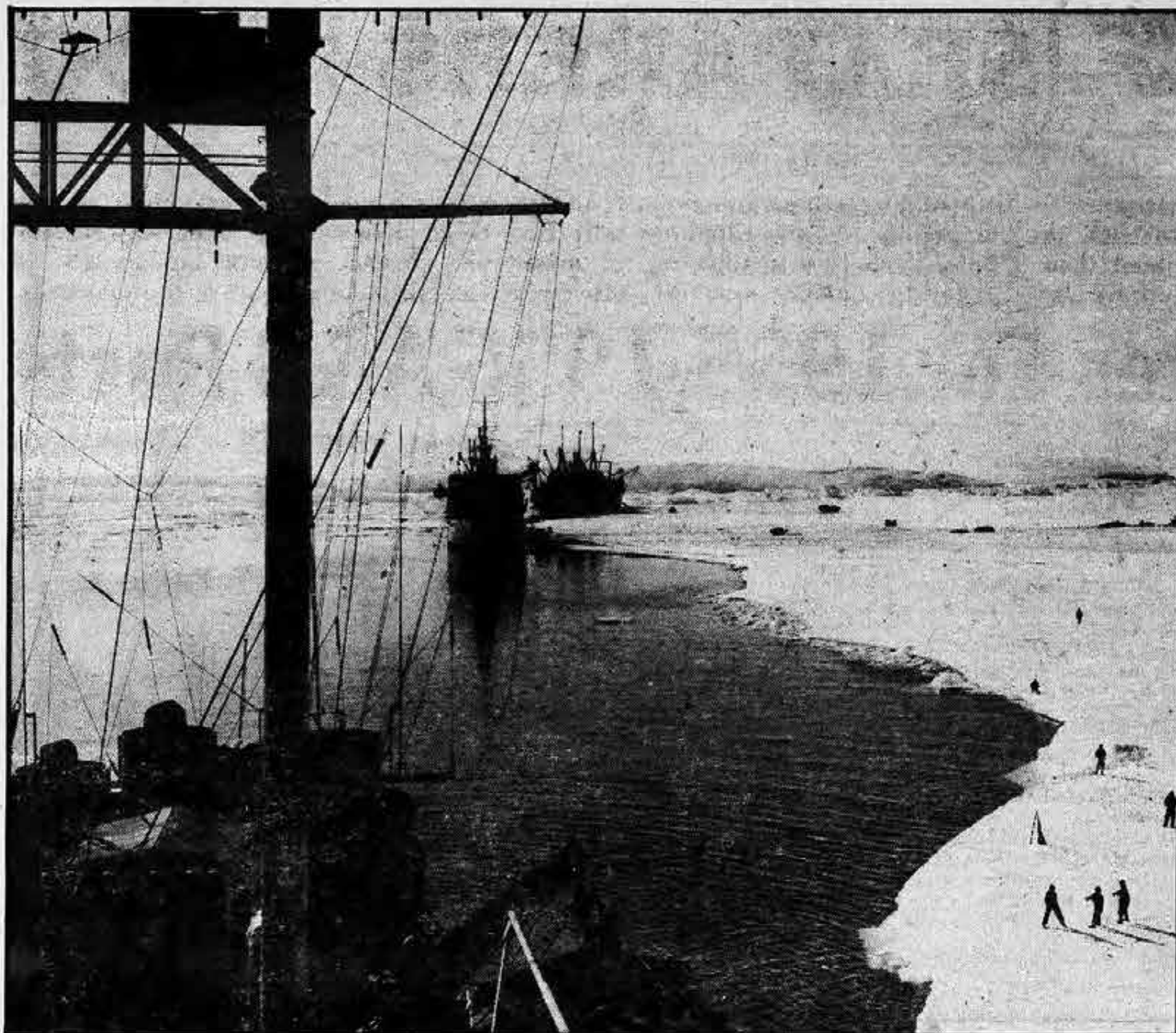
A membership committee consisting of James Corcoran, Vincent Quinn, A. Bearden, Ray Nicholson, Charles Moss and Robert Pomerlane heard the evidence and upheld the charges. They recommended that the defendant pay a \$50 fine and apologize for his actions.

A series of informative educational meetings on the Waterman coastwise ship De Soto got underway recently on the suggestion made by steward Phil Reyes. It was agreed that a whole series of meetings would be held both to acquaint new men aboard with the operations and structure of the Union and to serve as a "refresher" course for all Seafarers aboard the vessel.

The first meeting was held on the spot with Seafarer Otto Callahan presiding. It dealt with Union history, methods of settling beefs, provisions of the Union contract and other items. It proved to be of considerable interest to the crewmembers.



Pomerlane



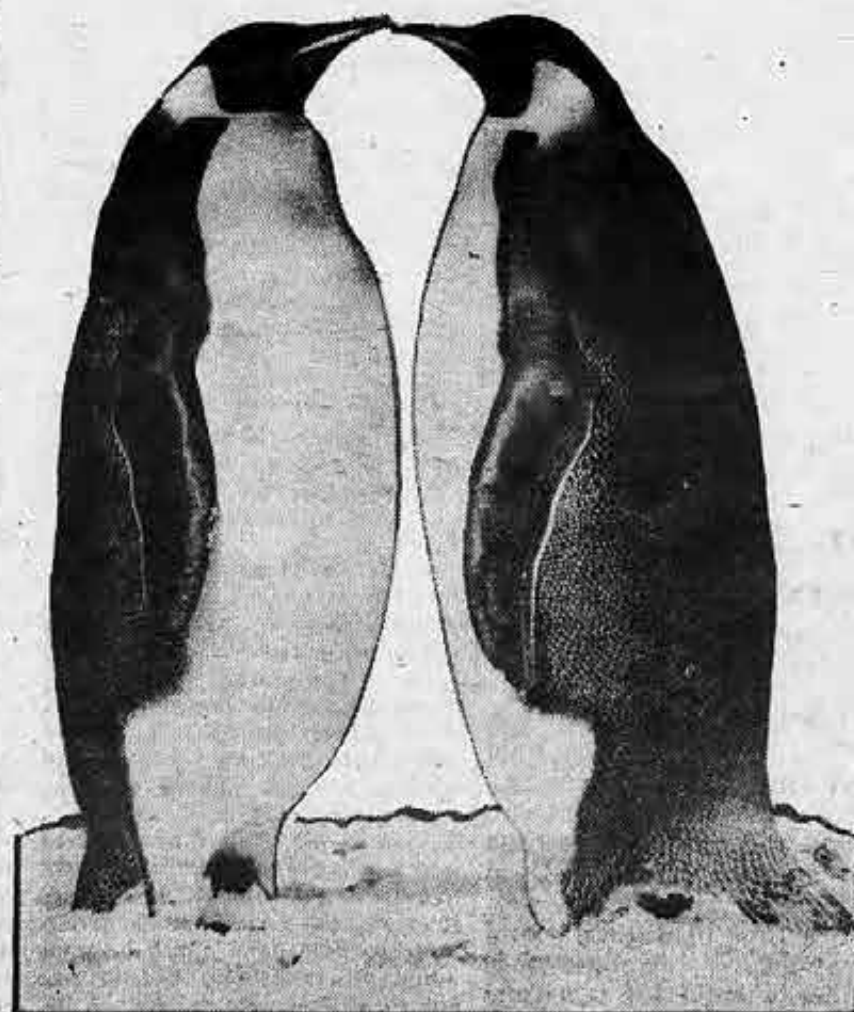
US Navy expedition to Antarctic in 1946-47 (above) was largest, most mechanized ever made. Here, moored to bay ice, are three of 12 naval vessels used.



Seal flocks and other creatures of the sea—except for the emperor penguin—are the only living year-around residents of the icy Antarctic wastes.



Although expedition was mechanized, dogs and sleds were invaluable, penetrating areas no machine could reach. Here sled is loaded for trip at mess hall.



The penguin's called a funny duck, he's always dressed for a ball; but the funniest part about him is—he ain't a duck at all.

THE SOUTH

Exploring Antarctica

There are SIU men who have spent years, and who are as much at home as they are in San Francisco, in the part of the world which still remains a complete mystery. That area

Even the frigid Arctic sea has been open to commerce. This was particularly true when Seafarers made runs to the Antarctic waters—and the sweeps of the continent of day commercially untouched.

Still, scientific expeditions of 1946-47, shown on the map, have revealed the secrets of this heel of the world, technological advances being made. Some day, in the SIU shipping line, the question may be: "Anyone for Antarctica?"



Breaking ice in Bay of Whales is US Navy's job. Antarctica—5-6 million square miles—really southernmost seas of Atlantic.

NAVY LAND

By the Antarctic



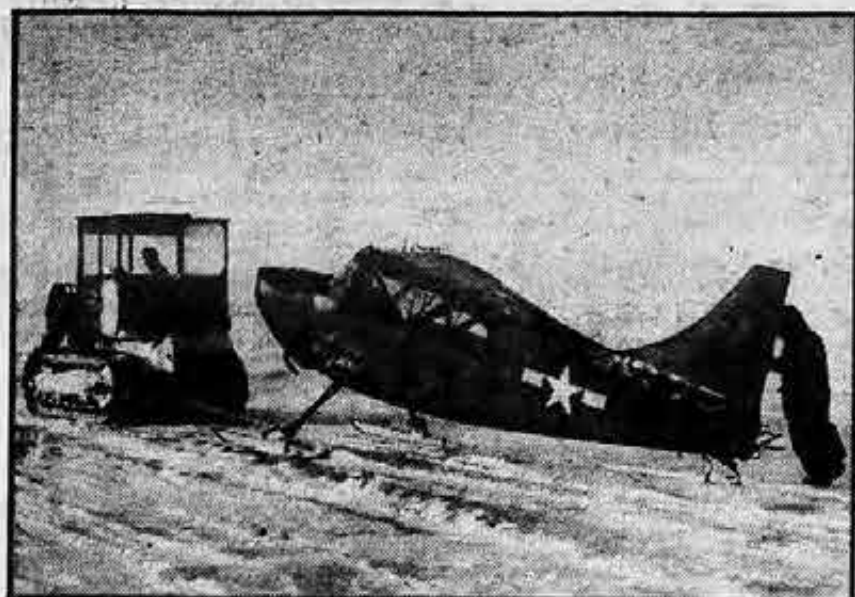
sailed the seven seas for home in Saigon and Singapore. Yet there is one area for Seafarers a region of the Antarctic.

have seen their share of early true during the war, ports like Murmansk. But the vast, silent ice-covered Antarctica—remain to this day—and untouchable.

like the US Navy expeditions pages, are revealing the world. And with the rapid change made by man—who knows? Long hall of the future, the "Little America?"



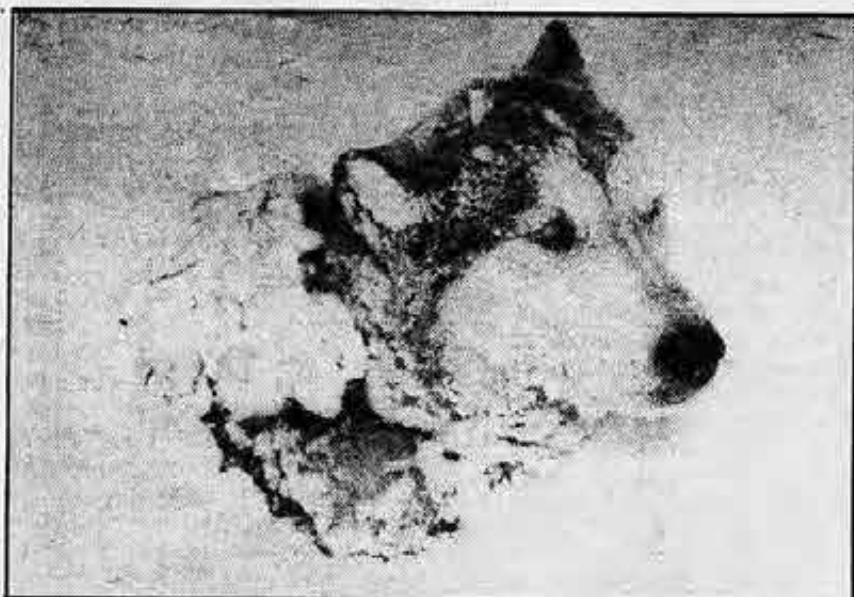
Northwind. Waters surrounding of land around South Pole—are Pacific, Indian oceans.



Being-towed by tractor from bay ice to shelf ice is Navy observer plane. Rear Admiral Byrd, expedition leader, pioneered air exploration of Antarctic.



Huskies, such as one shown here, were as important to success of expedition as were men. Here Navy man rigs dog in place in line-up to draw sled.



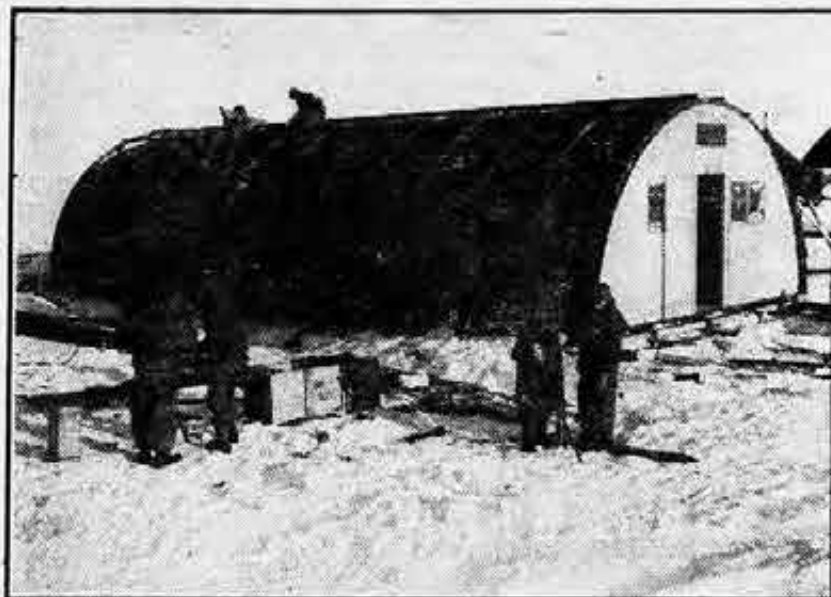
Almost buried in snow is this Husky. Antarctic has severest climate on earth, with temperatures of 80 below, or about 15 degrees colder than the Arctic.



Moored at Bay of Whales is USS Edisto. Besides 12 surface vessels and planes, Navy used subs in expedition, which it designated as "Operation Highjump."



General view of expedition camp at what Rear Admiral Byrd called "Little America." Unlike Arctic, which is frozen, landlocked sea, Antarctic is land mass.



Quonset huts, built by Seabees, also formed part of camp. Expedition had in it over 4,000 Navy men plus many civilian scientists and technical experts.



Tested under Antarctic conditions, emergency survival gear, here shown being inspected, later helped save lives of many Navy men in other situations.



With pipe and tobacco for comfort, Rear Admiral Byrd huddles near stove in shack. Byrd led four expeditions to Antarctic—in 1929, 1933, 1939 and 1946.

PORT REPORTS

Norfolk:

Shipping Is Showing 'Signs Of New Life'

During the past two weeks in this port we paid off the Bull Run (Mathiasen) and San Mateo Victory (Eastern) and signed on the San Mateo Victory. In transit were the Ocean Betty (Ocean Transportation), Steel Designer (Isthmian), Yaka (Waterman) and Coe Victory (Victory Carriers).

At the last regular meeting the port agent said shipping in this port is showing signs of new life with the crewing of the Ocean Nimet (Ocean Transportation) and the payoffs of the San Mateo Victory and Bull Run, but said it was a little too early to attribute this to the "50-50" decision applying to shipments of coal from this port by the US Government. He also stated that authority had been given to paint and repair the Norfolk hall.

Patrolman James Bullock reported that in the USPHS hospital at present are Herbert M. Bumpass, George F. Leckler, Lonnie Hall and Jesse P. Brinkley.

Ben Rees
Norfolk Port Agent



New Orleans:

Alcoa Drydocking Ends As Corsair Crews Up

This port has been getting its fair share of shipping during the past couple of weeks, and from all indications shipping should stay good here at least for the next couple of weeks.

The Alcoa Corsair (Alcoa) has crewed up and that completes the drydocking period for the Alcoa passenger ships. The Del Sud was the first Mississippi passenger ship to go in and come out of drydock and will be followed by the Del Mar and Del Norte. When these ships complete their drydocking, shipping will settle down to normal here.

Alcoa now has the Alcoa Runner, Alcoa Roamer and Alcoa Ranger running into New Orleans every two weeks with bauxite, and of course we hope they will continue with this schedule as they will be a big help to our shipping.

With two passenger ships in port at the time, our last meeting was like old home town week, with quite a few oldtimers around waiting to get back out again on their respective ships. Among these were Sloppy Creel, Shorty Moise, Baldy Bollinger, Jack Bates, Major Costello, Zeke Bonura, Alton Booth, Mike Rossi, Buddy Voorhees, Frank Vivero, Pete Garza, D. D. Story, Frenchy Blanchard, Charley Crosland, Louie Bourdonnay, Frank Russo, Joe Cave, Heavy Hutcherson, Red Truly, Scotty Malvenan, Gus Brosig, Leonard Munna, Humela Fluence, George Curry, Tony Di Nicola, Whitey Plunkett and many others.

Luck Isn't Good

Out at Magnolia Park in Jefferson Parish the trotting races have been in full swing for some time now but from all indications none of the brothers has been setting the world on fire out there. Maybe the horses they've been betting on aren't even trotters—just walkers. Or maybe they'll do better when the season opens at the Fair Grounds here in New Orleans.

During the past two weeks we

paid off the Del Sud and Del Campo (Mississippi); Alcoa Corsair and Alcoa Roamer (Alcoa); Steel Traveler (Isthmian); Chickasaw and Antinous (Waterman), and Salem Maritime (Cities Service).

Signing on were the Alcoa Roamer and Alcoa Cavalier (Alcoa) and the Del Sud and Del Oro (Mississippi).

In transit were the Alcoa Patriot, Alcoa Clipper and Alcoa Polaris (Alcoa); Steel Advocate, Steel King and Steel Executive (Isthmian); Del Oro and Del Alba (Mississippi); Seatrains Georgia and Louisiana (Seatrain); Hastings, Monarch of the Seas, Warrior and Claiborne (Waterman), and Neva West (Bloomfield).

'Spider' Recuperating

Duska (Spider) Korolia is back in the USPHS hospital and doing well after another operation, while Hal Ellis, Oscar Bird and Jesse McElreath have been discharged from the hospital and are waiting to ship out.

Recuperating nicely, and hoping to be able to ship out soon, are Clarence Lomax, Henry Jeffrey, George Champlin, Aurelio Patingo, Samuel Cope and John (Red) Carolan.

Men recently admitted to the hospital are Melvin C. Foster, Albert Volloton, George Gordano, Dixon Stroup, Edward J. Stevens and James (Blackie) Mason.

Lindsey J. Williams
New Orleans Port Agent



Savannah:

South's Shipping Good, Seen Staying That Way

Shipping has been good in this port and it looks as though it will continue that way for a while.

We had no payoffs during the past two weeks but we signed on the Royal Oak (Cities Service) and had seven ships in transit: the Steel Traveler (Isthmian), Robin Kettering (Seas Shipping), Lone Jack (Cities Service) and Seatrains Georgia and Louisiana, which each called here twice.

Oldtimers on the beach are J. B. Farrow, A. Mackin, A. D. Edenfield, C. B. Bennett and Leo F. Weeks. In the hospital are J. Littleton, A. W. Lima, J. T. Moore, P. Bland, James F. Lee, G. F. Wilson, J. D. Cannady, W. C. Lee and W. H. Gilbertson.

Jeff Morrison
Savannah Port Agent



Weeks

Wilmington:

The Cabins Pays Off, Signs On For Far East

Shipping was not too good in this port during the past two weeks but we did have The Cabins (Cabins) come into San Pedro for a payoff and it was a clean one. This ship also signed on for a run to Japan with Navy cargo and we are hoping she will make a few trips to the Far East from this coast.

In transit during this period were the Choctaw, Azalea City, Gateway City and John B. Waterman (Waterman); Seacomet II (Ocean Carriers); Pennmar and Marymar (Calmar), and Southwind (South Atlantic).

Ernest B. Tilley
Wilmington Port Agent



New York:

Shipping Holds Up, Job Turnover Steady

It looks as if all of these hurricanes we've been having have blown away our warm weather here in New York and it has been pretty chilly during the past few days. The only thing hot around here right now is the political situation and the politicians are really going at it. We only wish that shipping around here would pick up as much momentum as these political campaigns. If it did, there would be no men left on the beach.

Shipping during the past two weeks, however, has been holding up very well in this port and there has been a steady turnover in all departments. The only slow shipping, in fact, has been for stewards. These boys seem to be holding down their jobs so I would not advise any one who is in a hurry to get out in that rating to come to New York to register.

During these past two weeks we paid off 18 ships, signed 5 on foreign articles and serviced 16 in transit. All of these ships were in good shape with very few beefs on any of them, and the credit for this of course goes to the ships' crews and delegates for doing bang-up jobs in real SIU style.

Ocean Betty Crews Up

We had two ships go into temporary lay-up during this period—the Edith (Bull) and Robin Tuxford (Seas Shipping). However, the Ocean Betty (Ocean Transportation) came out of lay-up and took a full crew. We also expect two more ships to come out of lay-up during the next two weeks so shipping should continue to be good.

The ships we paid off during the last two weeks were the Steel Executive and Steel Maker (Isthmian); Edith, Beatrice, Arlyn and Frances (Bull); French Creek, Paoli, Chiwawa, Logans Fort, Bradford Island and Lone Jack (Cities Service); Robin Tuxford and Robin Locksley (Seas Shipping); Peninsula Mariner (Waterman); Lawrence Victory (Mississippi); Seatrain New Jersey (Seatrain), and Western Rancher (Western Navigation).

Signing on were the Greece Victory (South Atlantic); Coe Victory (Victory Carriers); Ocean Betty (Ocean Transportation); Robin Wentley (Seas Shipping), and Lawrence Victory (Mississippi).

In transit were the City of Alma, De Soto, Kyska and Iberville (Waterman); Massmar (Calmar); Alcoa Ranger and Alcoa Puritan (Alcoa); Seatrains Savannah, Louisiana, Texas and New York (Seatrain); Elizabeth and Dorothy (Bull), and Steel Director, Steel Recorder and Steel Voyager (Isthmian).

Claude Simmons
Asst. Sec.-Treasurer



Philadelphia:

Port Hoping To Get Calmar Ship Payoffs

Shipping in this port has been moving along fairly well during the past two weeks and we have shipped just about as many men as we have registered, which of course is a healthy sign.

We had the Calmar (Calmar) in here for payoff—the first since the company started air conditioning the holds of their ships. Also, we may be fortunate in having these ships in here regularly for payoffs as we understand there has been a change in their operations.

Julesburg Takes Crew

We also had the Julesburg (Mathiasen) in here for payoff after a four-month trip and we shipped a full crew on her. So, all in all, things were pretty good in this port, with seven payoffs, five sign-ons and six ships in transit.

Besides the Calmar and Julesburg the payoffs were the Steel Director (Isthmian), Cantigny (Cities Service), Angelina (Bull), Southern Cities (Southern) and Republic (Trafalgar).

The Steel Director, Cantigny, Southern Cities, Calmar and Republic signed on, and in transit were the Ines (Bull), Steel Maker (Isthmian) and De Soto, Kyska, Yaka and Iberville (Waterman).

A. S. Cardullo
Philadelphia Port Agent

Mobile:

Lay-Up Fleet Joined By Peninsula Mariner

The latest addition to the laid-up fleet in this area is the Peninsula Mariner, which arrived in this port a couple of days ago. This is the latest of the Pascagoula-built Mariners which have been sailing under the Waterman banner.

Despite this, prospects for shipping during the coming two weeks look fair, with the following ships due to hit the port either in transit or for payoffs: Arizpa, Beauregard, Fairisle, Claiborne, De Soto and Iberville (Waterman) and Alcoa Cavalier, Alcoa Pillgrim, Alcoa Partner and Alcoa Patriot (Alcoa).



Nickerson

Some of these ships might lay up but there is a good possibility that the Waterman jobs would be replaced by some of the ships that are laid up here, and that have already been repaired and are ready to go, so we shouldn't lose anything on the lay-ups.

Shipping here slowed down somewhat during the last couple of weeks with some 54 men shipped to regular jobs and 111 men sent to various relief jobs in and around the harbor. During this period we had eight payoffs, four sign-ons and three ships in transit.

The ships paying off were the Alcoa Patriot, Alcoa Clipper, Alcoa Polaris, Alcoa Pointer and Alcoa Pennant (Alcoa) and the Monarch of the Seas, Claiborne and Peninsula Mariner (Waterman). The Alcoa Patriot, Polaris, Pointer and Pennant signed on again.

In transit were the Chickasaw and Antinous (Waterman) and the Del Campo (Mississippi).

Mobile Bay Boy

For our Seafarer of the Week we nominate Terrell T. Nickerson, who joined the Union in 1948. "Brother Nick," as he is known to his friends, is married and makes his home down on Mobile Bay a few miles outside the city limits. He usually ships in one of the passenger ratings in the steward department, and right now is on the beach waiting for a spot on an Alcoa ship. When he's on the beach his favorite sport is catching soft shell clams and flounders in front of his house, during the summer. As for the Union, Nick says the Welfare Plan is tops, and he thinks the disability benefit is the best feature of the Plan.

Cal Tanner
Mobile Port Agent



Miami:

Talks With P & O, New Company Under Way

We had no payoffs or sign-ons in this port during the past two weeks but we had seven ships in transit, as follows: Ponce (Ponce Cement); Antinous, De Soto and Yaka (Waterman); Wyoming (Quaker), and Florida (P & O). The Ponce called here twice.

Negotiations with the P & O are now under way and we are also talking with a new company which will operate three ships out of here and Key West. We hope to be able to make a favorable report on them soon.

Eddie Parr
Miami Port Agent

A & G SHIPPING RECORD

Shipping Figures October 6 to October 19

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW.	SHIPPED
Boston	12	8	6	26	3	0	1	4
New York	121	119	113	353	81	73	73	227
Philadelphia	40	17	27	84	33	28	18	79
Baltimore	118	79	86	283	118	91	76	285
Norfolk	23	17	10	50	5	4	4	13
Savannah	15	9	2	26	19	12	13	44
Tampa	18	13	24	55	12	5	3	20
Mobile	30	21	23	74	13	15	26	54
New Orleans	99	70	138	307	88	63	127	278
Galveston	21	7	10	38	32	23	18	73
Seattle	18	16	14	48	55	44	37	136
San Francisco	26	17	35	80	26	19	28	73
Wilmington	12	8	5	25	9	5	5	19
Totals	655	491	493	1,449	494	392	429	1,305

PORT REPORTS

Lake Charles:

Tanker Visits Keep Port's Shipping Fair

During the past two weeks the following Cities Service tankers called at this port: Paoli, Chiwawa, Council Grove, Logans Fort, Bradford Island, Lone Jack, Bents Fort, French Creek and Salem Maritime. The Del Campo (Mississippi) also called at this port, and over in Port Arthur, Tex., we had the Del Alba and Del Sol (Mississippi). In Orange, Tex., we had the Val Chem (Valentine Tankers).

As a result of these calls, shipping here was fair during the past two weeks and the boys managed to get out.

At our last meeting here, deck department men took over the platform with Brother Alexander serving as chairman and Brother Slaid serving as recording secretary and both men did a fine job.

Brother Alexander hails from Arkansas but is generally known as "Tex," although sometimes he's called the mayor, or rather ex-mayor, of Highway 90 West. Brother Slaid comes from Louisiana.

For our Seafarer of the Week we nominate Brother Leonard Weems who comes from Alabama. Weems joined the SIU in 1949 during the Cities Service organizing campaign. He rode those tubs through to the successful conclusion of the drive and now continues to ride them to enjoy the conditions that he and the others helped to get. In fact, he says that although he'll sail anything that floats he'll always prefer the tankers. He also says the SIU cannot be topped for the protection it gives its members.

Other Men on Beach

Besides Brothers Alexander, Slaid and L. Weems, we also have the following brothers now on the beach: T. Weems, E. W. Copeland, M. (Fingers) McNabb, Swede Hellman, F. Reese, Ben Grice, E. Williams, R. Lyle, S. S. Lyle, Red Henry, A. (Frenchy) Hebert, Bill Lowe, E. Lerma and a number of others.

We have no men in the hospital here at this time.

On the local labor front, the AFL Boilermakers have finally settled their beef and all construction work here is in full swing again and everybody is happy except the contractors. The boilermakers got just about everything they asked. None of the other unions in this area have beefs at present and so everything is running along very smoothly.

On that note I will sign off now and get out and try to get a few fowls off the trees.

Leroy Clarke
Lake Charles Port Agent

Baltimore:

Shipping Hits Peak; Hall Gets Furniture

Shipping in the port of Baltimore is still very good, and during the past two weeks we shipped six more men than we registered. I think, however, that we have now reached our peak, and I would advise any men here who want to ship out to do so at their first opportunity. I don't like to have to make this statement, but it's always

well to be prepared for a slack period.

During the past two weeks we paid off 19 ships, signed on 15 and had 13 in transit. The payoffs were as follows:

Hilton, Mae, Kathryn, Marina and Evelyn (Bull); Steel Recorder (Isthmian); Bents Fort (Cities Service); Seamar (Calmar); Bull Run (Petrol Tankers); Yaka (Waterman); Jefferson City Victory (Victory Carriers); Chlore, Marore, Santore, Feltore, Baltore, Venore (Ore), and Oremar (Calmar).

Signing on were the Alamar, Oremar (Calmar); Catherine, Albion (Drytrans); Bents Fort (Cities Service); Trinity (Carras); Yaka and Fairport (Waterman); Sweetwater (Metro Petroleum), and Chlore, Santore, Feltore, Baltore and Marore (Ore).

In transit were the Robin Tuxford and Robin Locksley (Seas Shipping); Alcoa Puritan and Alcoa Runner (Alcoa); Antinous, De Soto, Iberville and Choctaw (Waterman); Alamar and Bethcoaster (Calmar); Rosario (Bull); Steel Maker (Isthmian), and Southern Cities (Southern).

I am very pleased to be able to report now that we definitely will be in our new hall soon after November 1 as we are now putting the furniture in it.

The following men are now in the marine hospital: Robert Scales, James Temple, Gilbert Wright, John Jung, Edward Dooley, Albert Coles, Basil Earl, John Shaw and Andrew Prodey. I'm sure all of them would appreciate hearing from their shipmates and other Union brothers.

Earl Sheppard
Baltimore Port Agent

San Francisco:

Ask For Replacements, Ship Delegates Told

We have noticed lately that delegates have been lax about calling in for replacements for permitmen who have been on their ships over 60 days. There are times when we are unable to make a ship and check on these men, and so it is up to the delegates to notify us. It is a good policy for the delegates to call the hall when they arrive and let us know how many permitmen they have, and their ratings, so we will be able to contact the company and replace them. As bookmen know, if these jobs are not called in they may be on the beach waiting for a job on a particular ship, and the job does not materialize.

We have also been having conversations with officials of the SUP and have learned that Brother Kim, who had been operating an office for the SUP in Yokohama, no longer has any official capacity in that port to send replacements aboard our ships or settle our beefs. If a man misses a ship or is left in that area, he should first report to the company agents and the American consul. We understand they will carry a shipping list to fill any vacancies that might occur in that area.

Three-Department Vote

Another thing of great interest here, of course, is the petition by the SIU of North America for a three-department vote for representation on West Coast ships. NLRB hearings got underway

October 21 on this petition, which involves the SUP, MFOW, and MCS-AFL.

Shipping in this port during the past two weeks has been slow, but the future looks brighter. We paid off the Madaket (Waterman) and signed on the Ocean Lotte (Ocean Transportation). In transit were the Gateway City, Azalea City and John B. Waterman (Waterman); Steel Seafarer (Isthmian); Seacomet II (Ocean Carriers); Southwind (South Atlantic), and Pennmar (Calmar).

For our Seafarer of the Week we nominate Brother Jack Surlis. Brother Surlis, who joined the SIU in 1946, says there is no comparison between sailing conditions then and now. As far as the Welfare Plan goes, he does not have any favorite benefit, but says he believes every phase of it is tops.

Tom Banning
San Francisco Port Agent

Seattle:

Four Liberty Ships Come Out Of Lay-Up

Shipping has been very good in this port during the past two weeks, with four Libertys coming out of lay-up. Three of these have gone inter-coastal with lumber and wheat to the East Coast.

As for the future, the only thing in sight at the moment is the Mother M. L. (Eagle Ocean) which is due in here for a payoff this week.

We had no payoffs during the past two weeks but signing on were the Cecil N. Bean (Drytrans), Liberty Flag (Gulf Cargo), Trojan Trader (Trojan) and Barbara Michel (Norlo).

In transit were the Pennmar (Calmar) and the Jean LaFitte and Azalea City (Waterman).

Sign-On Is Okay

The Barbara Michel, which belongs to a new company which recently signed the full SIU working agreement, signed on okay, with the company agreeing to install fans and inner-spring mattresses on the East Coast.

The Cecil N. Bean sign-on was held up until electric fans were installed, and on the Trojan Trader the crew has refused to sign on until fans are installed as per the agreement.

Jeff Gillette
Seattle Port Agent

Boston:

Office Workers' Drive Gets Assist From SIU

Local 6, Office Employees International Union, has been conducting an intensive drive here in Boston and the surrounding towns to get new members, and we have been handing out leaflets and assisting them in their organizational campaign. The drive covers factories, business offices and stores.

Also, we are watching the election situation with keen interest, and are hoping the voters will vote right so that we can keep American ships for American seamen instead of having them transferred to foreign flags.

Shipping in this port has been very slow during the past two weeks, and the outlook is rough, since no ships are scheduled to come in here in the near future.

During the past two weeks we paid off the Greece Victory (South Atlantic), Alexandra (Carras) and Council Grove (Cities Service) and these three ships signed on again. The Southern States (Southern) paid off in Bucksport, Me., about 350 miles from here.

In transit were the Ann Marie (Bull), Steel Maker (Isthmian), Robin Locksley (Seas Shipping) and Kyska, Iberville and Chickasaw (Waterman).

Sailing Is Delayed

On the Alexandra, all repairs were settled with the exception of a few chairs in the messhall which were broken. This ship was delayed in sailing from the Mobile shipyard because the shipyard workers were not finished with their repairs on the throttle.

When the Council Grove signed on she was short one man, a deck maintenance. The port engineer or skipper would not call in for a replacement until the ship was ready to sail and it was too late to clear the replacement through customs and the Coast Guard as the articles were closed. They were informed that they had better call in for replacements in time for us to get the men aboard, as we will not have these ships sailing short-handed.

For our SIU Man of the Week we have selected Brother Jack Higgins who is more commonly known as "Shipwreck" Higgins because he was bosun on the Cornhusker Mariner when she ran aground in Inchon, Korea. Higgins, who really knows a bosun's job, just became the father of a baby girl and all the fellows in the hall are now waiting for the cigars.

Welfare Benefits Given

Higgins, of course, is now due to get the regular SIU maternity benefit, and another man who has just gotten a welfare benefit is James Galvin, who received the death benefit following the death of his brother, John Galvin.

Oldtimers now on the beach include W. Canty, D. Downey, C. Krause and T. Ritson. In the Brighton marine hospital are A. Oyhus, J. Carey, M. Lavoie, J. Keegan, C. Dudley and F. Alasavich.

I guess that's all for now except to say that we are no longer having Indian summer here in Boston. In fact, for the past couple of days it has been real wintery.

James Sheehan

Boston Port Agent

SIU Host To New Orleans AFL Council



Meeting for the first time in the SIU's air-conditioned New Orleans hall, delegates to the New Orleans AFL Central Trades and Labor Council, posed for the LOG photographer. Accepting an invitation extended by SIU members in New Orleans, the Council will make the hall its regular bi-monthly meeting place.

SIU HALL DIRECTORY

SIU, A&G District

- BALTIMORE 14 North Gay St. Earl Sheppard, Agent Mulberry 4540
- BOSTON 276 State St. James Sheehan, Agent Richmond 2-0140
- GALVESTON 21st & Mechanic Keith Alsop, Agent Phone 2-8448
- HOUSTON 4202 Canal St. Frenchy Michelet, Agent Preston 6558
- LAKE CHARLES, La 1419 Ryan St. Leroy Clarke, Agent Phone 6-5744
- MOBILE 1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent
- NEW YORK 695 4th Ave., Brooklyn Magnolia 8112-8113
- NORFOLK 127-129 Bank St. Ben Rees, Agent Phone 4-1053
- PHILADELPHIA 337 Market St. S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO 450 Harrison St. Tom Banning, agent Douglas 2-3475
- SAVANNAH 2 Abercorn St. Jeff Morrison, Agent Phone 3-1725
- SEATTLE 9700 1st Ave. Jeff Gillette, Agent Elliott 4334
- TAMPA 1508-1511 N. Franklin St. Ray White, Agent Phone 2-1325

- WILMINGTON, Calif. 505 Marine Ave. Ernest Tilley, Agent Terminal 4-2874
- HEADQUARTERS 675 4th Ave., Bklyn. Paul Hall
- SECRETARY-TREASURER
- ASST. SECRETARY-TREASURERS
- Robert Matthews Joe Algina
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- PORTLAND 522 N. W. Everett St. Beacon 4336
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- SAN FRANCISCO 450 Harrison St. Douglas 2-8363
- SEATTLE 2505 1st Ave. Main 0290
- WILMINGTON 505 Marine Ave. Terminal 4-3131
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600

Canadian District

- MONTREAL 634 St. James St. West Plateau 8161
- HALIFAX, N.S. 138 1/2 Hills St. Phone: 3-8911

- FORT WILLIAM 118 1/2 Syndicate Ave. Ontario Phone: 3-3221
- PORT COLBORNE 103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario 272 King St. E. Empire 4-5719
- VICTORIA, BC 617 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC 298 Main St. Pacific 7824
- SYDNEY, NS 304 Charlotte St. Phone 6546
- BAGOTVILLE, Quebec 20 Elgin St. Phone: 545
- THOROLD, Ontario 52 St. Davids St. Canal 7-3202
- QUEBEC 113 Cote De La Montague Quebec Phone: 2-7078
- SAINT JOHN, NB 177 Prince William St. Phone: 2-3232

Great Lakes District

- ALPENA 133 W. Fletcher Phone: 12-88W
- BUFFALO, NY 180 Main St. Phone: Cleveland 7392
- CLEVELAND 734 Lakeside Ave., NE Phone: Main 1-0147
- DETROIT 1038 3rd St. Headquarters Phone: Woodward 1-8827
- DULUTH 531 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO 2281 E. 82nd St. Phone: Essex 5-2618

In A Little Spanish Town, SIU Ship's Stopover Is A Big Event

In Gijon, Spain, an American ship is a rarity—so rare, in fact, that the arrival of one is the signal for virtually the entire native population to start celebrating. And that, according to crewmember Luis A. Ramirez, was just about what happened when the Western Rancher (Western Navigation) hit the port on the Bay of Biscay, on Spain's northern coast.

The Western Rancher, Ramirez points out, is an old Liberty ship, and not much to look at. Nevertheless, it was only the second American ship to hit Gijon in many years—and the first to hit it in the past three years—and its arrival was the signal for the seniors and senoras to roll out the welcome mat. The senioritas, too.

In fact, Ramirez says, the natives were keenly disappointed over the fact that the skipper wouldn't convert the vessel into a floating museum, and let them roam it and inspect it at will.

Strikes Up Friendship

One of the highlights of his stay, Ramirez reports, was the friendship he struck up with Don Rodrigo Fernandez, the impresario or manager of the Salon Srieta. This place, Ramirez says, is a sort of combination cafe and theatre, and one may sit at a table, have a few drinks, and enjoy a vaudeville show, with a minimum charge of only 6 pesos, or 15 cents.

Through his friendship with Senor Fernandez, Ramirez and the deck delegate, Tony Ferrara, were allowed backstage one night and met the show's star performers—dancer Angelines Jimenez and flamenco singers Carmen Aparicio and Jose Luis Campoy. Later the entire cast put on a special show dedicated to the Rancher's crew.

Another feature of the stay, Ramirez reports, was a trip which the crewmen took to nearby Oviedo, which is the capital of the province of Asturias. Here they witnessed a bull fight—and returned with a bull's ear as a trophy—and also witnessed a local celebration called "America Day," featured by huge floats representing New York and Brooklyn.

Low Living Standard

The 15-cent minimum charge in places like the Salon Srieta, Ramirez says, is typical of the price scale prevailing in Gijon, where the standard of living is much lower than it is in America. For 50 pesos, or \$1.25, for instance, one can obtain a meal consisting of soup, salad, Paella Valenciana (rice with chicken and clams), a meat dish, vegetables,



Flamenco singers Jose Luis Campoy and Carmen Aparicio were among theatre-cafe performers who entertained Western Rancher crewmen with special show while ship was at Gijon, Spain.

two kinds of wine, dessert and coffee. However, to afford such a meal, the average worker would have to work at least two days, for an average worker makes about 60 cents a day and it is not unusual to find people working for 28 cents a day.

"Seeing things like this," Ramirez writes, "makes me realize that in America we live like kings, and it is mostly due to our labor unions like our own SIU. Why, an SIU wiper or messman makes more money and lives far better than even the so-called 'rich' people here."

SIU Lights Way For All Seamen

After sailing in the SIU for awhile, and then returning to his native Norway about four months ago to observe conditions there and elsewhere in Europe, Waldemar Knutsen is convinced that the conditions obtained by the SIU for Seafarers "shine like a beacon light" for seamen everywhere. In fact, he says, foreign seamen would need years of intensive organizing before they could hope to gain even half of what SIU members enjoy.

In an interesting letter written to the SEAFARERS LOG, Knutsen pays high tribute to the SIU and contrasts the conditions it has obtained with those of the foreign seamen he has known.

In his native Norway, for instance, the people have fought long and hard, sometimes against steel, to raise their wages and standards

of living, Knutsen writes. Nevertheless, the Norwegian seaman is still in a state of virtual slavery, while Norwegian shipowners get fat by chartering their ships for US dollars and manning them with Norwegian crews at coolie wages. A Norwegian AB, for example, is offered about 385 kroner a month, or \$55 in American currency.

Need Collective Action

"Only by firm collective action and unceasing organizational efforts can the unorganized seamen of Norway and the rest of Europe

ever hope to obtain a decent standard of living. This is the important thing that I learned while sailing in the SIU," Knutsen writes.

Knutsen writes that he has spoken to many people—and not only seamen—since he returned to Norway, and when he tells them about the accomplishments of the SIU they find them almost impossible to believe.

"I want you to know," he writes, "that I consider it a great honor and privilege to have been able to sail on SIU ships and work side by side with SIU men. I know that in its internal structure the SIU is one of the finest examples of democracy in action I have ever seen. And I also know that the accomplishments which the SIU has scored for its members shine like a beacon light for unorganized seamen throughout the world."



Knutsen

Quiz Corner

- What was the name of the premier of Norway who was executed as a traitor in October, 1945? (During World War II, his name was virtually synonymous with traitor.)
- A man sold a machine for \$45 plus one-third the amount he paid for it. If he gained \$12 by the two transactions, what did he pay for the machine originally?
- Mt. Kosciusko is the highest mountain peak on the continent of: (a) Africa, (b) Australia or (c) Asia?
- Which of these furs is the most expensive: (a) mink, (b) sable or (c) chinchilla?
- Who owns the Gold Coast of Africa? the Ivory Coast?
- A wooden pencil containing the softest lead is stamped: (a) No. 1, (b) No. 2, (c) No. 3?
- The Roman numerals MDCCXXVI stand for the year in which: (a) the Civil War ended, (b) the American Declaration of Independence was issued, (c) Columbus discovered America?
- Which is the only state in the US which is split completely in two parts: (a) Louisiana, (b) Michigan, (c) Delaware?
- A, who was talking to B, remarked: "C's son is my father's grandson, and I am an only child." What was the relation of A to C?
- What are considered the oldest architectural structures in the world?

(Quiz Answers on Page 17)



OFF WATCH

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

With color virtually supplanting black and white photography as the full-time specialty of many camera fans, Kodak has come up with Ektacolor rollfilm which can be processed directly by the user. The film is offered in 127, 120, 820, 116, 616 and 828 rolls at prices ranging from 80 cents to \$1.50 and is available in both daylight type and type A (tungsten). It can be processed in the same chemicals as Kodak Ektacolor sheet film.

Stamp collectors will sample the sixth new US issue in recent months when the five-cent blue in the new regular series—featuring a portrait of James Monroe—has its first day of sale on Dec. 2, 1954, at Fredericksburg, Va. Dec. 2 was selected for the first-day sale because it was on that day in 1823 that Monroe first expressed what has come to be known as the Monroe Doctrine in his annual message to Congress. Fredericksburg, in its turn, is the place where the fifth President of the US practiced law. Collectors who wish covers commemorating the event can send self-addressed envelopes, with cash or money order to cover the amount of the stamps to be affixed, to the postmaster at Fredericksburg.

The next time you come home from a trip and the wife latches on to you to reset a fence or rig an outdoor clothesline in a concrete

walk, try this if you have a problem setting bolts in concrete. Drill a hole to the depth you want, then set your bolt in the hole—head down. Heat some yellow sulphur in a small metal can, remembering to shape one end of the can for a pouring spout. Then, when the sulphur becomes fluid, pour it into the hole. It hardens to the strength of concrete, you'll avoid the mess of handling the actual concrete, and do the job faster at the same time. If you can, melt the sulphur outside so you won't get the fumes in the house.

Seafarers who up until now have shied away from everything except a plain box camera with ready-made settings to take pictures at work or "candid" of the family while they're home could probably make good use of a new 35-cent Eastman Kodak booklet. Employing the easy-does-it approach, "Snapshots Exposed" explains photographic fundamentals in simple, popular language and offers guidance on such basics as exposure, sighting and focusing, as well as the use of filters, close-up lenses, flash techniques and other practical details. More than 100 pictures and charts illustrate the various points made. If you don't need one, maybe you have a youngster who would benefit from a guide like this. Ask about it at any photography shop.

LOG-A-RHYTHM:

The Seafarer's Bride . . .

Lillian Logan

To the Editor:

My son, Seafarer A. W. Phillips, has the LOG sent to me and I certainly enjoy reading it very much. Enclosed is a poem I have written about an incident which might have happened to some Seafarer's wife. (Mrs.) Lillian Logan

Oh, pity the maiden so young and so fair
Who waits at the pier in utter despair.
The ship has been docked, the crew came ashore,
And she has been standing an hour or more.

But there's no sight of him, the one that she wed—
To think how she hurried, the way that she sped
Just to be near him, to see him a while—
Well, that kind of treatment wasn't her style.

With a toss of her head and a twirl of her heel
She started away, her tears to conceal.
The dock master called her, a message he had—
The tank had a leak, her husband was sad.

He couldn't leave till the leak he repaired,
Now she regretted the anger she'd aired.
So, home she went dashing, sat down by the phone,
For hours and hours she waited alone.

Tired of waiting, the gateman she called,
She asked for her husband, then loudly she bawled,
Because what he told her no young bride should hear:
"Mr. Phillips checked out with some dame on the pier."

The maiden was heartsick but lots madder still,
She dashed for a taxi, went off for the kill.
The taxi pulled up to the pier with a grind
And the maiden jumped out, with murder in mind.

Up to the gateman she ran with a shout:
"Just show me the place where my husband signed out!"
He gave her the time sheet and to her surprise
The name that she saw made her temperature rise.

The last name was the same, but what do you know—
In place of A.W., the first name was Joe.
Ashamed of herself, contrite as can be,
She lowered her head, saying, "Please, can't you see.
"It's been all a mistake, I've been such a heel."
So the gateman agreed that he wouldn't squeal.

That night as beside her her husband slept,
She lay very still and quietly wept.

Curfew For Choctaw Crew Doesn't Get Them In A Stew, Chief Cook Reports

Despite the Army curfew, which makes them be indoors by 10 PM, the Seafarer-crewmen of the Choctaw (Waterman) are still finding Pusan, Korea, a pretty good port to enjoy themselves in.



Living it up a little in Pusan, Korea, crewmembers of the Choctaw (Waterman) pose with some of the local belles. Left to right are MM G. de Jesus, chief cook E. Grajales, steward S. Escobar, R. Bauzan and L. Nunez. Man in Army uniform is Sgt. Quinones.

This is the report made in a letter to the LOG by the Choctaw's chief cook, Eladio Grajales, who says the Choctaw men are finding Pusan very entertaining, thanks to American beer at 25 cents a can at the United Seamen's Service club and to the hospitality of the Korean "bella."

As for the 10 PM curfew, many merchant seamen hitting the port may object to it, but he thinks it is a good thing in many respects, Grajales says.

"In Pusan," Grajales writes, "almost anything can happen to a seaman in a dark alley on a dark night. And so the curfew is really for the seaman's own protection."

Besides, having to be indoors by 10 PM really isn't so bad; Grajales says. It depends a lot on who you're indoors with.

The SPORTS LINE

By Spike Martin

We had a visitor this morning from just north of the Mason-Dixon line. It was that Loyal Son of Philadelphia, Del. People in New York and other upstart cities including Boston, are not aware of Del, but his fame is considerable in the Quaker City. It seems Del is one of the few left alive who can boast of having seen the Athletics win a pennant. (One of the others, of course, is Connie Mack).

"It really isn't so long ago" Del said. "Only 23 years. There must be lots of Athletic fans around who saw the team in 1931."

Died of Grief

We supposed that a good number of them must have died—in grief watching the latter day team or simply buried the whole affair deep in their subconscious.

"Could be" he admitted, "I do recall seeing an inscription on a Bucks County tombstone which read 'suffered a fatal stroke when Bobby Schantz got a sore arm.' But that must be a rare case. Most Philadelphia fans have learned to endure the Athletics just like the Schuylkill River

water which all of them drink."

What, we asked him, did he think of the proposal to sell the Athletics for transit to Kansas City?

Del's lips curled in scorn. "Kansas City," he sneered, "was an Indian village when Connie Mack won his first pennant. Sending the Athletics there would be like selling the Liberty Bell to Levittown or Oak Ridge."

Liberty Bell? we asked. What would Oak Ridge do with a Liberator-flag tanker?

The Cracked One

"Not that one," Del said in an exasperated tone. "The one in Philadelphia. You know, the one that's cracked and can't ring anymore."

A great light dawned. In other words, we said, Philadelphia cherishes a bell that can't ring and a ball club that can't play—merely for their past glories.

"Exactly" said Del with enthusiasm. "We have a sense of historical perspective in Philadelphia. When the Athletics become too painful to contemplate we Philadelphians can glory in Lefty Grove's press clippings. You know of course that he was the last American League pitcher to win 30 games in one season. And there was Rube Walburg, a real lefthanded speedster, and George Earnshaw, and those mighty forearms on Jimmy Foxx, and Al Simmons, how he could hit, and..."

Just a minute, we interrupted. Isn't there anybody on the present team that can arouse such enthusiasm?

Too Painful

"Well to tell you the truth," Del said, blushing, "I haven't been out to see the club in the last few years. Too painful. Much easier to catch a train to New York and watch some major leaguers."

If that's the case then, we surmised, the Athletics aren't likely to do any more business under their new ownership in Philadelphia than they have been doing.

"Oh sure," Del agreed. "Nobody wants to look at the club but we just like to keep it around for old time's sake. That will teach those Kansas City people not to tamper with tradition."

'Florida' Hurricane?—It Ain't

We didn't mean to do it, of course, but it looks as though the SEAFARERS LOG has unwittingly stirred up a small Florida hurricane—whoops, we mean a little tempest in the state of Florida.

We did this, it seems, by recently referring to Hurricane Carol, which kicked up her heels quite a bit here in the New York area, as one of those "Florida" hurricanes. And this has caused a number of Seafarers and others, who make the Sunshine State their home, to rear up on their hind legs and shout, "It just ain't so!"

The spokesman for this group of indignant Florida drum-beaters is Earl Ramos, who describes himself as a retired bookmember of the SIU-affiliated MFOU, and who, in a letter to the LOG, states the feelings of his constituents as follows:

"I would like to call your atten-

tion to an article on page 13, column 5, in the September 17th issue of the LOG.

"I strongly object to the term 'Florida hurricane.' Being a native



himself hails from Tampa, so at least Mr. Ramos cannot chalk this up as another dandy Yankee plot.

Sonny, however, has an out, too. He claims he fell victim to a fast-talking ex-press agent from Los Angeles who assured him that Florida is where hurricanes really come from. Sonny says he is inclined to believe now that hurricanes are really manufactured in California, then smuggled down to the Caribbean or South Atlantic, wound up, and sent scudding towards Florida in the hope that they'll wreck the joint. And he wants all Seafarers to know that—all, that is, except those shipping out of Wilmington or San Francisco.

Seafarer Sam Says

HOLD ONTO THAT BOOK!



ONE OF THE MOST VALUABLE POSSESSIONS IN THE MARITIME INDUSTRY IS AN SIU BOOK.

KEEP IT IN A SAFE PLACE ALWAYS. GETTING A DUPLICATE IS AN EXPENSIVE AND TIME-CONSUMING JOB AND CAN CAUSE A MEMBER NEEDLESS INCONVENIENCE.

of that wonderful Sunshine State and a former member of the Junior Chamber of Commerce there, you can understand my position.

"As you should know, these 'blows' do not originate in Florida or anywhere near Florida. They usually form in the Caribbean or South Atlantic, a hell of a long way from the Peninsula.

"There are many good Seafarers as well as other trade union members living down here who resent such unfair and adverse publicity, and I'm sure that as one of the most constructive and leading labor papers in the field today you will see fit to correct your statement."

We've Got An Excuse

Well, all the SEAFARERS LOG can say in its defense is that the article to which Mr. Ramos referred was a New York port report written by SIU assistant secretary-treasurer Sonny Simmons, who

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 Seafarer Jesse W. Puckett's recipe for "baking powder bread."

A frequent contributor to this column, Seafarer Jesse W. Puckett, steward, has now come up with a series of recipes for making bread with or without yeast or baking powder, and for making yeast or baking powder themselves.

According to Puckett, who's been sailing with the SIU since 1944 and has a sailing career dating back 30 more years before that, he's often heard a holler from the galley—usually at the worst possible time—that the cooks were running low on yeast and what do they do?



Puckett

Well, says Puckett, you can make loaf bread out of baking powder and other ingredients, without any yeast at all.

This recipe will make two small loaves or one large loaf, but Puckett suggests that small round loaves baked in cake or pie tins turn out the best. (The recipe can be increased proportionately for as many loaves as you want.) Here's what you need: 4 cups

flour, 1½ teaspoons salt, 1½ level teaspoons lard, 6 level teaspoons baking powder, 2 cups milk. Sift the baking powder, flour and salt, then add the milk and lard and mix. Work the combination into loaves, put them into pans and bake in a hot oven for 30 minutes. You can use Graham flour instead of white flour in this combination also.

Always on the look-out for something different, Puckett, incidentally, hopes someone who reads this can provide him with a recipe for "Vinegar Pie." He says he's heard of it all his life and has talked with people who claim to have eaten it but no one seems to know how it is made.

Just to show he means business, he'll trade his recipe for "Carrot Pie" AND "Carrot Cake"—both very tasty items on their own—for the secret to the elusive vinegar concoction.

Says Joining SIU Was 'Lucky Day'

To the Editor:

I'm sorry to say that this is the first time I've ever written to the LOG, but I think it's high time I wrote and said that the luckiest day of my life was August 14, 1947, when I joined the SIU.

One of the things I like most about the SIU is the way an SIU man can walk into any SIU hall and always feel like he is home. He can always meet a couple of his old shipmates or buddies, spin a few yarns and have a few beers, and it's a good feeling.

I also think that there isn't another contract that can compare with ours. From time to time in the LOG I have noticed members talking about the part of the contract they like best, but I think every feature is tops.

The Welfare Plan is another SIU feature that is really tops. I know only one welfare representative personally—Johnny Arabasz—but I know the SIU couldn't have found a better man for that kind of work.

Also, a lot of credit should go to our newspaper, the SEAFARERS LOG, for being the finest paper of its kind. I know every SIU man enjoys reading it, whether he's aboard ship, in some foreign port or at home.

Raised Seamen's Status

Finally, I say "hats off to the SIU" for raising the seaman's status the way it has. Thanks largely to the SIU, seamen can no longer be called waterfront bums. They own homes, raise families and rate respect the same as men in shoreside occupations.

In closing, I would like to say this about our Union: Where else can a seaman get so much for so little?

Clyde C. Brown

USS Agent's Aid To SIU Men Told

To the Editor:

I would like to let you know that this voyage on the Cracker State Mariner has been a very pleasant one for the crew. We made our first stop in St. Nazaire, France, and then went on to Bremerhaven, Germany, where we spent a weekend. We then returned to Bassens and LaPallice, France, for another weekend.

When we got into LaPallice, we did not think this port had much to offer us in the way of entertainment, but to our rescue came the United Seamen's Service agent who made our stay there very pleasant and enjoyable.

Although the USS has no club in



Brown

LaPallice, the agent there is really tops.

The agent arranged for us to visit the town of La Rochelle, seven miles away, and he also supplied us with baseball equipment and we played two games against the Army guys. We tied one game 6-6 and won the other by a real "football" score—24-22.

The agent not only arranged these games and supplied us with the equipment but he also supplied a bus for round-trip transportation between the ship and the Army baseball field.

They Get Sore

We "old men with young ideas" enjoyed very pleasant relationships with the Army boys and the only thing wrong was the miserably sore muscles we had after the games.

We feel that this work the USS agent is doing in LaPallice is the best we have seen in a long time, and hope it will continue as long as American ships call at this port.

And, incidentally, if any of you other guys are expecting to call at LaPallice soon you'd better have your football team ready for a tough tussle with the Army.

If you don't care for football the USS agent will make all arrangements for you to go shopping or sightseeing, and he'll see to it that the "sharks" do not "lower the boom" on you or take you for a "one-way ride."

Marvin L. White
Steward delegate

Gets Money Back, Thanks To SIU

To the Editor:

I want to extend my sincerest thanks to the SIU Welfare Services Department for the prompt and courteous service they gave me recently. What happened was that I bought some furniture I wasn't satisfied with and the store refused to refund my money. But thanks to the Welfare Services Department, I got my money back in 20 minutes.

I am a seaman's wife who is new in this country, and I have no friends or relatives to turn to, so words cannot express how much of a comfort it is to have the SIU to turn to.

I have two young sons and I am hoping that they also will be SIU men.

Mrs. B. Mignano

Mom's Grateful For SIU Baby \$

To the Editor:

I want to take this method of saying "thanks" to the SIU for the maternity benefit check and US savings bond which I and my husband received recently.

Our daughter, Diane, is now three months old and I know that, if she could, she would thank you too.

Mrs. Robert Layko

Shipmates, SIU Aid Him In Need

To the Editor:

Through the columns of the LOG I would like to express my heartfelt thanks to my shipmates and to the Union representatives for their many kindnesses when my two-year-old son was struck by a truck and killed on September 29.



Koppersmith

The ship I was on—the Maiden Creek—was 12 hours out of Mobile enroute to Galveston when this tragedy befell my family. Union representatives in Mobile immediately notified me by radio through the Waterman Steamship Co. and my shipmates made it possible for me to fly home from Galveston.

Everyone joined in giving me a hand during this time of bereavement and I want all concerned to know their efforts are appreciated.

Henry Koppersmith

Cites SIU Help To Her Husband

To the Editor:

I am writing this to express my appreciation to the Welfare Services Department and also all the members and officials of the SIU for the many things they did for my husband Robert, both during his lifetime and after his death aboard the Robin Trent in Africa.

Proud of SIU

I remember how often Robert used to say that the SIU is the best labor union in the world, and how proud he was to be a member. He never left the house without his SIU button, and when he was buried I pinned the button to his old Navy uniform and had it placed on top of the casket, as he wished.

I would also like to say that the Robin Line has treated me wonderfully, and that Bob often told me the Robin ships were the best he ever sailed on.

(Mrs.) Lillian E. Peck

'Spider' Back On His Back Again

To the Editor:

Well, I sure thought that by this time I'd be on a ship again but it seems I was wrong. After spending 15 months in the marine hospital here in New Orleans I finally got out and did get a job on a run to South America. But when I went to take my physical exam the doctor told me I had a stomach hernia. I told him I had just had a hernia removed, but anyway I had to go back to the hospital and sure enough they found out I have another hernia.

Anyway, although I can't be

with them right now, I wish all my friends many happy voyages, and I also would like to ask any of them who know the whereabouts of two SIU members to let me know. These men are R. C. Bru of Mobile and R. E. Jackson of New York City, and I would certainly appreciate it if they would contact my attorney regarding my illness aboard the Golden City. His name is C. Paul Barker, 709 Carondelet Bldg., New Orleans, La.

Duska (Spider) Korolia

GI's Anxious To Get Back To Sea

To the Editor:

I'm now in the Army, in the 4th Signal Battalion, and I'd like to say "hello" to all my old shipmates. I think about them a lot and I'm looking forward to the day—about 10½ months from now—when I'll be back with them again.

Every time I walk into the chow hall here I also think of the good food I used to get on SIU ships. I can't honestly say that I'm being undernourished, though, because I'm still the same weight I always was.

The inspections here are really something, too. We have about three or four a day.

Well, anyway, it should all be over by next spring and I hope then I'll have the feel of a deck under my feet again.

Harry H. Pierce

Welcome Awaits In Manchester

To the Editor:

I am writing this to let you know it is a real pleasure to read the SEAFARERS LOG, which I generally obtain at the British National Seamen's Union hall here in Manchester, England. I want you to know that I think the SIU is a fine example of what a good labor union should be.

Right now I am taking a four-year course in how to pull teeth, but I still have the same ambition—to make another trip on an SIU ship.

I would like to inform all Seafarers hitting Manchester that they'll always find a warm welcome and plenty of cold beer in the icebox at my address—8 Westminster Ave., Whalley Range, Manchester 16.

Arthur W. Barrett

She Sails, Too—Via The LOG

To the Editor:

I would appreciate it if you would send me the LOG as my husband is aboard ship most of the time and reading the LOG makes me feel as if I am with him.

I especially enjoy reading the ships' minutes.

Mrs. L. E. Cook

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

Music Peps Up SF PHS Patients

To the Editor:

I am writing this letter to you on behalf of all the fellows at the San Francisco marine hospital because we all want to say "thanks" to Ralph Baker and his Knights of Rhythm for the wonderful music they played for us the night of September 3.

This music sure boosted our morale, and we sure hope that Charles H. Kennedy, president of Musicians Local No. 6, San Francisco, keeps it up.

The band was composed of Ralph Baker, guitar; Al Mariucci, accordion; John Abbaticola, trumpet; Vic Greene, saxophone, and Hank Micelli, drums, and our warmest thanks go to all of them.

T. J. (Aussie) Dawes



Dawes

Finds Big Change In Bremerhaven

To the Editor:

Just a few lines to let you know I am now on the Mankato Victory, which has just reached Bremerhaven, Germany, after a run from New York via Iceland. From here we go to Liverpool, England, and then back to the States.

I thought I was an "old hand" in Bremerhaven, but it's been 25 years since the last time I was here and there have been so many changes that I have to rely on one of my shipmates—Allen Friend—to show me how to get around. Even

Allen, in fact, is amazed by the vast changes that have taken place here since his last visit in 1948.

Incidentally, I saw the port doctor here this morning and learned I have a hernia, so it looks like I'll be back in the Staten Island hospital again—this time for surgery.

Say "hello" to all the boys in the hall for me.

Victor Litardi

Coast Hospital Patient Aided

To the Editor:

I'm now a patient in the Seattle marine hospital after being hurt on the Seamonitor, and I am writing this to say that I think the SIU is the greatest union in the country.

I've been sailing in the SIU as a permitman, but the treatment I got from the SIU representatives here in Seattle couldn't have been better if I was a full bookman. Also, that \$15 a week hospital benefit I'm getting sure comes in handy.

Ed S. Cannon

Burly

Well, Looks Ain't Everything

By Bernard Seaman



... DIGEST of SHIPS' MEETINGS ...

ALCOA POLARIS (Alcoa), September 12—Chairman, E. A. Yates; Secretary, J. E. Hannon. If any member has a complaint about shoes return them and they will be taken care of by the Sea Chest. Ship's delegate was called to a safety meeting in the captain's room. A vote of thanks given to the ship's delegate for a job well done.

BIENVILLE (Waterman), September 18—Chairman, Gil Berge; Secretary, J. P. Shuler. Ship's delegate reported that all beefs have been settled. Motion made and carried to instruct steward to contact captain and condemn all eggs and replace them with new ones in the next port. Crew decided to have meetings more regularly. Lengthy discussion on the cleanliness of quarters and the cooperation of all men in keeping them clean.

August 27—Chairman, J. P. Schuler; Secretary, G. Faircloth. A motion was made and carried to have delegates check Sea Chest when it comes aboard. Crew complained about the tomato juice aboard ship and requested steward to try and get another brand. Bosun warned all hands not to leave cots and linen on the fantail. One brother complained long and bitterly about the undercooked vegetables and other food.

CHICKASAW (Waterman), September 21—Chairman, Jack Ferrand; Secretary, David Sacher. Vote of thanks given to Red Darley for a good job done as ship's delegate. Suggestion that rooms be kept cleaner and buckets placed in all rooms.

THE CABINS (Cabin Tankers), September 19—Chairman, G. Everett; Secretary, L. Garabedian. Frigidaire in crew messroom will be repaired. All hands were asked to cooperate in keeping the messroom clean. Crewmembers were asked to pick cups, cots, etc. off the deck.

REPUBLIC (Trafalgar), September 7—Chairman, J. Doris; Secretary, William F. Barth. The last repair list was not turned in, therefore, a new one will be made up and presented before pay-off of this voyage. The crew was asked to put dirty cups and dishes in the pantry sink when finished with same.

PORTMAR (Galmar), July 24—Chairman, H. K. Pierce; Secretary, C. R. Johnson. Linen situation was discussed. All hands agreed to help keep the messroom clean at night. The steward was asked to get table cloths for the crew mess, and he said he would order same in New York.

STEEL SURVEYOR (Isthmian), September 8—Chairman, K. Roberts; Secretary, R. DeVirgilio. The crew was asked to cooperate with delegates. Motion made and carried that the crew go on record as completely satisfied with ship's slop chest as supplied by the Sea Chest and hopes that it may continue. Permits were turned to cooperate further with crew's general welfare.

ALCOA CAVALIER (Alcoa), March 19—Chairman, Curley Myers; Secretary, Harry Huston. Captain's compliment accepted for improvement of fire and boat drills. Crew was asked to take better care of library books. A vote of thanks given to the steward department for a fine Labor Day dinner. A collection was taken for Brother Naylor who had to leave ship sick. The balance of the movie fund will be added to this collection.

TROJAN TRADER (Freder), July 24—Chairman, W. Denesley; Secretary, D. Conroy. Motion made and carried that agent check slop chest and medicine chest. The pillows that were supplied small and should be replaced by new ones.

OCEAN NIMET (Maritime Overseas), September 12—Chairman, M. L. Hodges; Secretary, C. J. Quinn. A repair list will be made up at this meeting. Will see captain about cleaning recreation room. A few minor beefs will be squared away before reaching next port.

BULL RUN (Petrol Tankers), September 3—Chairman, John J. Kulas; Secretary, A. H. Anderson. Ship's delegate reported that a wiper missed ship in Bridgeport, and one messman was taken off sick causing the ship to sail two men short. All crewmembers agreed to donate twenty-five cents each toward a ship's fund.

WESTERN TRADER (Western Navigation), July 5—Chairman, Al Oromano; Secretary, L. W. Pepper. Discussion about steering from flying bridge instead of inside the wheel house. All members were asked to check fire and boat stations. Icebox needs repairing very badly.

LIBERTY FLAG (Dover), July 25—Chairman, Guy Whitehurst; Secretary, H. R. Hutchins. Repair list read off. Motion made and carried that the captain should be straightened out by the agent or patrolman about passes in foreign ports as he is not cooperative with the crew.

BEATRICE (Bull), September 14—Chairman, G. McAlpine; Secretary, Roger Hall. Men were asked not to dump garbage on the deck next to quarters. 4-8 OS wants to know why he can't stand wheel watch as others do. A repair list was read.

OCEAN BETTY (Ocean Transportation), September 5—Chairman, none; Secretary, R. D. Ewing. Beefs taken up with purser and chief engineer not properly taken care of. This will be turned over to the boarding patrolman on arrival in port. Repair list made up and a copy will be given to the captain, chief mate and chief engineer.

EDITH (Bull), September 7—Chairman, Kenneth Bewis; Secretary, Charles Sedall. Motion made and carried that each man donate \$1 for TV repairs. A new icebox is needed in the crew pantry.

ALEXANDRA (John M. Carras), September 12—Chairman, Fred Miller; Secretary, U. E. La Barre. Steward informed the crew that the company purchasing agent had requested that all orders with the exception of milk and bread be obtained

on the northern end of the trip. Fresh fruit and vegetables were not ordered in Houston by the captain as he was following orders. Bosun suggested that another request to have his quarters moved to the main deck be made.

ROBIN KETTERING (Seas Shipping), August 19—Chairman, Fred L. Travis; Secretary, David W. Clark. Discussion concerning natives and stivedores coming into passageways and hanging around. Ship's delegate reported that the ship is running pretty smoothly although minor problems required calling this general meeting.

September 13—Chairman, Fred Travis; Secretary, R. T. Whitley. A few small beefs squared away to the satisfaction of all concerned. Motion made and carried to contact right parties and have them be sure that drains in laundry and toilets are fixed. The steward asked that all extra linen be turned in. A vote of thanks was extended to the steward department for fine food and service this trip.

BENTS FORT (Cites Service), September 15—Chairman, D. Williams; Secretary, George Hagimisis. A suggestion was made that crewmembers donate to the ship's fund at pay-off. All donations will be turned into the department heads. A new ship's delegate was elected.

SEATRAN GEORGIA (Seatrains), September 12—Chairman, A. Gowder; Secretary, A. Lambert. Ship's delegate reported everything okay and he will try to get more meat this pay-off. A better fly spray is needed, as there are plenty of flies and bugs around. Crewmembers were asked to wash feet in shower.

FRANCES (Bull), September 13—Chairman, Walter Newberg; Secretary, W. Orlick. Motion made and carried to put a lock on the messroom door to keep unnecessary persons out. Stores aboard this trip very poor. Motion made and carried to get large size soap.

SEATRAN NEW JERSEY (Seatrains), September 19—Chairman, J. M. Monash; Secretary, N. A. Kirk. There is \$14.00 in the ship's fund at present. Everyone is helping to keep the laundry room clean. Former beefs were taken up with patrolman.

SANTORE (Ore), September 2—Chairman, R. O. King; Secretary, J. C. Arnold. Delayed sailing time and men reported back to the ship late was discussed. Steward reported that he ordered four new refrigerators and would try to get a large coffee urn for the pantry. Crewmembers were asked to keep their feet off the chairs.

ORION STAR (Oil Carriers), July 18—Chairman, G. Ruf; Secretary, A. W. Brown. Crew suggested that bookcases be furnished for the recreation room. All agreed that each department will clean the recreation room and the laundry room for a period of one month each.

August 1—Chairman, R. L. Abbey; Secretary, E. L. Ramsey. Safety measures to be taken by crew on fire precaution. First of all, crewmembers should know their fire stations, and no smoking on launch alongside of ship. Meetings in future to be held on first Sunday in month.

September 5—Chairman, V. D'India; Secretary, J. Kosmas. Motion made and accepted that delegates be changed every three months. Poker table will be put in the recreation room this trip upon arrival in Yokohama.

WILLIAM H. CARRUTH (Transfuel), July 18—Chairman, J. Rudolph; Secretary, S. Pierson. Crew agreed on policy of having deck and engine departments clean laundry and the steward department clean the recreation room. A new washing machine will be installed shortly. Discussion of stale cigarettes sold in the slop chest. Due to the fact that the ship was laid up and then received there was no time to check the slop chest, but crew will make sure that they have Seafarers slop chest next trip.

STEEL WORKER (Isthmian), August 1—Chairman, Leonard Wright; Secretary, L. P. Corticella. Suggestions were made to take care of ship's library. Messhall will be cleaned by the standby man, and the steward reported that he will inspect same to see that it gets cleaned. It has been agreed that the distribution of overtime will be equalized.

August 21—Chairman, L. Wright; Secretary, G. C. Reyes. Suggestion made that the names of brother members who do not attend shipboard meetings be turned in. A suggestion was made that the steward put out more of a variety of cold meats for the night lunch, and he should prevent quick spoilage of fruits and vegetables by having somebody arrange the vegetable box soon as the foreign trip starts. Repair list was discussed.

ROBIN MOWBRAY (Seas Shipping), August 15—Chairman, James Rose; Secretary, Edward Vernon Smith. Motion made and carried that new mattresses and fans be put in all rooms. Water fountain on port side should be taken care of. Repair list was turned in and some of the repairs have been taken care of.

WILLIAM H. CARRUTH (Transfuel), August 22—Chairman, S. Furtado; Secretary, F. Holland. Repair list from last trip was brought to the attention of the crew and many of the repairs on it have not been taken care of. The captain said he would do as much as possible and promised to have the crew's quarters painted.

MAE (Bull), September 1—Chairman, F. Hipp; Secretary, C. Stansbury. Heavy duty washing machine is needed. A new ship's delegate was elected. At present there is \$10 in the ship's fund.

MARORE (Ore), August 27—Chairman, Bert Shannon; Secretary, Frank Savels. Motion made to see the patrolman about installation of new fans. Fans are aboard but captain says they are not to be in-

Keep Draft Board Posted

SIU headquarters urges all draft-eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships.

Failure to keep your draft board informed of your whereabouts can cause you to be listed as a delinquent and be drafted into the services without a hearing. The Union in such cases can do nothing to aid Seafarers who fail to comply.

stalled until he receives orders from the company office. A suggestion was made that the ship's library be locked up while in port.

FLORIDA (Peninsular and Occidental), August 21—Chairman, H. Higgins; Secretary, E. L. Myers. Ship's delegate reported that all beefs that could not be handled aboard ship were turned over to the patrolman. Members of steward department were asked not to remove pillows from each other's beds as some of the crew have two pillows, their own.

STEEL MAKER (Isthmian), September 4—Chairman, E. G. Tesko; Secretary, S. Hanks. Ship's delegate reported several beefs concerning the food in general. All hands were asked to cooperate and keep longshoremen out of quarters.

WARHAWK (Waterman), June 20—Chairman, Joe Wread; Secretary, Dexter Wreath. A letter will be written to the Union in Wilmington to have fans ready on arrival. The new washing machine on board will be used when needed. Crew was asked to please consider men sleeping when playing cards in messroom. The blower system was explained by electrician.

STEEL KING (Isthmian), June 25—Chairman, P. Prokopuk; Secretary, P. Harford. Ship's delegate will see the chief engineer about the dirty, oily wash water. A new washing machine is needed. Crewmembers were asked not to leave cots on the deck in port. A vote of thanks was given to the steward department.

August 31—Chairman, P. Prokopuk; Secretary, P. Herayo. Motion made and carried to report to the Union the condition of the water on ship. Crewmembers wearing shorts or a bath towel were asked to stay out of messroom.

FELTONE (Ore), September 2—Chairman, Jack Wise; Secretary, C. M. Barletta. Captain and mate working on deck and they were reported to the patrolman. Discussion on complaints of sanitary work. There is \$27.65 in the ship's fund.

BEAUREGARD (Waterman), August 31—Chairman, M. C. Cooper; Secretary, J. F. Austin. Master refused to buy milk unless he had a letter from the American Consul, stating the quality of the milk and its sterilization. Such a letter was obtained, but it wasn't satisfactory to the master and he still refused to buy milk. Letter will be sent to headquarters on situation out here as we have been diverted from cargo to a troop carrier or its equivalent.

VENORE (Ore), September 3—Chairman, William Glick; Secretary, Charles Thorpe. Mention made to repair leak in the coffee urn. Crew requested that more drinking glasses be put aboard. Deck delegate reported that everything is running smoothly and in a shipshape manner. The galley, recreation room, laundry and pantry were painted last voyage.

GATEWAY CITY (Waterman), September 5—Chairman, Charley Masur; Secre-

tary, Bob Wells. The steward was asked about new mattresses and informed the membership that same had been put aboard last trip. A member of the black gang noted that the first aid kit in the engine room was in bad shape. A hearty vote of thanks was voted to the steward department for the fine manner in which the department was being conducted.

COMPASS (Compass), September 5—Chairman, C. Sheck; Secretary, P. Plascik. Repair list discussed. Mattresses should be renewed and the quarters should be fumigated. The steward department was given a vote of thanks for their efforts during the voyage.

QUEENSTOWN HEIGHTS (Seatrains), September 8—Chairman, Kenneth P. Goldman; Secretary, Henrik Hansen. Ship's delegate reported that union death benefit cards are available for those that haven't filled any out yet. He also reported on mentally sick crewmember. Proposed use of ship's fund if necessary to contact physician in Puerto La Cruz to see that patient gets proper treatment or gets sent home. Brother Thompson read an article from the LOG about the proposed new issuance of union member report cards.

SEA CLOUD (Sea Traders), September 4—Chairman, L. S. Johnston; Secretary, James Eichenberg. The ship's delegate and the captain made a list of what the men wanted from the slop chest and sent the list to Pedro from the Panama Canal. Talks on Labor Day and what it stands for.

SEA TIGER (Colonial), September 8—Chairman, A. J. Queary; Secretary, M. Peterson. Beef about too many men in steward department sleeping in one room. Crew wants fresh bread in next port. Wash water is too rusty. Each department delegate will get a repair list ready for next port. New mattresses will be acquired in New York.

DEL RIO (Mississippi), September 5—Chairman, J. J. Harries; Secretary,

Blackie Wagner. Hat racks should be put outside the messhall. Larger blower fans in the galley need to be fixed. Ship's delegate reported two electricians were put ashore in Key West, Florida, for being ill.

CRACKER STATE MARINER (South Atlantic), August 29—Chairman, none; Secretary, Walter Hantusch. Motion made and carried to close doors tight on the inside to keep out persons not belonging in passageway. Motion made to start a ship's fund by collecting \$1 from each crewmember. Money left over when ship ties up should go to the March of Dimes. Telegram was sent to headquarters about rationing cigarette. Vote of thanks was extended to Brother Chips for building a bookcase and shelves for ship's library.

EXCELLO (Excello), September 12—Chairman, J. R. Sofauron; Secretary, John Morrison. Overtime will be taken care of when Union officials come aboard in New Haven. The crew voted for a ship's fund. Vote of thanks to the steward and the chief cook for the fine stores they ordered and the way in which they prepared the food.

SOUTHERN DISTRICTS (Southern), September 17—Chairman, James Sellers; Secretary, Raymond Perry. It was suggested that the shower curtain be drawn inside the shower when being used to keep the water from going on the floor. Additional spray guns requested. Crewmembers requested a new ship's library. The crew was asked to help keep the messhall cleaner at night.

YOUNG AMERICA (Waterman), September 8—Chairman, W. Cressman; Secretary, M. Lambert. Captain and steward have a beef about the stores that were ordered. One man jumped ship in Japan one hour before sailing. Two requests were made to have patrolman board in Seattle and were not answered. Repair list has been turned in to the master and chief engineer. Steward requested that hospital be cleaned but master refused. Vote of thanks given to the cooks and messmen.

ROBIN KETTERING (Seas Shipping), August 19—Chairman, Fred L. Travis; Secretary, David W. Clark. Ship's delegate reported that the ship is running pretty smoothly. One man missed ship in Durban but rejoined in Belra. Discussion concerning natives, stivedores, etc., coming into passageways and hanging around water fountain, ladders and galley. Engine department brother lost a suit in Durban. Discussion of oversupply of certain canned fruits. A vote of thanks given to the galley force.

ROBIN GOODFELLOW (Seas Shipping), August 3—Chairman, Frank Alborno; Secretary, Eric Klingvall. Ship sailed short-handed one man in the deck department. Volunteer will clean the ship's library. Laundry will be cleaned by deck, engine and steward departments alternately. All hands were asked to cooperate with the crew messman in keeping the messhall and pantry clean.

GENEVIEVE PETERKIN (Bloomfield), August 22—Chairman, W. Stockman; Secretary, J. F. Elliott. All repairs were not taken care of while in port due to the fact that some items were to be done at sea by the mate. Suggestion that soap, matches, etc., be placed in a locker by the steward so that anytime the crew wants anything the gang could help themselves. Draws in foreign ports were discussed.

PERSONALS

Herbert McIssac
Please contact your daughter,
Mrs. Eleanor White, at 6 Harvard
Ave., Wilmington, Mass.

Reginald R. Paschal
James L. Yarbrough

Urgent that you advise me what port you are in and how long you expect to stay ashore as soon as possible. Wire collect to J. D. Vance, New World Life Building, Second and Cherry, Seattle 4, Wash.

Charlie "Red" Hall
Write me at once. Walter Sibley, 1305 Cambria St., Baltimore, Md.

Richard C. Johnson
Please get in touch with me as soon as possible. George Gurdon Fay, 2324 Lincoln-Liberty Building, Philadelphia 7, Pa.

The following named men are asked to write Norm Cohen, PO Box 902, Denver, Col., as soon as possible: Gil Arnett, Charles Corrent, Lee Parker, Fred Smith.

The following men are asked to get in touch with Joseph Pilutis at St. Vincent's Hospital, 7th Ave. and 11th St., New York, NY: "Citizen Joe," Steve Massaros, Eugene Cicato, Frank Pescarek.

Quiz Answers

- (1) Vidkun Quisling.
- (2) \$49.50.
- (3) Australia. It's in New South Wales in the Australian Alps.
- (4) (c) chinchilla.
- (5) Gold Coast—Great Britain; Ivory Coast—France.
- (6) (a) No. 1.
- (7) (b) the American Declaration of Independence was issued. The year was 1776.
- (8) (b) Michigan.
- (9) Husband and wife.
- (10) The pyramids of Egypt.

NOTICES

Albert A. Albu
The papers left in the Welfare Services office at SIU headquarters are being held for you there. Contact that department so that they can be returned to you.

Puzzle Answer

SEA	SLOP	BEST
HAG	TAW	OSLO
ITA	ANNA	ATOM
PENNY	ELITE	
SNAG	ARMS	ETA
	ELIS	LIMIT
SAILOR	VESSEL	
ARRAN	VISA	
DEE	GRIM	ACRE
	LOSER	ACRID
SPAR	VIOL	AVA
AONE	ELBA	TEM
WEDS	LEIS	ERS

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

Company Reps Outspeed Ship

Seafarers accustomed to the hem 'n haw attitude of many shipowners when it comes to taking care of seamen's needs would have been astonished to see the speed flashed by one operator in an injury case recently. Once the home office of the company received word of the accident, it got to work

on the case immediately—to do whatever it could to ward off claims by the injured Seafarer.

Seafarer Donald McShane, OS, was the victim of the accident which took place while his ship was in Iceland. Although weather conditions were extremely bad at the time, McShane had been ordered aloft to take the lashings off cargo booms.

While he was atop the resistor house a strong gust of wind toppled him to the deck causing a variety of internal injuries, a broken arm, fractured heel and an injury to his back.

Line Up Statements

McShane was taken ashore and hospitalized. Subsequently he was

repatriated to the United States. Meanwhile though, the ship went on to its next port of call in northern Europe. Waiting on the dock to greet the crew were two company representatives whose first concern was to line up as many crewmembers as possible for statements as to the nature of the accident. Apparently the company had gone to no small expense to see to it that they beat the ship across.

After making its European stops, the ship returned to the States, making Baltimore its first return port. On the dock, to nobody's surprise, was another set of company representatives intent on picking up any information that the first two had missed overseas.

Obviously the company was fearful of the financial obligations it might incur as a result of the accident and wasn't sparing the horses when it came to covering its exposed flank.

It is doubtful in circumstances like these, whether any crewmember is obligated to issue written statements about a shipboard accident. In any case, crewmembers giving statements to anybody should make sure in the first instance that they were personal witnesses to the accident. They should also make sure that any statement they sign is in their own words and describes the facts as they saw them, not as they are interpreted by any other person.

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:

Lisa Blanchard, born October 5, 1954. Parents, Mr. and Mrs. Lloyd L. Blanchard, 1337 Lesseps Street, New Orleans, La.

Donna Marie Gladwell, born August 7, 1954. Parents, Mr. and Mrs. Rudy Gladwell, 222 E. 95 Street, New York, NY.

Louis Randolph Williamson, born September 27, 1954. Parents, Mr. and Mrs. Lewis R. Williamson, 5304 Magazine Street, New Orleans, La.

Paula Louise Blanchette, born August 28, 1954. Parents, Mr. and Mrs. Robert Blanchette, 1567 Annunciation Street, New Orleans, La.

Wilfred Davila, born September 25, 1954. Parents, Mr. and Mrs. Juan Davila, 3805 3rd Avenue, Bronx, NY.

Robert Allan Prime, born October 7, 1954. Parents, Mr. and Mrs. Allan Remick Prime, 92 Dudley Street, Medford, Mass.

Luis Antonio Gonzalez Monroig, born July 21, 1954. Parents, Mr. and Mrs. Luis Gonzalez, 720 Vineyard Avenue, Madera, Calif.

Robert William Collins, Jr., born July 29, 1954. Parents, Mr. and

Mrs. Robert W. Collins, 276 Summer Street, Somerville, Mass.

Myra Aline Armstrong, born August 28, 1954. Parents, Mr. and Mrs. James Rudolph Armstrong, Jarvisburg, North Carolina.

Victor Manuel Castellon, born September 21, 1954. Parents, Mr. and Mrs. Jose A. Castellon, 221 Hyacinth Street, New Orleans, La.

O'Pete Terry, born September 2, 1954. Parents, Mr. and Mrs. Charles L. Terry, 1818 Valence Street, New Orleans, La.

Nell Nagle, born August 22, 1954. Parents, Mr. and Mrs. Lawrence M. Nagle, 134 President Street, Lynn, Mass.

Sonia Justina Rios, born September 21, 1954. Parents, Mr. and Mrs. Alfredo Rios, 358 Henry Street, Brooklyn, NY.

Nancy Lee Thompson, born September 17, 1954. Parents, Mr. and Mrs. W. Thompson, 91-22 187 Place, Hollis, NY.

Paul James Sumski, born September 18, 1954. Parents, Mr. and Mrs. Benjamin Sumski, 41 Marvin Street, Buffalo, NY.

Stephen Joseph Barry, born July 31, 1954. Parents, Mr. and Mrs. Arthur S. Barry, 7224 10th Avenue, Brooklyn, NY.

Walter Michael De Greve, born August 26, 1954. Parents, Mr. and Mrs. George E. De Greve, 159 Arlyn Drive West, Massapequa, NY.

Carlos Lozano, born August 20, 1954. Parents, Mr. and Mrs. Carlos Lozano, 1803 N. Calvert Street, Baltimore, Md.

Jose Martinez, born August 23, 1954. Parents, Mr. and Mrs. Jose Martinez, 107 Amsterdam Avenue, New York, NY.

David James Crowley, born September 28, 1954. Parents, Mr. and

Mrs. John Crowley, Box 327, Allison, Pa.

Robert Keith MacCammond, born October 10, 1954. Parents, Mr. and Mrs. James L. MacCammond, Box 518, Nederland, Texas.

Stephen Eugene Martin, born September 21, 1954. Parents, Mr. and Mrs. Eugene B. Martin, 7811 Daniels Avenue, Baltimore, Md.

David Custodio Mena, born September 1, 1954. Parents, Mr. and Mrs. Julio Custodio Ruiz, San Lorenzo, Catano, PR.

Johnny Roy Nichols, born August 2, 1954. Parents, Mr. and Mrs. Thomas T. Nichols, Route No. 1, Box 353, Westlake, La.

Carolyn Janette Byrd, born September 25, 1954. Parents, Mr. and Mrs. John F. Byrd, 6210 Air Line Drive, Houston, Texas.

Terry Lee Nowell, born August 2, 1954. Parents, Mr. and Mrs. Robert L. Nowell, 2240 Jungle Street, Lakeland, Fla.

Carol Ann Slay, born March 8, 1954. Parents, Mr. and Mrs. Gerald Slay, General Delivery, Semmes, Ala.

Emalie Calhoun, born September 30, 1954. Parents, Mr. and Mrs. John W. Calhoun, 116 D Silsey Street, Prichard, Ala.

Wendell George Harwell, born August 10, 1954. Parents, Mr. and Mrs. George E. Harwell, 807 3rd Avenue, Chickasaw, Ala.

Tommy Ray Kelley, born October 9, 1954. Parents, Mr. and Mrs. J. F. Kelley, PO Box 91, Theodore, Ala.

Berry Wayne Ayler, born September 29, 1954. Parents, Mr. and Mrs. Albert Ayler, 1307 McGee Street, Whistler, Ala.

George Stevie Petranes, born October 9, 1954. Parents, Mr. and Mrs. Stavres Petranes, 810 S. Carolina Street, Mobile, Ala.

Harry Patrick Long, born September 22, 1954. Parents, Mr. and Mrs. Harry K. Long, 1420 Robert E. Lee Street, Mobile, Ala.

Anthony Kennedy, born September 2, 1954. Parents, Mr. and Mrs. John J. Kennedy, Hotel Sulphur Springs, Tampa, Fla.

Robert Mollis, born September 28, 1954. Parents, Mr. and Mrs. Antonio Mollis, Jr., 14 C Magnolia Homes, Galveston, Texas.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS REPORT ON BENEFITS PAID

From 10-11-54 To 10-22-54

No. Seafarers Receiving Benefits this Period	906
Average Benefits Paid Each Seafarer	60.62
Total Benefits Paid this Period	54,922.92

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	3,485.00
Death Benefits	7,500.00
Disability Benefits	1,800.00
Maternity Benefits	2,400.00
Vacation Benefits	38,737.92
Total	54,922.92

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	578,520.00
Death Benefits Paid Since July 1, 1950*	1,069,554.80
Disability Benefits Paid Since May 1, 1952*	61,920.00
Maternity Benefits Paid Since April 1, 1952*	272,400.00
Vacation Benefits Paid Since Feb. 11, 1952*	1,786,839.07
Total	5,784,239.87

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	624,410.43
Vacation	534,820.35
Welfare	227,241.00
Estimated Accounts Receivable	208,339.00
Welfare	190,707.82
US Government Bonds (Welfare)	1,002,008.27
Real Estate (Welfare)	119,060.97
Other Assets - Training Ship (Welfare)	
TOTAL ASSETS	4,697,587.84

COMMENTS: Payments of all benefits maintain a steady level, possibly aided by Union publicity through the means of the Seafarers Log and the attention that is given to the Plans in the Union membership meetings.

The assets of the Plans continue to grow, even though new benefits are added from time to time. Present assets of the Plans combined are \$4,697,587.84.

Anyone desiring information on benefits due under the Plans should contact the nearest SIU Port Agent who will be able to supply them with the information.

Submitted 10-25-54 Al Kerr, Assistant Administrator

Beware Of Case Chasers

Despite the best efforts of the authorities, the Public Health Service Hospitals are still plagued with ambulance chasers. Seafarers approached by these characters or their front men are advised for their own good to give them a fast brushoff.

It is well known that the ranks of the ambulance chasers contain many who will charge excessive fees or simply sell out their clients to the companies. Most of them are known to be pretty poor lawyers or else they wouldn't be digging for business the way they do.

The time to choose a lawyer is not while you are sick or injured and being hypnotized by a fast line of chatter. Wait until you are recovered and then if you need an attorney go out and shop around for the best attorney and the best deal you can get.



FAMILY TROUBLES?

THE
SIU
WELFARE
SERVICES
DEPARTMENT

YOUR PROBLEM IS OUR BUSINESS

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



We've made mention before of the system of hospital delegates that the SIU has so that all of the hospitalized brothers can have assurance of somebody around to cheer them up and take care of little things for them. And of course, there's the Union hospital representative dropping in regularly with the weekly benefit and some pleasant chatter. All of that doesn't mean though that the men in the hospitals wouldn't welcome a visit from their shipmates once in a while.

So if you happen to be on the beach here and have a friend in the hospital why not grab that ferryboat over to Staten Island and spend an hour or two with him? It's still only a nickel on the ferry and a real nice ride on these sunny autumn days we've been having. The same goes too for the hospitalized brothers in the various outports.

Three brothers who all sailed on the Greece Victory (South Atlantic) wound up in the hospital recently. Brother Oscar S. Olsen of Philadelphia went in for treatment of a double hernia on October 5. He was 2nd electrician on the ship. Also hospitalized off her were Abe Portner with a heart condition and Albert Morse. Portner was utilityman and Morse was messman on the Greece Victory.

Brother Donald McShane was the victim of a shipboard accident on the Jefferson City Victory recently. He was unslashing booms on October 16 when a gust of wind blew him down. McShane was OS on the Victory Carriers ship and lives in Bloomfield, New Jersey.

Ramon Olivera of Brooklyn, who was fireman-watertender on the Alcoa Runner last time out has been having trouble with diabetes and is getting treatment at the hospital accordingly. Clifford Womack who was messman on the Robin Goodfellow was laid low by a spot of stomach trouble. He's from South Bend, Indiana.

Brother Norman West of Sebago Lake, Maine, ran into some real tough luck when the doctors had to amputate his left leg. He was FWT on the Steel Apprentice on his last trip. All of the brothers are hoping that he pulls through in good shape.

Another hernia victim in the hospital is Gustav Holgerson, oiler off the Mary Adams. He went in for treatment on October 12. Jose Algado, who was freman on the Seatrain New Jersey is having his leg treated. His home is back in Spain.

Other Seafarers who were admitted to the hospital recently include Peter King, who was chief cook on the Mary Adams; John Graddick, off the Steel Maker; John Karpinsky who was messman on the Kyska and Bill Logan, AB, who took the Raphael Semmes out on his last trip.

Seafarers In Hospitals

- | | |
|---|---------------------|
| USPHS HOSPITAL
BALTIMORE, MD. | |
| Marcelo Arong | Robert Lambert |
| Edward Cantoral | Francisco Mayo |
| James Chew | Samuel H. Mills |
| Jessie A. Clarke | Frank S. Paylor |
| T. J. Cunningham | Eugene G. Plahn |
| John B. Gillespie | Charles B. Ross |
| Gorman H. Glaze | Vincenzo Russo |
| Einar Hansen | Douglas Turner |
| Michael Jablonski | Anthony J. Turai |
| Edward Jarrowski | Clyde B. Ward |
| Elmer E. Lamb | |
| VA HOSPITAL
NEW ORLEANS, LA. | |
| Fulton Hendrix | |
| USPHS HOSPITAL
SAN FRANCISCO, CALIF. | |
| Harold Arlinghaus | Carl R. Johnson |
| Henry J. Childs | R. T. Milton |
| Leo Cronsohn | Charles H. Neumaier |
| Benny M. Foster | Joseph Perreira |
| Olav Gustavsen | P. S. Yuzon |
| Gleam W. Hines | |
| USPHS HOSPITAL
NORFOLK, VA. | |
| Jessie P. Brinkley | Lionnie Hall |
| Herbert M. Bumpass | B. Spinney |
| George F. Lechler | |
| USPHS HOSPITAL
NEW ORLEANS, LA. | |
| Thomas L. Ankerson | Thomas Keyser |
| Oscar R. Bird | E. G. Knapp |
| Perry Bland | D. Korolla |
| Charles Brady | Leo Lang |
| Charles Burton | Knud Larsen |
| Owen Butler | Clarence Lomax |
| John Carolan | Jesse Lyles |
| Sebastian Carregal | Oscar Madere |
| George W. Champlin | Walter Makin |
| Clarence Cobb | Vincent Michel |
| S. Cope | William Moore |
| William C. Cothran | Francis T. Oestek |
| Emile Davies | Amelio Patinco |
| Serio Desoso | Fred D. Peterson |
| Robert Dewey | Gilbert J. Pierall |
| Joseph L. Dionne | Elijah Platt |
| Hal R. Ellis | Randolph Ratcliff |
| Thomas Fields | Warren Reed |
| Leo Fontenot | William Roberts |
| B. D. Foster | Henri Robin |
| D. Gamvrogiannis | James Ruth |
| Nathan Gardner | Edward Samrock |
| F. Green | John E. Sanders |
| Roy M. Green | Wade Sexton |
| Clifton Gullet | Durand Shaw |
| Harry Hanke | Wesley Snelling |
| E. T. Hardemann | Henry Sosa |
| Andrew Harvella | D. R. Stroup |
| Paul Hebert | Lionnie R. Tickle |
| Joseph Hinchey | John C. Vieira |
| Lyle Hlpp | J. E. Ward |
| Leonard Kay | |
| USPHS HOSPITAL
GALVESTON, TEXAS | |
| Joseph Arras | Frederick E. Otto |
| Joseph Busalacki | Murray A. Plyler |
| A. P. Copa | Abel N. Solas |
| Warren W. Currier | Benjamin Seal |
| Benjamin F. Grice | William Trice |
| Thomas Gutierrez | Franklin Webb |
| Karl A. Hellman | James Winget |
| Ernest Kolonovsky | Charles B. Young |
| Eugene T. O'Mara | |

- | | |
|---------------------------------------|--------------------|
| USPHS HOSPITAL
SEATTLE, WASH. | |
| Claudius Archer | Robert Heilig |
| Rex C. Recraft | Sverre Hohannessen |
| Bernard P. Burke | Mike Michelik |
| Roland Dean | W. M. Pennington |
| William J. Fick | John W. Powers |
| Brigido Figueroa | Richard Welch |
| USPHS HOSPITAL
STATEN ISLAND, NY | |
| Hassen Ahmed | John Macinnes |
| Charles Cantwell | William Malcewicz |
| Angel Carrasquillo | Harold J. Moore |
| George T. Coleman | Joseph Neubauer |
| John H. Doherty | Mikade Oienchik |
| Samuel Doyle | Oscar Olsen |
| V. J. Fitzgerald | T. Papoutsoglov |
| George W. Flood | Abe Partner |
| Estell Godfrey | Santos Pizarro |
| John H. Hannay | Kalle Rankonen |
| Fred Hauser | Matti Ruuskaallo |
| Galtano Interdonato | Jose Salgado |
| Vincent Jones | William Saltare |
| Noral Jorgensen | Charles Sanderson |
| John Karpinsky | Walter Sibley |
| Theodore Katros | Joseph Stanton |
| Arthur Kavel | Pedro Villabol |
| Peter King | Robert Welker |
| Florencio F. Letie | Norman West |
| William E. Logan | Lloyd Wilson |
| Nils H. Lundquist | Clifford Womack |
| USPHS HOSPITAL
BRIGHTON, MASS. | |
| Frank Alasovich | John T. Keegan |
| Joseph W. Carey | Maurice Levois |
| Clarence E. Dudley | Arnfin A. Oyhus |
| USPHS HOSPITAL
SAVANNAH, GA. | |
| Paul Bland | Albert Lima |
| J. D. Cannady | Jimmie Littleton |
| R. Carrollton | J. T. Moore |
| R. L. Field | J. D. Thomas |
| William Gilbertson | Gilbert F. Wilson |
| James F. Lee | |
| USPHS HOSPITAL
FORT WORTH, TEXAS | |
| J. R. Alsbrook | |
| VA HOSPITAL
DETROIT, MICH. | |
| Tim Burke | |
| VA HOSPITAL
BALTIMORE, MD. | |
| Leonard J. Frank | |
| USPHS HOSPITAL
MANHATTAN BEACH, NY | |
| Fortunato Bacomo | Kaarel Lemmas |
| Frank W. Benrick | James R. Lewis |
| Claude F. Blanks | Arthur Lonas |
| Robert L. Booker | Francis F. Lynch |
| Thomas B. Bryant | Joseph D. McGraw |
| Ho Yee Choo | Archibald McGowan |
| Jar Chong | Frank Mackey |
| John J. Driscoll | Vic Milazzo |
| Bart E. Givanick | Eugene T. Nelson |
| John B. Haas | Pedro Peralto |
| Taib Hassen | James C. Powell |
| Thomas Isaksen | George Shumaker |
| Hurburt M. Free | Robert Sizemore |
| John W. Keenan | Henry E. Smith |
| Ludwig Kristiansen | Harry S. Tuttle |
| Frederick Landry | Renato A. Villats |
| James J. Lawlor | Virgil Wilmoth |

Seeks Care, Is Called 'Deserter'

A Seafarer who suffered neglect of a serious injury and then was charged with "desertion" on top of it when he sought proper medical treatment, is now getting a different kind of reception from the ship operator. Back in the States and under the care of the Public Health Service, he has received payment of his earned and unearned wages and will get maintenance and cure until such time as he is fit for duty again.

Further, it's conceded all around that the "desertion" charge is not likely to stand up, and Welfare Services is hopeful that everything will be squared away on that score within the next few days.

Refused Treatment
Seafarer Robert G. Varnon's

injury consisted of a badly crushed finger tip suffered in a shipboard accident. When he went to the skipper and asked to be sent to a doctor at the next port, the skipper didn't deem it necessary and refused him medical treatment.

After several protests and much pleading on Varnon's part, the skipper finally relented and sent him ashore to a doctor selected by the company agent in that port. Although the finger was crushed,

the doctor merely wrapped it up without cleaning the wound and sent the man back to work.

After a day or two the pain became unbearable and the Seafarer again asked to be sent to a doctor. He was again refused by the skipper. It was only after repeated protests on his part that the skipper sent him ashore, this time in another port to another doctor selected by the company's agents.

Infection Sets In

This second doctor merely put the finger in a plaster of paris cast. The result was that infection set in and the finger became badly inflamed.

Varnon went back to the skipper once more but this time couldn't budge him. The captain declared that he had sent him to two doctors already and that was enough. Fearful of the spread of the infection, the Seafarer asked the captain for \$100 draw and informed him he was going ashore to seek treatment on his own.

The captain issued him the draw, and crewmembers helped him pack his gear. Once he left the vessel, however, the skipper turned around and entered a "desertion" charge in the log.

When Varnon got to a doctor of his own choosing, the physician was indignant at the neglect of the injury and immediately took steps to clean the wound and treat the infection.

Not Fit for Duty

Subsequently, he was repatriated on the very same vessel he had shipped on. He checked in to Staten Island hospital where after seven weeks of treatment he still was not fit for duty.

Upon learning the facts of the case, the company back-pedaled from its skipper's actions and readily agreed to handle the matter as it would handle any case where a man had to leave ship in a foreign port for treatment.

Of course under normal conditions sick or injured men are put ashore by the captain without having to leave a ship on their own. Desertion is a pretty serious charge, and only the obvious neglect of this man's health and the failure to provide him with proper treatment justified his leaving the ship in this case.

Happy Father And Namesake



Seafarer William H. Price of Portsmouth, Virginia, is the proud father of William Charles Price, resting comfortably in mother's arms at home. Price holds daughter Carol, 3, after receiving \$200 SIU maternity benefit plus \$25 US defense bond from the Union.

Payoffs Right In Hospitals Just Another SIU Service

Welfare Services deluxe "special delivery" service on payoffs to injured seamen did the trick for three men who are now patients at the Staten Island hospital. Arrangements were made in all three cases for the men to get paid off right in the hospital, whereupon the Welfare Services representative cashed their checks for them on the spot.

Since payoffs have to be made in the presence of the shipping commissioner, it usually means that the man in the hospital has to wait until he gets back on his feet again to get paid. And if he has a family to take care of, this can work considerable hardship.

Consequently when Seafarers John Graddick, Theodore Katros and Jose Rodriguez entered the hospital with payoffs coming to them, the Welfare Services Department got to work to get them their money.

Send Vouchers

In Katros' case the payoff consisted of a couple of days of unearned wages. Arrangements were made for the company to mail the check directly to the hospital. Graddick, who was off the Steel Maker and Rodriguez, who had been aboard the Lawrence Victory, had full payoffs coming to them. The companies involved agreed to send the checks and vouchers over to the hospitals, and the Shipping Commissioner's office sent a representative to the ward to take care of the payoff.

When the checks were handed over, the Welfare Services hospital representative cashed them immediately, completing all unfinished business on the spot.

FINAL DISPATCH

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

Eddie T. Driggers, 47: A member of the SIU since July 21, 1942. Brother Driggers died of natural causes on Sept. 26, 1954, at the US Public Health Service hospital in Staten Island, NY. He had been sailing in the deck department. Burial was at Evergreen Cemetery, Brooklyn, NY. Surviving is a brother, Paul M. Driggers, of 2521 Lewis St., Jacksonville, Fla.

Regino D. Cabrera, 42: Brother Cabrera died of head injuries on Aug. 2, 1954, at sea aboard the SS Del Norte. One of the early members of the SIU, he had been sailing in the steward department since he joined the Union on Jan. 14, 1939. His place of burial is not known. Surviving is his father, Bennie Cabrera, of 843 NW 4 St., Miami, Fla.

Edward W. Hecker, 36: On June 20, 1953, Brother Hecker died of a heart condition at Belem, Para,

Brazil. An ordinary seaman, he had been sailing with the SIU since January, 1953. His place of burial is not known. He is survived by his mother, Marie Schmidt, of 615 West Poplar St., San Antonio, Tex.

Peter Ley, 73: One of the early members of the SIU. Brother Ley died of hardening of the arteries at Johns Hopkins Hospital, Baltimore, Md., on July 5, 1954. A member of the deck department, he joined the SIU on Dec. 28, 1938. Burial was at Holy Redeemer Cemetery, Baltimore. His beneficiary is Lottie Bullock, 2402 McElderry St., Baltimore.

USPHS Has Last Say On Duty Slip

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

SAMPLE BALLOT

OFFICIAL BALLOT For Election of 1955-1956 Officers Seafarers International Union of North America

ATLANTIC & GULF DISTRICT

VOTING PERIOD NOVEMBER 15th, 1954 THROUGH JANUARY 15th, 1955

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein your vote for such office will be invalid.

YOU MAY WRITE THE NAME OF ANY MEMBER WHOSE NAME DOES NOT APPEAR ON THE BALLOT IN THE BLANK SPACE PROVIDED FOR THAT PURPOSE UNDER EACH OFFICE.

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

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SECRETARY-TREASURER Vote for One

- Walter (Rusty) Beyeler, B-81
- Paul Hall, H-1
- Ray White, W-2

DECK— ASSISTANT SECRETARY-TREASURER Vote for 1

- Joseph Algina, A-1

ENGINE— ASSISTANT SECRETARY-TREASURER Vote for 1

- Joseph Volpian, V-1

STEWARD— ASSISTANT SECRETARY-TREASURER Vote for 1

- Edward (Eddie) Mooney, M-7

JOINT— ASSISTANT SECRETARY-TREASURER Vote for 3

- William Hall, H-272
- Robert Matthews, M-1
- Claude Simmons, S-1

BOSTON AGENT Vote for One

- James Sheehan, S-3

BOSTON JOINT PATROLMAN Vote for One

- James E. Sweeney, S-6

NEW YORK DECK PATROLMAN Vote for Three

- Adelbert (Al) Arnold, A-147
- Arni Bjornsson, B-34
- Michael (Mike) Colucci, C-3
- Louis (Lou) Goffin, G-7
- Thomas (Tom) Gould, G-267
- Joseph Pasinosky, P-68

NEW YORK ENGINE PATROLMAN Vote for Three

- Theodore (Ted) Babkowski, B-1
- Peter Bush, B-9
- Thomas (Tom) Clark, C-5
- Walter Sietmann, S-7

NEW YORK STEWARDS PATROLMAN Vote for Three

- Paul Gonsorchik, G-2
- Howard Guinier, G-3
- Freddie Stewart, S-8

NEW YORK JOINT PATROLMAN Vote for Six

- Robert A. Barrett, B-86
- Frank Bose, B-4
- Martin (Marty) Breithoff, B-2
- Leopold Bruce, B-158
- James Martin Dawson, D-82
- Reed Humphries, H-4
- Allan Lake, L-41
- E. B. McAuley, M-20
- Charles Stevens, S-56
- Keith Terpe, T-3
- Ernest Tilley, T-2

PHILADELPHIA AGENT Vote for One

- A. (Blackie) Cardullo, C-1

PHILADELPHIA JOINT PATROLMAN Vote for One

- Stephen Bergeria, B-179
- John Hetzel, H-6
- Howard Webber, W-365

BALTIMORE AGENT Vote for One

- Earl (Bull) Sheppard, S-2

BALTIMORE DECK PATROLMAN Vote for One

- William A. Henderahot, H-327
- Leon (Blondie) Johnson, J-2

BALTIMORE ENGINE PATROLMAN Vote for One

- F. (Al) Stansbury, S-22

BALTIMORE STEWARD PATROLMAN Vote for One

- Joseph (Joe) DeGeorge, D-2
- A. W. (Andy) Gowder, G-352
- G. Frank Hazen, H-386
- Arthur (Artie) Kavel, Jr., K-79

BALTIMORE JOINT PATROLMAN Vote for One

- Rex E. Dickey, D-6
- Richard May, M-872

NORFOLK AGENT Vote for One

- C. D. (Bo) Anderson, A-22
- Glenions (Glen) Lawson, L-27
- R. W. (Bob) Miller, M-360
- Ben Rees, R-2

NORFOLK JOINT PATROLMAN Vote for One

- James A. Bullock, B-7
- Joseph W. James, J-183

SAVANNAH AGENT Vote for One

- Jeff Morrison, M-3

SAVANNAH JOINT PATROLMAN Vote for One

- John S. Bragg, B-313
- Nevin E. Ellis, E-70

TAMPA AGENT Vote for One

- Thomas (Tom) Banning, B-12
- George M. Everett, E-37

TAMPA JOINT PATROLMAN Vote for One

- Belarmino (Benny) Gonzales, G-4

MOBILE AGENT Vote for One

- Cal Tanner, T-1

MOBILE DECK PATROLMAN Vote for One

- William J. Morris, M-4

MOBILE ENGINE PATROLMAN Vote for One

- Robert Jordan, J-1

MOBILE STEWARD PATROLMAN Vote for One

- Leo P. Marsh, M-9

MOBILE JOINT PATROLMAN Vote for One

- Harold J. Fischer, F-1

NEW ORLEANS AGENT Vote for One

- Lindsey J. Williams, W-1

NEW ORLEANS DECK PATROLMAN Vote for One

- C. M. Tannehill, T-5

NEW ORLEANS ENGINE PATROLMAN Vote for One

- C. J. (Buck) Stephens, S-4

NEW ORLEANS STEWARD PATROLMAN Vote for One

- George A. Riehm, R-343
- Herman M. Troclair, T-4

NEW ORLEANS JOINT PATROLMAN Vote for One

- Paul A. Warren, W-3

GALVESTON AGENT Vote for One

- Keith Alsop, A-3
- Raymond E. Vaughan, V-129

GALVESTON JOINT PATROLMAN Vote for One

- Charles Kimball, K-2
- J. A. King, E-308
- Van Whitney, W-11
- Keith (Honolulu) Winsley, W-269

As provided in the constitution of the SIU, Atlantic & Gulf District, the following men have nominated themselves for union offices, and have submitted the required credentials. A brief biography of each candidate with his Union experience appears on these pages to acquaint members with their backgrounds. Secret voting on the candidates will get underway November 15 and run until January 15. A sample ballot appears on the back page.

Candidates For 1955-1956 A&G Posts

For: Secretary—Treasurer

(Vote For One)



WALTER (Rusty) BEYELER— No. B-81: Joined the SIU A&G District in 1942 and sailed throughout the war in every war zone. Was active in the 1946 General Strike and the 1947 Isthmian Strike, and holds clearances for all SIU strikes and beefs since he joined. Has served on every type of ship under SIU contract. Has served on various membership committees ashore, and has also served as department or ship's delegate on a number of SIU vessels.



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PAUL MALL—No. H-1: Original member of SIU. Holds all strike clearances. Active in all Union organizing since earliest days. Elected secretary-treasurer 1948. Served on all SIU negotiating committees since then. Helped initiate Welfare, Vacation Plans. Participated in fight which broke Communist hold on Canadian waterfront. Named by AFL as trustee in fight to bring good unionism to longshoremen. Sailed in all war zones during second World War.



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RAY WHITE—No. W-2: Transferred to SIU in 1938 from old AFL Seamen's Union. Helped organize P&O line, one of SIU's earliest beefs. Was NY patrolman six months and Norfolk agent for three years. Active in Isthmian organizing drive and strike at that company. Served as hq representative participating in deck department negotiations. Elected Tampa port agent for 1949, 1950, 1951, 1952, 1953 and 1954. Strike-clear for all Union strikes and beefs.



For: Deck Ass't Secretary-Treas.

(Vote For One)



JOE ALGINA—No. A-1: Transferred to SIU from old AFL Seamen's Union when SIU was formed. Sailed actively in WW II before becoming Union organizer. Served as NY deck patrolman, acting port agent, before being elected NY port agent 1948, 1949 and 1950. Elected hq representative for 1951 and 1952; asst. secretary-treasurer for '53-'54. Participated in 1946 General, Wall Street and Isthmian Strikes. Union negotiating committee member for past eight years.



For: Eng. Ass't Secretary-Treas.

(Vote For One)



JOSEPH H. VOLPIAN—No. V-1: Started sailing in 1922. Active in maritime labor many years before joining SIU in 1940 in New Orleans. Served as NY engine patrolman from 1943 to 1947. While patrolman served as special services representative in charge of membership problems. Elected assistant secretary-treasurer 1948, 1949, 1950, 1953, 1954 and hq representative for 1951 and 1952. Has strike-clear record for all SIU strikes and beefs.



For: Std. Ass't Secretary-Treas.

(Vote For One)



EDWARD X. MOONEY— No. M-7: Now serving as elected joint patrolman in New York and as manager of the Port O'Call Bar. Joined the SIU in 1945. Served as ship's delegate or steward delegate on majority of ships. Was member of Food and Housing Committee for 1946 Gen-



eral Strike. Assisted the SIU during the Canadian beef, and represented the SIU in last spring's ILA beef in San Juan. Actively participated in Wall Street Strike and many other Union beefs.

For: Jt. Ass't Secretary-Treas.

(Vote For Three)



WILLAM HALL—No. H-272: Joined the SIU A&G District in 1944, in the Port of New York. Served actively in many of the Union's major strikes and beefs, including the 1946 General Strike, the 1947 Isthmian Strike, the Wall Street Strike and the Canadian beef. Elected asst. secretary-treasurer for '53-'54. Has been elected deck delegate and ship's delegate on most of the ships he has sailed on and has represented the crew. Holds clearances for all Union actions.



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ROBERT MATTHEWS—No. M-1: Joined SIU when it was chartered. Served as patrolman and port agent in Mobile and later as port agent in Jacksonville and San Francisco. Assigned in 1946 to NY as hq representative. Has been on every Union negotiating committee from 1946 to present. Was elected assistant secretary-treasurer for 1948, 1949 and 1950, 1953 and 1954. Was elected hq representative for 1951 and 1952. Participated in all SIU strikes and job actions.



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CLAUDE (Sonny) SIMMONS— No. S-1: Member of old ISU in 1935, then worked with US lighthouse dept. until joining SIU in 1939. Sailed until August, 1941, when appointed Tampa patrolman. Shipped again, August, 1942, and sailed through war. Appointed NY patrolman, Feb., 1945. Elected Tampa agent for 1946 through 1948. Resigned July, 1948, and shipped until Nov., 1949. Elected NY engine patrolman for 1951, 1952; elected assistant secretary-treasurer for '53-'54.



For: Boston Agent

(Vote For One)



JAMES SHEEHAN—No. S-3: Member of SIU since beginning. Served as organizer in Gulf during 1938 and 1939. Elected to Union office in 1944 and to various Union posts since, including NY deck patrolman, 1947 and 1948, and Philadelphia agent, 1949. Returned to sea in 1950 and sailed to July, 1951, when appointed Boston agent to replace resigning official. Has sailed since 1924 as AB and bosun. Holds clearances for all SIU strikes. Elected Boston agent for 1952, 1953 and 1954.



For: Boston Joint Patrolman

(Vote For One)



JAMES E. SWEENEY—No. S-6: Is Boston joint patrolman at present. Has been appointed and reelected to this post for nine consecutive terms with the exception of a brief lapse in 1948-49 while at sea. First went to work for the Union in 1941. Directed General Strike activities in 1946 in Portland, Me. Also served as joint patrolman in New York in 1943. He has been a member of the SIU since 1938. Has played an active role in all Union activities.



For: New York Deck Patrolman

(Vote For Three)



ADELBERT (Al) ARNOLD—No. A-147: Joined the SIU A&G District in 1944, and holds clearances for all strikes and beefs since that time. Has been ship's delegate on a number of different ships, including freighters, tankers and Seatrains, and has brought in many of these vessels clear of any beefs at all. Has sailed in various ratings



in the deck department on all the different types of ships. At present, he is serving as bosun on the Steel Scientist (Isthmian).

ARNI BJORNSSON—No. B-34: Native of Iceland but now US citizen. Sailed in all combat zones in World War II on foreign-flag and WSA ships. Started shipping with SIU nine years ago and has been in good standing ever since. Elected delegate and meeting chairman by shipmates on many occasions. Elected to many headquarters membership committees and active in behalf of Union in other matters. Served as master at arms in headquarters. Sails as AB and bosun.



MICHAEL (Blackie) COLUCCI— No. C-3: Joined the SIU in 1944 in New York. Sailed during war to various war zones. Served as delegate on many ships. Served as Union organizer throughout the Isthmian drive. Served as picket captain during 1946 General Strike and 1947 Isthmian Strike. Also served as picket captain during Wall Street Strike and many other beefs. Worked as New York dispatcher for 1952. Elected NY deck patrolman for '53-'54.



LOUIS GOFFIN—No. G-7: Transferred into SIU from old AFL Seamen's Union in 1939. Participated actively in 1941 bonus beef, 1946 General Strike and Isthmian Strike. Served Union as patrolman and agent in Philadelphia and Jacksonville and as assistant secretary-treasurer. Elected deck patrolman in NY for every year from 1947 through 1952. Elected NY joint patrolman for '53-'54. Participated in contract talks. Has all clearances.



TOM GOULD—No. G-267: Joined SIU in Port of New Orleans on December 23, 1942. Sailed regularly through war years. Active in Union's post-war organizing campaigns at Isthmian and Cities Service. Took part in 1946 General Strike and other major Union beefs through the years. Elected to various rank and file committees. Served as welfare services representative, dispatcher and patrolman in New York. Also served as joint patrolman in Seattle.



JOSEPH PASINOSKY—No. P-68: Joined Seafarers International Union in Port of New York on October 27, 1941. Sailed steadily throughout the war years to various war zones. Following war, assisted in SIU organizing drive at Isthmian Steamship Company. Took part in many Union beefs including active role in 1946 General Strike and Isthmian Strike. Holds clearances for all Union beefs. One of five brothers who hold SIU books. Sails regularly as bosun.



Elected NY engine patrolman for '53-'54. Active in every beef since joining SIU. Now serving as director of SIU welfare services.

For: New York Std. Patrolman

(Vote For Three)



W. PAUL GONSORCHIK—No. G-2: A&G member since Union was founded in 1938. Sailed steward, chief cook and baker. Member of Union negotiating committee, 1940 and 1941. Assisted in drafting original SIU constitution. Member 1941 Bonus Strike committee. Returned to sea in 1943, then elected NY dispatcher. Served as NY steward patrolman from May, 1951, until elected Baltimore steward patrolman for 1952. Elected NY steward patrolman for '53-'54.



For: New York Eng. Patrolman

(Vote For Three)



TEDDY BARKOWSKI—No. B-1: Joined SIU in 1941 and sailed in all combat zones during WW II. Was volunteer organizer in Isthmian drive and various tanker drives. Served on New York Isthmian Strike committee. Active in 1946 Strike, Coos Bay and shipyard beefs. Served on Baltimore committees aiding shipyard and telephone workers. Elected joint patrolman in New York for 1949 and NY engine patrolman for years 1950, 1951, 1952, 1953 and 1954.



HOWARD GUINIER—No. G-3: Joined SIU at its start. Served as organizer in various drives from 1938 to 1941. Represented Union before National Defense Mediation Board on contract dispute in 1941. Served as chairman of headquarters Bonus Strike committee. Was chairman of NY branch food and housing committee for the 1946 General Strike. Secured 3,000 berths for members during strike. Elected steward patrolman in NY every year from 1946 to the present.



PETER BUSH—No. B-9: Started with SIU when Union was founded and received his membership book in February, 1939, in the Port of Baltimore. Has been in good standing ever since. Has clean record with all strike clearances. Assisted in Union organizing drives and participated in numerous SIU beefs. Has total of nine years seafaring on SIU-contracted ships and for two-year period was employed in various capacities at the Union's New York headquarters.



FREDDIE STEWART—No. S-8: Was volunteer organizer for SIU when it was founded. Participated in all major strikes including Bonus Strike, Isthmian, 1946 General Strike and other actions. Was leader of direct action to secure milk, good provisions and decent shipboard conditions for all Seafarers. Served as steward patrolman in NY in 1947 and joint patrolman in 1948 and 1949. Elected steward patrolman in 1950, 1951, 1952, 1953 and 1954.



TOM CLARK—No. C-5: Has been with Union for past nine years, joining SIU A&G District in New York, 1943. Sailed during war in all combat zones. Served as black gang delegate and ship's delegate aboard many vessels. Participated actively in 1946 General Strike, Isthmian Strike in 1947 and all other Union strikes. Was elected engine patrolman in New York for 1950, 1953 and 1954. Holds clearance for all SIU strikes since becoming a member.



JAMES MARTIN DAWSON—No. D-82: Became member of the Seafarers International Union in 1946 in the Port of New York. Holds clearances for all major Union beefs such as General Strike of 1946 and Isthmian Strike, 1947. Participates actively in shipboard affairs and has been elected many times to represent his shipmates either as department delegate or ship's delegate. Sails in deck department as AB and bosun and is 33 years of age.



For: New York Joint Patrolman

(Vote For Six)



ROBERT A. BARRETT—B-86: A member of the Seafarers International Union for 11 years, he joined the Union in New York October 25, 1943. Since then he has taken part in all strikes and other beefs in which the Union has been involved and has volunteered his services at all times for all Union assignments. He sails regularly in the engine department, holding a chief electrician's rating among others. He is 45 years of age.



WALTER SIEKMANN—No. S-7: Member of the SIU for 11 years. Served on numerous ships as delegate. Sailed through last war in all combat zones. Served as temporary patrolman. Elected Boston port agent in 1948. Active on strike committees for 1946 General Strike and Isthmian Strike. Served as shore-side organizer in Isthmian drive.



FRANK BOSE—No. B-4: Joined SIU in Baltimore in 1944. Active in all major Union beefs including 1946 General Strike, Wall Street Strike, Coos Bay beef and other actions. Served as organizer in Union's successful campaign against Cities Service Oil Company, and in other post-war organizing drives conducted by the Union. Utilized in various other capacities at headquarters including acting patrolman. Sails in engine department as chief electrician.



MARTY BREITHOFF—No. B-2: Started sailing with SIU in 1942 and sailed during World War II in all combat zones in both engine and steward departments. Served on grievance committee in Tampa during 1946 General Strike. Was shipboard organizer at start of Cities Service Drive in 1946. Served as chief dispatcher, Port of New York, in 1951 and 1952. Elected NY joint patrolman for '53-'54. Currently serving as SIU West Coast representative.



LEOPOLD BRUCE—No. B-158: Has been SIU member since he joined in Port of New York in April, 1946. Took active part in numerous Union beefs and actions including 1946 General Strike, Isthmian Strike, Wall Street Strike and Val Chem beef last year, among others. Served as ship and department delegate on various ships including Alcoa Polaris, Andrew Jackson, Fairland and San Mateo Victory. Sails regularly in steward department as cook and baker.



ALLAN L. LAKE—No. L-41: Joined SIU in 1943 and has been sailing regularly in steward department ratings. Had shipped on various ships on and off for 18 years before that. Has deck and engine experience. Served as ship's delegate or department delegate on most ships. Holds all strike clearances. Was on Val Chem strike committee. Served as organizer for AFL Marine Cooks and Stewards in 1953 and was elected delegate to NY AFL Central Trades and Labor Council.



E. B. (Mac) McAULEY—No. M-20: Member of the SIU since 1943. Sailed all zones during World War II in both steward and engine departments. Was an official SIU observer during 1946 Isthmian election. Was acting Savannah agent in 1946. Has been ship's delegate and engine delegate on numerous ships. Was patrolman-dispatcher in Savannah during 1952-53. Served as headquarters organizer 1953-54. New York dispatcher 1954. Has clear record on all Union strikes and beefs.



KEITH TERPE—No. T-3: Sailed throughout World War II on West Coast in both deck and steward departments. Joined the SIU in 1949. Was headquarters organizer during 1949-51, active in winning successful Cities Service drive. Also served as acting port agent in Lake Charles during 1950-51. Helped organize several other non-union companies. Was New York patrolman, contract negotiator and headquarters representative 1951-52. SIU Director of Organization since 1952.



ERNEST B. TILLEY—No. T-2: Joined SIU A&G District in Baltimore, 1939. Appointed engine patrolman for Baltimore in 1945. In 1947, appointed Philadelphia patrolman and later served as Philadelphia agent. Elected Philadelphia joint patrolman for 1948. Was acting agent in Boston. Served as Wilmington agent in 1949 and as patrolman in Savannah. Elected Savannah agent for 1951 and 1952. Elected NY joint patrolman for '53-'54. Now serving as Wilmington agent.



CHARLES L. STEVENS—No. S-366: Has been sailing all types of ships in both the engine and steward departments since 1916. Joined the Seafarers International Union on May 16, 1941, in the Port of Boston. Shipped to all zones and sailed steadily throughout World War II. Holds all ratings in the steward department and has been chief steward on the ships of numerous SIU companies for 13 years. Has a clear record on all SIU strikes and beefs since he joined the Union.



For: Phila. Agent (Vote For One)



A. (Blackie) CARDULLO—No. C-1: Since joining the SIU he has been active in all Union strikes and beefs. Was Marcus Hook agent until that hall was closed. Served as patrolman in Philadelphia, as West Coast representative and as NY hq representative. During war sailed in all combat zones. Has clearances for all Union actions. Active participant in Isthmian organizing and strike. Elected Philadelphia agent for 1950, 1951, 1952, 1953 and 1954. Active in Phila. port affairs.



For: Phila. Joint Patrolman (Vote For One)



STEVE BERGERIA—No. B-179: Has served as ship's delegate and deck delegate on most of ships he's sailed since joining the Union. Was picket dispatcher and member of clearance committee in 1946 General Strike in Philadelphia. Also was picket captain and dispatcher in 1947 strike against Isthmian. Assisted in Isthmian polling. Wide experience in negotiating on shipboard beefs and other troubles. Active in Phila. BME organizing.



JOHN HETZELL—No. H-6: Has been a book member of the SIU since 1947. Has served as ship's delegate and departmental delegate on many ships. Has taken an active part in Union beefs on the West Coast, the Commercial Telegraphers Union strike, the Isthmian beef on behalf of the AFL Marine Engineers and the Operating Engineers' strike in 1952. Was appointed joint patrolman in Philadelphia in 1951. Elected Phila. joint patrolman for '53-'54.



HOWARD WEBBER—No. W-365: Started going to sea during World War II on December 17, 1943, and has been sailing ever since. Became Seafarers International Union member in New York on August 15, 1946. Has sailed on almost every type of ship under contract to the Union and has been repeatedly elected as ship's delegate or departmental delegate by his shipmates. His last ship was the Steel Maker. He sails regularly as AB or bosun. Has clean record in Union.



For: Baltimore Agent

(Vote For One)



EARL (Bull) SHEPPARD—No. S-2: One of SIU's original members. Active in P&O strike and other early Union actions. Directed field work in Isthmian organizing drive. Participated in Great Lakes organizing. Directed NY waterfront activities in 1946 General Strike. Appointed New Orleans port agent in 1947. Elected New Orleans agent for 1948, 1949, 1950. Elected assistant secretary-treasurer for 1951. Appointed Baltimore agent in 1951. Elected Baltimore agent for 1952, 1953 and 1954.



For: Baltimore Deck Patrolman

(Vote For One)



WILLIAM A. HENDERSHOT—No. H-327: Joined the SIU in 1944 after serving in the US Army and Navy. Sails bosun and is thoroughly familiar with all deck department jobs and contract provisions covering his department. Has served as ship's delegate and deck delegate on many occasions and assisted in settling beefs on various ships. Participated in all Union strike activity since 1945. Has been active in SIU organizing drives and other Union beefs.



For: Baltimore Eng. Patrolman

(Vote For One)



LEON (Blondie) JOHNSON—No. J-2: One of first to join SIU when it was formed in 1938. Took part in major beefs such as P&O Strike, Bonus Strike, longshore beefs and other important actions. Served as patrolman in many SIU ports such as New Orleans, Galveston, New York and Norfolk. Elected Galveston patrolman for 1948. Elected Baltimore patrolman for every year from 1949 up to the present. Sailed in all combat zones during World War II.



For: Baltimore Std. Patrolman

(Vote For One)



AL STANSBURY—No. S-22: Member of SIU since it was organized, joining in Port of Baltimore. Taken active part in all strikes and organizing drives since Union began. Sailed during the war into most combat zones. Served SIU in various appointive capacities. Was often elected black gang del-



egate on ships. Was appointed dispatcher for Baltimore in 1949. Was elected Baltimore engine patrolman for 1950, 1951, 1952, 1953 and 1954.

For: Baltimore Joint Patrolman

(Vote For One)

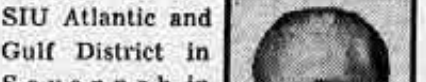


JOE (De George) DI GIORGIO—No. D-2: Member of SIU since 1941, joining in Port of New Orleans. Sailed to all areas in World War II. Active in all major Union beefs such as 1941 bonus beef, 1946 General Strike, Isthmian Strike and other Union actions, serving on numerous strike committees and other rank and file bodies. Elected ship's delegate and steward delegate on numerous occasions. Currently employed by SIU Sea Chest as representative.



For: Baltimore Deck Patrolman

(Vote For One)



A. W. (Andy) GOWDER—No. G-352: Became member of the SIU Atlantic and Gulf District in Savannah in 1944. Since that time has been active in all Union beefs, strikes and organization drives. Participated in 1946 General Strike and in Isthmian organizing drive and Isthmian Strike. Served on numerous committees in the Union's branches. Elected delegate, chairman and recording secretary on many SIU ships. Sailed during World War II and Korean War.



For: Baltimore Eng. Patrolman

(Vote For One)



G. FRANK HAZEN—No. G-386: Union man since 1937 and joined SIU in Baltimore, February, 1939, shortly after the A&G district was chartered. Has been a member in good standing ever since then. Was appointed patrolman in Norfolk, 1946. Sails in steward department and holds all ratings for the galley gang from chief steward on down. Sailed through World War II and has been active in various Union strikes and beefs since the SIU was first founded.



For: Baltimore Joint Patrolman

(Vote For One)



ARTHUR (Artie) KAVEL, JR.—No. K-79: Became a member of the SIU in Boston, June, 1946. Took part in the 1946 General Strike and was also active during the Isthmian Strike the following year. Holds clearances for all major SIU strikes. Has been ship's delegate or department delegate on almost every ship he has sailed on including those on organizational status. Was ship's delegate on Mary Adams last trip. Sails various ratings in steward dept.



For: Baltimore Joint Patrolman

(Vote For One)

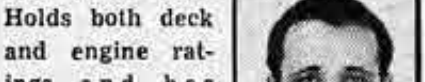


REX E. DICKEY—No. D-6: Elected deck patrolman for the Port of Baltimore for ten terms from 1938-48. Sailed actively on a leave of absence in the war years, 1942-43. Served as patrolman-organizer during the Isthmian drive and returned to this position on appointment in May, 1952. Has played a key role in the Atlantic tanker organizing drive. Was active in the 1946 General Strike. Sailed consistently as AB between 1948 and 1952. Has been cleared in all of the Union's strikes since he joined in the year of SIU's birth.



For: Baltimore Deck Patrolman

(Vote For One)



RICHARD MAY—No. M-872: Has been sailing SIU since 1943. Holds both deck and engine ratings and has shipped in both departments. Has been departmental delegate on various occasions in deck and engine departments. Served on various port committees in Baltimore. Participated in New York Maritime Trades Council beef and served on picketline for SIU affiliate in Baltimore. Sailed on SS Evestar until vessel was organized. Has clearance for all strikes since joining Union.



For: Norfolk Agent

(Vote For One)



C. D. (Bo) ANDERSON—No. A-22: Joined SIU in Port of Tampa, June, 1942, and has been member of Union ever since. Sailed to all zones throughout World War II. Held several appointive positions in the Union in various ports, the last one being dispatcher in Port of Baltimore. Actively participated in the major beefs and organizing drives conducted by the Union through the years. Sails in deck department in all ratings and holds endorsement as bosun.



For: Norfolk Joint Patrolman

(Vote For One)



GLENIOUS (Glenn) LAWSON—No. L-27: Joined the Seafarers International Union, Atlantic and Gulf District, in Port of Norfolk on November 4, 1944. Has been active member of Union ever since then, taking part in the Union's major strikes and other beefs as well as in the Union's successful post-war organizing program. Elected many



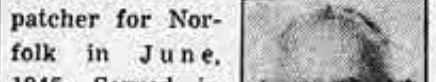
times by his shipmates as ship's delegate as well as department delegate in both deck and steward departments, having sailed in both.

R. W. (Bob) MILLER—No. M-360: Been sailing since 1937 in various ratings in the engine department. Became member of Seafarers International Union in May, 1949, in the Port of New York. Took part in Wall Street Strike, garment center beef and other Union actions since starting with SIU. Has been elected ship's delegate and department delegate on many ships including the Longview Victory, Northwestern Victory and Atlantic Water. Maintains home in Norfolk.



For: Norfolk Joint Patrolman

(Vote For One)



BEN REES—No. R-2: Joined SIU in 1938. Appointed patrolman-dispatcher for Norfolk in June, 1945. Served in that post until elected Norfolk joint patrolman for 1947. Reelected in 1948. Appointed port agent for Norfolk, March, 1948. Elected Norfolk agent for 1949, 1950, 1951, 1952, 1953 and 1954. In charge of feeding and publicity for Norfolk strike committee in 1946 General Strike. Active for strike committee in Isthmian Strike and in Wall Street beef in 1947.



For: Norfolk Joint Patrolman

(Vote For One)

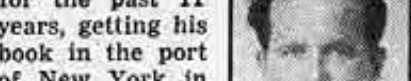


JAMES A. BULLOCK—No. B-7: Joined the SIU in May of 1939, and has sailed steadily since. He was appointed patrolman-dispatcher in the Port of Norfolk in 1946, and has since been elected to that position. Has been active in all SIU strikes and beefs since he joined the Union, and holds clearances for all of them. During the Wall Street Strike, he served in the capacity of area captain. He was also active in Isthmian and Cities Service campaigns.



For: Norfolk Joint Patrolman

(Vote For One)



JOSEPH W. JAMES—No. J-183: Has been a member of the SIU for the past 11 years, getting his book in the port of New York in September, 1943. Was in New York during 1946 General Strike and took active part in it. Has served as ship and departmental delegate on many SIU ships. Sails regularly as electrician with the engine department and is currently 2nd electrician and engine department delegate aboard the Mississippi cruise ship Del Sud.



For: Savannah Agent

(Vote For One)



JEFF MORRISON—No. M-3: Served Union in various capacities on all coasts and active in major Union beefs and strikes. Was on strike committee in Norfolk for 1946 General Strike. Elected joint patrolman in Mobile for 1947 and 1948. Elected joint patrolman in Galveston for 1949. In mid-1949 went to San Francisco as West Coast representative. Served as Wilmington port agent, 1950-51, and Seattle agent in 1952. Elected Savannah agent for '53-'54.



For: Savannah Joint Patrolman

(Vote For One)

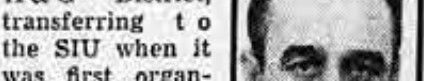


JOHN S. BRAGG—No. B-313: Joined the SIU in March, 1944, in San Francisco. Served on picketline during 1946 General Strike in Port of Savannah. Has shipped in deck, engine and steward departments at different times since starting to sail. Has sailed in the engine department for the past six years. Has been elected by crewmembers as engine department delegate and ship's delegate on various ships. Fully familiar with all Union regulations and contract provisions.



For: Savannah Joint Patrolman

(Vote For One)



NEVIN E. ELLIS—No. E-70: Is a charter member of the SIU, A & G District, transferring to the SIU when it was first organized. Sailed all during the war, visiting all of the various war zones. Served as dispatcher in the Port of Tampa in 1949 and 1950. Has been active in all SIU strikes and beefs. Elected Savannah joint patrolman for '53-'54. He has been elected and has served as department and as ship's delegate on many of the ships he has sailed.



For: Tampa Agent

(Vote For One)



TOMMY BANNING—No. B-12: Has been an active SIU member since joining the Union in 1938. Took part in the early organizing drives in various shipping companies. Served for several years in the US Army in World War II. On returning, was appointed SIU representative in Puerto Rico. Worked in headquarters of the New York hall in 1951. Appointed joint patrolman in the Port of New York in 1952. Elected NY deck patrolman for '53-'54.



GEORGE M. EVERETT—No. E-37: Has been a member of the Seafarers International Union, Atlantic and Gulf District, since joining in the Port of Norfolk on July 12, 1947. Sails regularly in deck department ratings. Has a clean record on all Union beefs with all necessary strike clearances. Is a resident of the port for which he is candidate and is 30 years of age.



man for Mobile in 1947. Was elected deck patrolman in Mobile for 1948, joint patrolman in '49 and deck patrolman for '53-'54. Has clear record on all Union beefs.

For: Mobile Eng. Patrolman
(Vote For One)



ROBERT J. JORDAN—No. J-1: Sailed since 1938 in engine department. Was organizer in Gulf area for Isthmian ships and tugboats from September, 1945 on. Served as Mobile engine patrolman, February, 1946. Was acting dispatcher and organizer in that port. Was elected engine patrolman in Mobile for 1947 and reelected in 1948. Elected joint patrolman in Mobile 1949-1952. Elected engine patrolman for '53-'54. Active in all SIU drives and has clear record in all strikes.



For: Tampa Joint Patrolman
(Vote For One)



BELARMINO (Benny) GONZALEZ—No. G-4: Joined the SIU in 1938, in Tampa. Active in organizing P & O Line and in subsequent P & O Strike. Helped organize Florida East Coast Car-ferry in 1940.



Was New York dispatcher in 1946-47, steward department patrolman in 1948. Elected Baltimore steward patrolman in 1949. Served as AFL organizer in Florida. Was patrolman in Tampa, patrolman and dispatcher in New York during 1953-54. Has clearances for all Union beefs and strikes.

For: Mobile Std. Patrolman
(Vote For One)



LEO MARSH—No. M-9: Has been a member of the SIU, A&G District, since it was formed and he has always sailed in the steward department, sailing in all ratings on almost every type of vessel under SIU contract. He holds clearances for all SIU strikes and beefs since the Union was organized and has taken an active part in all of them. Was appointed as steward patrolman for the Port of Mobile in December of 1951. Elected Mobile steward patrolman for '53-'54.



For: Mobile Agent
(Vote For One)



CAL TANNER—No. T-1: Charter member of the SIU since the very beginning. Sailed actively during war seeing service in most combat zones. Active in Isthmian organizing drive both on ship and ashore as organizer. Elected Mobile port agent for every year since 1947. Participated in various A&G District organizing drives of past years. Active in all SIU beefs and holds clearances for all strikes the Union has engaged in since it was first organized.



For: Mobile Joint Patrolman
(Vote For One)



HAROLD J. FISCHER—No. F-1: In SIU since 1938. Sailed steadily in engine department during war until December, 1943, when appointed Mobile dispatcher. Was drafted into US Army in 1944 and discharged in 1946. Returned to sea. Served again in Mobile as patrolman-dispatcher for four years from 1946 to 1950. Has clear record on all strikes. Served as SIU West Coast representative and San Francisco agent. Elected Mobile joint patrolman for '53-'54.



For: Mobile Deck Patrolman
(Vote For One)



WILLIAM J. (Red) MORRIS—No. M-4: Sailed since 1939 and through World War II until appointed acting agent for Jacksonville in March, 1945. Was later assigned to New York and then to Norfolk as patrolman. Served as acting agent in Charleston, SC. Appointed patrol-



For: N' Orleans Agent
(Vote For One)



LINDSEY WILLIAMS—No. W-1: Joined SIU A & G District in January, 1942, in New Orleans. Sailed in the deck department during the war in practically every war zone. Served as Gulf area organizer during Union drive to organize Isthmian. Led drive on American Trading and Producing. Director of organization for Cities Service drive and was responsible for bringing many new companies under contract. Elected New Orleans port agent since 1950.



For: N' Orleans Deck Patrolman
(Vote For One)



C. M. (Whitey) TANNEHILL—No. T-5: Joined the SIU A & G District in June of 1943. Since that time he was active in the Isthmian organizing drive, and also in the Cities Service organizing campaign. He holds clearances for all SIU strikes and beefs since he joined the Union. In 1948, elected Boston joint patrolman. Elected joint patrolman for Galveston '50-'51. Elected New Orleans deck patrolman for '53-'54.



For: N' Orleans Eng. Patrolman
(Vote For One)



C. J. (Buck) STEPHENS—No. S-4: One of early members of SIU, joining in December, 1938. Active in 1939 Isthmian Strike, 1939 Bonus Strike, 1946 General Strike and 1947 Isthmian Strike when company was signed. Served A&G District in many capacities from dispatcher to agent in New Orleans. Sailed in all combat zones during WW II. Elected New Orleans engine patrolman since 1947.



For: N' Orleans Std. Patrolman
(Vote For One)



GEORGE A. RIEHM—No. R-343: Has been sailing since 1937 in the steward department. Served in the Armed Forces from 1942 to 1945 and started sailing SIU in 1946. Received book membership in the SIU in 1948, in the Port of New York. Has sailed Delta Line and



Alcoa passenger ships and freighters, as well as the ships of other SIU-contracted companies. Is presently sailing on the Alcoa Clipper. Has clear Union record in all beefs since becoming a member of the SIU.

HERMAN TROXCLAIR—No. T-4: Joined SIU in March, 1941, and has been active in Union since that date in all strikes, beefs and organizational campaigns, serving on many committees. During World War II sailed widely in many combat areas. Always sailed in stewards department. Was first elected steward department patrolman for New Orleans for 1948. Was re-elected for 1949 and 1950. Elected steward patrolman in same port for '52, '53, '54. Strike clear.



For: N' Orleans Joint Patrolman
(Vote For One)



PAUL A. WARREN—No. W-3: One of the old-time members of the SIU, getting his book in the Port of Mobile on November 16, 1938. Has been active member since that time. Shipped to all areas in deck department during World War II. Participated in all Union strikes and beefs and took part in SIU's post-war organizing drives in non-union companies. Served in various appointive Union posts and is currently acting patrolman in New Orleans. Has clear strike record.



For: Galveston Agent
(Vote For One)



KEITH ALSOP—No. A-3: Has 15 years sea time to his credit, most of it in the engine department. Sailed to all parts of the world during the war. Served as port agent in Charleston, SC, and Galveston. Served as patrolman in NY, Norfolk and New Orleans. Was member of general strike committee in Norfolk during 1946 strike. Served as chairman of the Isthmian strike committee in Galveston in 1947. Elected port agent in Galveston every year from 1948 down to the present.



RAYMOND E. VAUGHAN—No. V-129: A member of the Seafarers International Union, Atlantic and Gulf District, since joining up in October, 1945, in the Port of San Francisco. Has sailed regularly since then in the engine department and holds various engine department ratings including that of electrician. Has a clean record in the Union, holding clearances for all SIU strikes. Is 35 years of age and a resident of Algiers, Louisiana.



and ship's delegate on various ships. Fully familiar with terms of Union contracts, constitution and other Union rules. Has clear record on all strikes and beefs since joining SIU.

For: Galveston Joint Patrolman
(Vote For One)



CHARLES KIMBALL—No. K-2: Active member of SIU since Union was first organized in 1938. Sailed at all times in deck department until 1944 when appointed patrolman for Mobile. Acted as Assistant West Coast representative in San Francisco in 1945. Elected Mobile port agent in 1946 and appointed patrolman and dispatcher in 1947 in Mobile. Sailed 1948 to 1951. Elected Galveston joint patrolman for '52, '53, '54. Clearances for all Union strikes.



JOHN A. (Blackie) KING—No. K-308: Joined SIU in Tampa, 1949. Served as shipboard organizer during Union's drive on Cities Service ships and also participated in organizing drives on harbor tugs such as Biscot and Terry Smith tugs. Took part in major Union strikes and beefs. Elected by shipmates either as department delegate or as ship's delegate on most ships that he has sailed on. Sails in deck department and has boss's endorsement.



VAN WHITNEY—No. W-11: Joined the SIU in 1944. Holds Union clearances for all strikes and beefs since then. Picketed in Jacksonville, Fla., during the 1946 General Strike, and was an organizer during the Cities Service campaign. Sailed in all ratings in the engine department. Sailed to all war zones. Took an active part in the SUP strike of 1951. Now ship's delegate on Seatrail NY. Was on hq tallying committee for Baltimore Building Fund Resolution.



KEITH (Honolulu) WINSLEY—No. W-269: Has been a member of the Seafarers International Union, Atlantic and Gulf District, since joining up in October, 1945, in the Port of San Francisco. Has sailed regularly since then in the engine department and holds various engine department ratings including that of electrician. Has a clean record in the Union, holding clearances for all SIU strikes. Is 35 years of age and a resident of Algiers, Louisiana.

