

SEAFARERS ADOPT NEW HIRING PLAN

—Story On Page 3

Squeeze On US To Scrap '50-50'

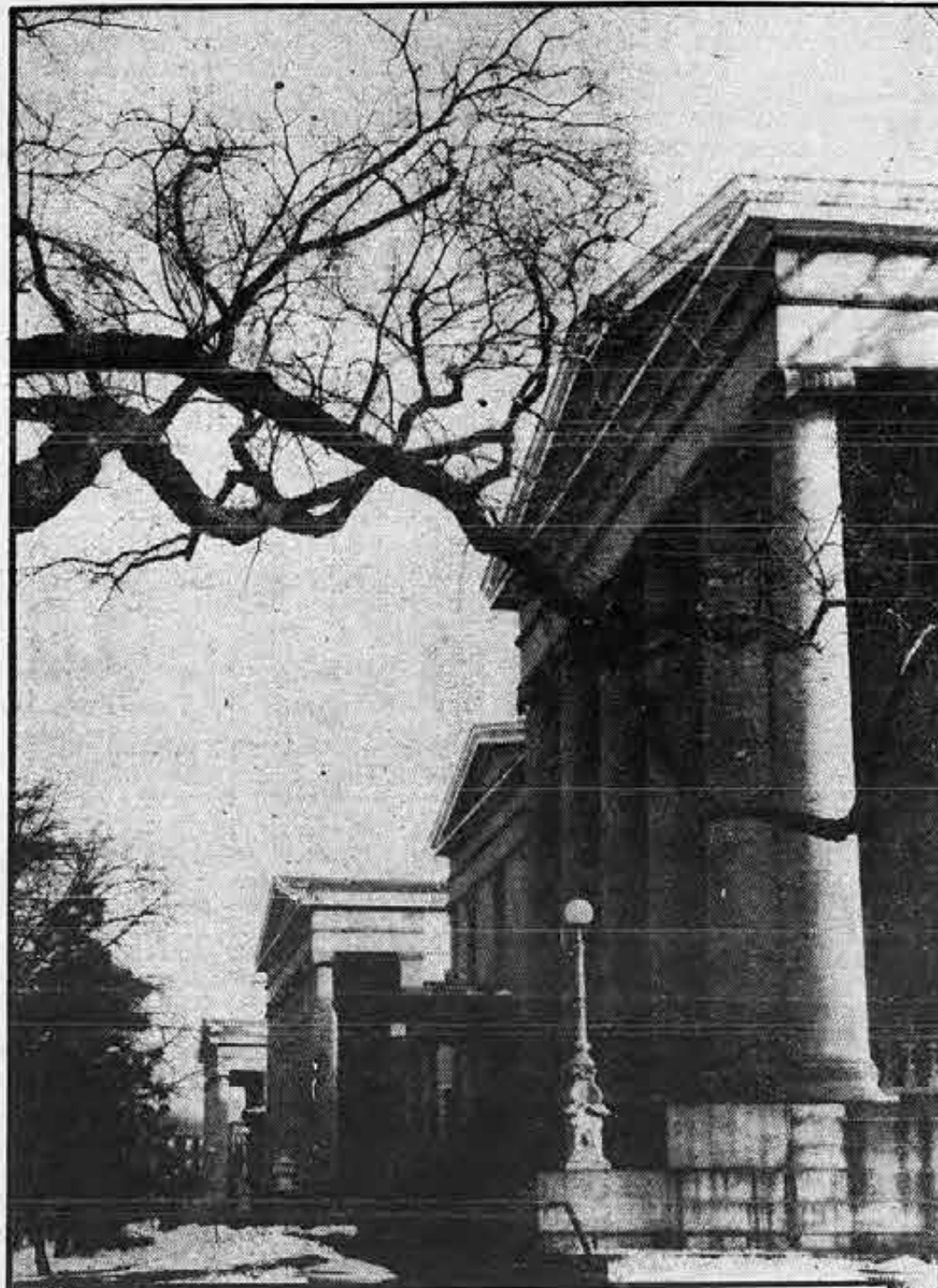
—Story On Page 2



'New Look.' Discussing changes in the galley as part of a new system of food preparation and feeding, Seafarer Cliff Wilson, steward adviser (left), shows former SIU man Randolph Bass, Alcoa port steward in New York, what's been done on the company's Alcoa Partner. (See Photos on Page 5.)

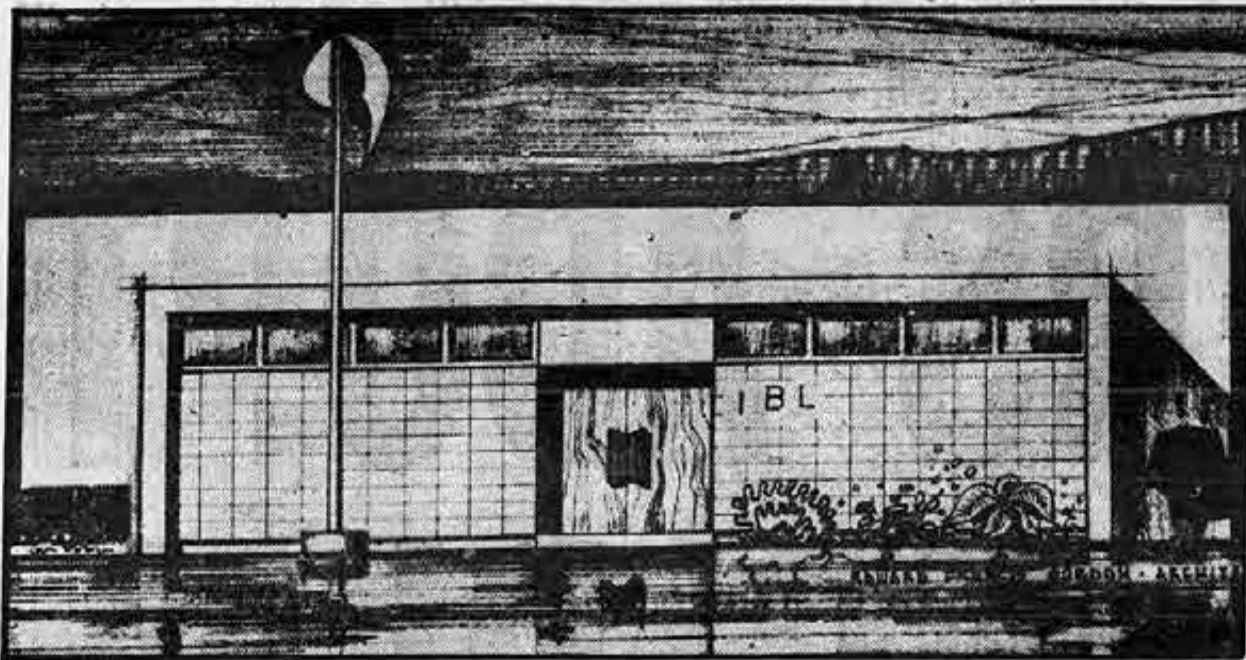


Little UN. A miniature United Nations set-up was organized for a visit by Italian transport union leaders to an AFL Central Labor Council meeting held recently at the New Orleans SIU hall. The proceedings were translated into Italian by Mrs. V. Brown (at mike) and piped into individual earphones worn by the delegates. Seafarer Fidel DiGiovanni served as a guide for the visitors.



A Campus? Familiar as a haven for sea oldtimers, century-old Sailors Snug Harbor is now in danger of being taken over by the City of New York as a site for a college on Staten Island. The fate of some 200 men living there is uncertain. (Story on Page 4.)

Proposed New AFL Longshore Hq.



Architect's sketch of the proposed headquarters at St. Louis, Mo., for the AFL International Brotherhood of Longshoremen, which was founded 18 months ago after the old ILA was ousted from the AFL for racket domination.

Improper Stowage Blamed For Mormackite Sinking

NORFOLK—A complete study of bulk cargo handling has been proposed in a Coast Guard report blaming improper loading for the loss of the SS Mormackite last fall with 37 of her crew.

In addition to the stress placed on improper cargo handling, the Coast Guard indicted the ship's captain for failure to prepare for abandoning ship, and for not ordering distress signals in time.

Earlier Notification

Of equal significance, in light of the Southern District's loss, was the Coast Guard opinion that loss of life would have been greatly reduced had the Coast Guard been notified earlier of the ship being overdue.

Testimony offered on the loading of cargo during the hearings brought out that the 9,003 tons of iron ore loaded in Brazil had simply been dumped into the holds without hand-trimming.

procedure in the Brazilian port.

Aside from the cargo study, the Coast Guard hearing panel recommended redesigning of lifeboat radios so that they could be operated without opening watertight coverings.

Additional Life Rafts

The hearing board also suggested that merchant ships carry additional life rafts and floats and that they be equipped with radar

reflectors so that rescue vessels can spot them more easily.

Cargo Shift

The Mormackite left Brazil September 24, 1954, after loading iron ore and a small quantity of cocoa beans.

Crewmembers were forced to abandon ship by jumping into the sea, after which the vessel rolled over and sank.

FBI Nabs Enemy Of Canadian SIU On Charge Of Dodging Draft In US

MONTREAL—A man who made a full-time job of attempting to disrupt the SIU's Canadian District has been picked up by the US Federal Bureau of Investigation for draft-dodging.

Droeger, who had been a hatchetman for a "union" operated by a former shipping master, was arrested in Philadelphia, the newspaper said, on a warrant issued by Assistant US Attorney General John Carrol.

Droeger was recently described in McLean's magazine, a leading Canadian publication, as "Bank's severest critic." The magazine was referring to Hal Banks, who is the SIU of North America's international representative in Canada.

The arrest of Droeger, following upon the arrests in the attempted assassination of SIU Secretary-Treasurer Paul Hall and also the shenanigans of disgruntled elements in the National Maritime Union bear out the contentions made in the SEAFARERS LOG last September as to the nature of forces working against legitimate maritime unions.

found at the fringe of the labor movement. The latter include unsuccessful ex-officials, would-be officials without talent and a few fastback boys . . ."

Canadian SIU Target

At the time of the appearance of the article the Canadian District was a choice target of this oddly assorted group. As the LOG put it, a nucleus of unhappy ex-officials of the defunct Canadian Seamen's Union had formed a working alli-

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: Mar. 23, April 6, April 20.

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

Pressure On US To Scrap '50-50' Law

WASHINGTON—A powerful and influential combine of foreign-flag shipowners, the State Department and a section of the Congressional farm bloc has been formed for a frontal assault on the "50-50" shipping law.

The strategy of the combine is a three-way squeeze play. Foreign nations started it off by refusing to take surplus agricultural cargoes unless they could dictate the conditions of shipment.

The farm bloc representatives are demanding that "50-50" be nullified as far as disposal of agricultural surplus is concerned.

Threatens Sea Jobs

Victimized by this squeeze play would be the American merchant marine and the jobs of thousands of seamen whose livelihood has already been endangered by the wholesale transfers of US shipping to runaway flags.

The attack on "50-50" has aroused considerable alarm in

maritime circles, and among Congressmen concerned with the nation's shipping problems.

As an example of their tactics, he cited an instance where representatives of a foreign power approached a farm bloc Congressman directly and told him that "products of his state will be purchased if such can be shipped on their own flag vessels."

Quarterbacking the strategy of the combine is the US State Department which was taken to task recently by the House Merchant Marine Committee.

State Dep't Lobby

Actually the SIU and other maritime groups consider this an extreme understatement. From the time that a "50-50" provision was first proposed back in 1948, the State Department, in their eyes, has virtually become a lobby on behalf of foreign flag shipowners.

As has been pointed out in the LOG, the operations of "50-50" are such as to guarantee foreign flags half of existing Government cargoes but this, apparently, does not satisfy the foreign-flag operators.

Thus far the Foreign Operations Administration and other agencies are living up to the letter of the law and no bills to repeal "50-50" have been introduced.

Okay Subsidy For South Atl.

WASHINGTON—The SIU-contracted South Atlantic Steamship Company's bid for a Government operating-differential subsidy contract was approved this month by the Federal Maritime Board.

The agreement requires the company to provide between 22 and 26 sailings per year with four C-2s from the US Atlantic ports of Hampton Roads and Key West to the United Kingdom, Ireland, and all of continental Europe except Spain.

SEAFARERS LOG

Mar. 16, 1955 Vol. XVII, No. 6

As I See It..... Page 4
BurlyPage 7
Crossword Puzzle Page 8
Editorial Cartoon Page 9
EditorialsPage 9
Final DispatchPage 19
Inquiring SeafarerPage 8
Labor Round-UpPage 8
Letter of The Week.....Page 9
MaritimePage 8
Meet The Seafarer.....Page 8
Notices, PersonalsPage 17
Off WatchPage 14
Port ReportsPages 12, 13
QuizPage 14
Recent ArrivalsPage 18
SIU History Cartoon ... Page 16
Vote of ThanksPage 9
Welfare Benefits ...Pages 18, 19
Welfare ReportPage 18
Your Dollar's Worth....Page 4

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SIU Seen As Victor In WC Voting

Just a handful of ships remain to be voted as the crucial three-department collective bargaining election on West Coast ships draws to a close. The last of the West Coast ships scheduled to vote is the 'round-the-world passenger vessel, the President Monroe, which will be voted in New York on or about March 26. The SIU Pacific District remains fully confident of a decisive victory.

Monroe Delayed

The Monroe was scheduled originally for this week but engine trouble delayed her en route. She is now in an Italian shipyard getting necessary repairs. Four freightships should be forwarding their ballots to the San Francisco office of the National Labor Relations Board in the next few days.

On the ballot in the elections are the SIU Pacific District, representing the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards, AFL, versus Local 100 of Harry Bridges' longshore union. Bridges has taken over for the virtually-defunct National Union of Marine Cooks and Stewards which at one time controlled steward departments on West Coast ships.

Count On April 4

The present schedule calls for the NLRB's San Francisco office to count all ballots on April 4. Voting began January 31 with the NLRB mailing ballots directly to the ships with the exception of five large West Coast passenger vessels.

Indications of an SIU victory were strong from the very beginning when Bridges and the NUMC&S (the latter union is not even on the ballot) attempted to upset the NLRB election order in the courts and confine the voting to steward department men only. The courts refused to interfere with the NLRB's conduct of the voting.

SIU Membership Adopts Seniority Hiring System



All ports have been instructed to allocate proper facilities for the registration of new men. Photo, left, shows facilities set up to handle Class C registration in New York. In photo, at right, two applicants are in process of being registered by dispatcher.

The membership of the Seafarers International Union, Atlantic & Gulf District, has ratified a newly-negotiated hiring clause with contracted operators, establishing a system of seniority in the employment of Seafarers. Action on the contract was taken at the regular membership meetings throughout the District on March 9.

The new hiring system with the signatory companies is already operating in New York and will go into effect shortly in the outports. It was drawn up after lengthy study by the Union of difficulties brought about by the Taft-Hartley Law. Because of the provisions of that law, the type of hiring hall operated by the SIU and other maritime unions in the past has been considered as not permissible.

When the Taft-Hartley law was first passed the late Senator Robert Taft himself agreed, after meeting with Harry Lundeberg, president of the SIU of North America, that the special problems of day-by-day hiring in maritime had to be dealt with to protect the

professional seaman and to assure the shipowner of qualified labor. The outcome of their discussion at

The complete text of the membership-adopted hiring clause is on page 7 and the newly-adopted shipping rules are on page 6.

the time was the "Lundeberg-Taft formula," an understanding which recognized seniority as the keystone of any equitable hiring system. Thus, for all practical purposes, seniority has always been the basis of SIU hiring, but this new agreement spells it out in fine detail and embodies those details in the present contract.

Three Classes

The core of the new hiring system involves three classes of seniority, with men sailing regularly before December 31, 1950, getting the top "A" rating. Men sailing regularly since January 1, 1951, to the present, are rated class "B" and men who have no time aboard SIU-contracted ships as of January 1, 1955, or who have not shipped regularly during the periods described to cover classes A and B, receive a "C" rating. Regularity of sailing is defined as a minimum of 90 days' seetime on SIU ships in any given calendar year.

For the purposes of seniority the joint hiring system gives equal recognition toward time spent on any SIU ship. In other words, the seniority is pooled among all SIU operators, just as time spent on SIU ships is pooled for the purposes of vacation pay and welfare benefits.

The significant provisions of the new hiring system are as follows:

• The hiring system and the shipping rules are now part of the

From Report Of Secretary-Treasurer

In reporting to the membership on the new hiring agreement at last Wednesday night's (March 9) headquarters membership meeting, Secretary-Treasurer Paul Hall, who served as chairman of the SIU negotiating committee, said:

"The new agreement gives a maximum of job security and protection to the SIU membership...

"This agreement was accomplished only after many months of hard detailed work by many of our people. The negotiating committee, consisting of Joe Algina, Claude Simmons, Earl Sheppard, Lindsey Williams, Cal Tanner and Keith Terpe were assisted throughout by consultation with the SIU agents in all ports and in discussions with rank and file members. In addition, Morris Weisberger of the Sailors Union of the Pacific, a veteran of maritime negotiations, sat in throughout the agreement talks and gave valuable advice and assistance, for which we are grateful.

"The Union's general counsel, Sy Miller, did an outstanding job in all of the legal details, including the complexities of the Taft-Hartley Law. His efforts in this direction, as reflected in the new agreement, could well serve as a pattern in those areas similarly affected by Taft-Hartley.

"As the membership knows, we have discussed this problem in many membership meetings, over a considerable period of time. You are fully aware of the problem confronting the Union in this matter...

"It is the considered opinion of your negotiating committee that this agreement on hiring represents an answer to this problem... Your committee recommends ratification of this agreement."

(SIU membership in all ports voted unanimously in favor of the new agreement.)

contract with the shipowner so that hiring now becomes a joint responsibility exercised through the physical facilities of the Union's halls.

• There are important differences between the three classes of seniority. Class A men are recognized under the new agreement as having first preference for employment. They can ship without hindrance accordingly. This group should contain the SIU's present full book membership as well as those other men who have been sailing steadily and are eligible for class A seniority under the rules.

Discussed in Detail

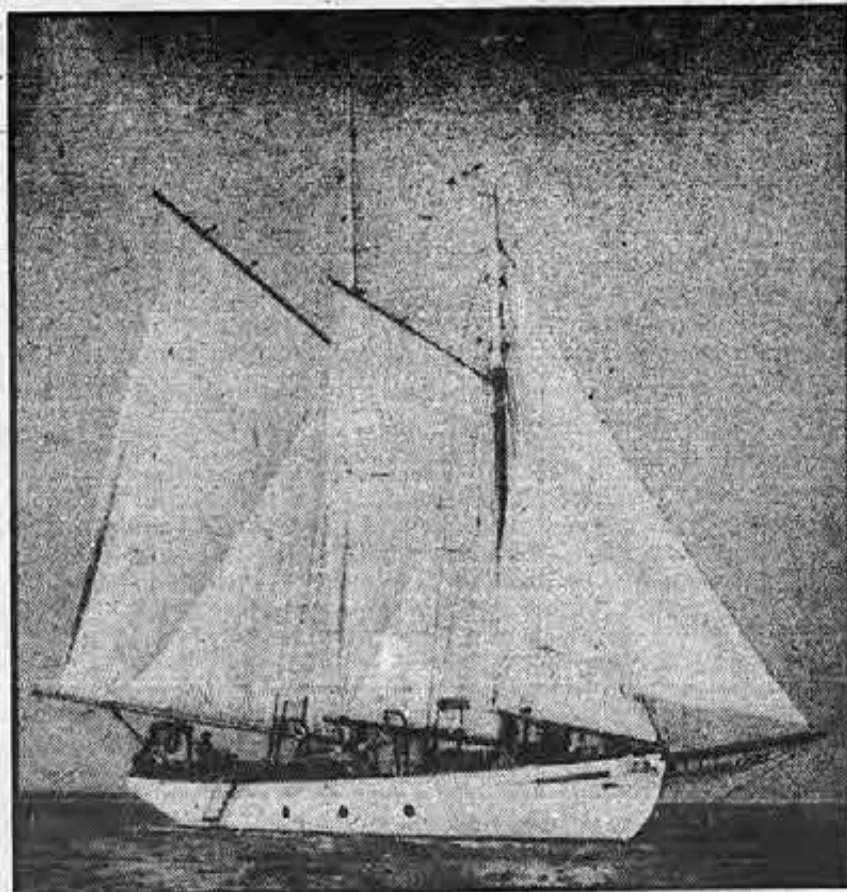
It is estimated that the number of men who qualify for class A seniority and who do not yet possess membership in the SIU totals 350 men. In recognition of these 350 men obtaining class A seniority, Seafarers in regular meetings

have gone on record to allow these men to apply for full Union membership. The vote approving membership to these 350 men came only after the entire issue had been presented in SIU meetings and discussed in detail—the SIU policy on issuance of new memberships at any time.

Under the new agreement, class A men sailing SIU-contracted ships—including the 350 newly-admitted men—will have, by far, the best job ratio in the entire maritime industry.

• Class B seniority comes after class A on hiring. The present SIU permitmen are expected to constitute the great majority of those possessing class B seniority ratings. Since under the new provision class B men will have a priority, which did not exist before, over class C men, the holders of class B

(Continued on page 17)



View of the training ship Andrew Furuseth, now stationed in Mobile, where steps are being taken to obtain state recognition. Vessel has its own pier on a site that includes lifeboats, rigging loft and facilities for all three shipboard departments. It will serve for the training of Class C men, as well as upgrading for duties performed by men employed on SIU-contracted ships. Up to now ship has served for upgrading but now goes into type of training program Union envisioned when vessel was first acquired. In charge are Joe Wread, D. L. (Jughead) Parker and Bill Wallace.

Snug Harbor Future Dark

The 124-year old mariners' haven, Sailors Snug Harbor, may close its doors if New York City goes through with plans to take over the property. A proposal by Mayor Robert Wagner to convert it into a Staten Island community college is now under study by the city's budget director.

Admittedly a desirable piece of real estate, the 127-acre waterfront retreat started functioning in 1831 under the provisions of the will of Captain Robert Randall. At its peak it cared for over 800 aged seamen, but in recent years the number has dwindled until today there are little more than 200 men in residence there. Contributing to the sharp decline in numbers are the difficult entrance requirements set up by the trustees.

Men Will Lose

Should the city take the property these men would undoubtedly be the losers as any other home that might be set up for them would not compare in facilities to what they have now. And there is always the possibility that they might be turned over to state and city institutions instead of having a place of their own. The SIU has always been a staunch defender of the oldtimers at Snug Harbor and will watch the current development closely.

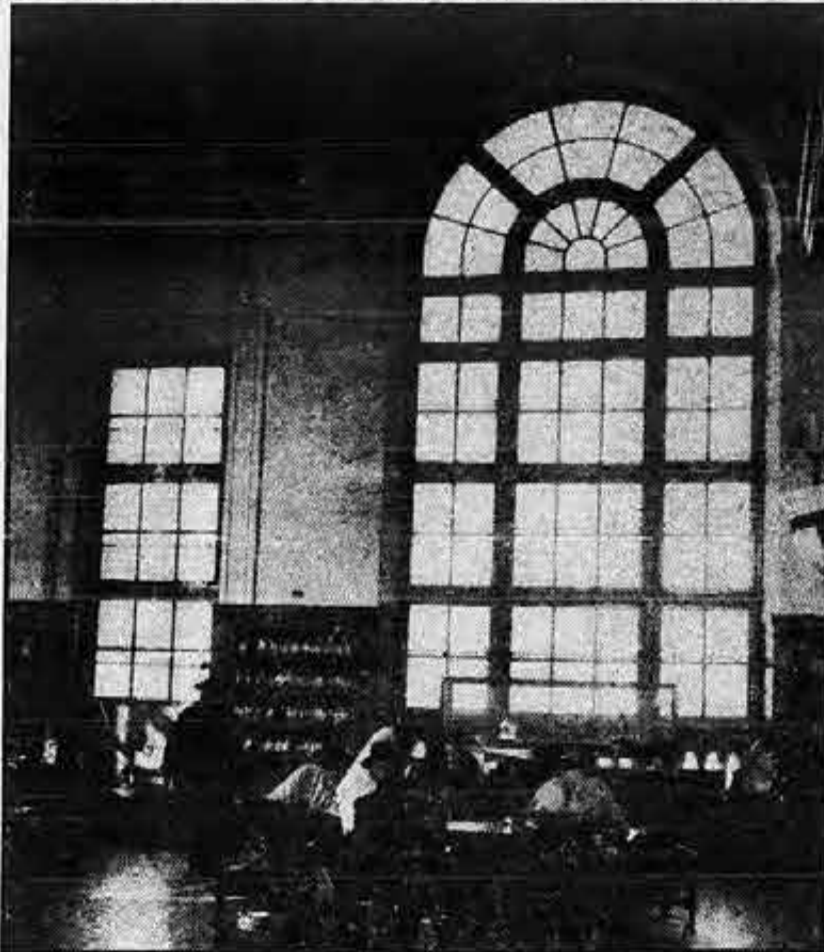
Just four years ago, in fact, over \$500,000 was spent in modernizing Snug Harbor with the money going for an ultra-modern infirmary, new fire alarm system, heating system, conversion of the electrical system to AC current and reconstruction of galleys. The infirmary was especially designed to meet the needs of aged and bed-ridden seamen.

The proposal to establish a college at the Snug Harbor site was first put forth seven years ago. It is being taken seriously now because of the expected population increase on Staten Island when the Narrows Bridge is built.

Several officials besides the mayor have indicated great interest in the plan and one Staten Island architect's group is applauding the choice. The architects call the property ideal for a "first class college installation" and declare "there is no longer any need for its present use."

Self-Supporting

Under the terms of Randall's will Snug Harbor is supported by income from property Randall owned in lower Manhattan. Through the years the value of the



A view of the large library at Sailors Snug Harbor, Staten Island, NY, founded as a home for veteran seamen more than 100 years ago, which the City of New York is considering as a site for a new municipal college. The question of what would happen to the retired seamen has not been decided. The "harbor" was established and is maintained from funds of the late Captain Robert Randall.

property off Washington Square has grown past the \$12 million mark by the trustees' own estimate. In recent years, the trustees have leased portions of the land to high-priced housing and commercial developments.

Despite the multi-million dollar value of the holdings, the trustees have pleaded poverty on several occasions. Once in February, 1949, they attempted to get resident seamen to sign over all their personal property including any pension income they might have. An outcry from the maritime unions forced the trustees to beat a hasty retreat.

Critics of the way the institution is conducted have maintained that the valuable properties have not been managed so as to pro-

duce the maximum income for the benefit of resident seamen. They point to the institution's practice of setting up 99-year leases for outside developers whereby the developers reap the bulk of benefits while paying a flat rental to the estate.

Actually today, Sailor's Snug Harbor is operated as a private corporation with the state and city having no direct interest in its business. At one time three government officials sat as members of the board of trustees, the Chancellor of State, Recorder of New York County and the Mayor of New York. The first two offices were abolished years ago and the mayor stopped sitting as trustee in June, 1950, with the permission of the courts.

As I See It . . .

Paul Hall



A GROUP OF FINNISH UNION SEAMEN APPEAR TO HAVE struck an important blow for the West and in the process taken the shipowner and the diplomats of several nations off the hook. According to an announcement by the Finnish Seamen's Union (which incidentally, is part of the International Transportworkers Federation with which the SIU is affiliated) the crewmembers of the Finnish tanker Aruba will not take a shipload of jet fuel into Red China.

For the information of those Seafarers who have not been in a position to keep up with the news on this issue, the Aruba had been chartered by her Finnish owners to a Hong Kong company which is believed to be controlled by Red China. She was loaded to the marks with kerosene which is the fuel used by jet-propelled warplanes. It has been estimated that there was enough aboard her to provide for 5,000 jet missions from the Chinese mainland against Formosa or against any US military bases like Okinawa.

As soon as the voyage of the Aruba got under way there was a great deal of excitement. The Nationalist Chinese said that they would intercept the vessel and there were demands made in some quarters here in the States for the US to take positive action. Needless to say this made the Far East situation more explosive in more ways than one.

Nobody though, seemed to be able to figure a way out. The Finnish government said it couldn't do anything and the ship's owners claimed their hands were tied by the charter. It looked like real trouble until the seamen of the Aruba themselves took a hand. Their union told the world Wednesday morning that the men would not take the ship into a Red Chinese port. This announcement was greeted with a sigh of relief everywhere except in Peiping and other Communist capitals.

It might be no exaggeration to say that these union seamen on their own may have preserved peace in the world for the time being. The shipowner involved wasn't worried about the consequences as long as he got his charter fee. The diplomats were helpless. What makes the situation all the more pleasing is that the Communist Party's waterfront section has been calling on seamen to strike a blow for peace. These people even took a rap at the SEAFARERS LOG for pointing out just what was happening around Formosa. Now that the Finnish seamen on the Aruba have struck a blow for peace we can expect the local Communists to weep and wail and gnash their teeth, which will show how peace-loving they really are.

It might be that this courageous action by the Finnish seamen comes out of their first-hand knowledge of Communism because of the 1939 invasion of their country by Russia. Finland has been a sitting duck for the Communist armies ever since, with some of its territory occupied by Soviet armed forces. Certainly then, it took plenty of courage on their part to act as they did despite any consequences their country might face.

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IT'S A ROUTINE MATTER FOR THE PROFESSIONAL SEAMAN to deal with danger and near-disaster. Ship rescues happen so often that most of the time they go unnoticed. Just recently, for example, the crew of the SIU-manned Antinous had quite a time saving some fishermen in rough Gulf waters outside of Tampa. According to all accounts, this was a considerable feat of seamanship. And this week headquarters received word that crewmembers of the Stony Creek had been warmly commended by their skipper for prompt and efficient action in plucking one of their number from the sea.

The professional seamen, like the men who man SIU ships, take this kind of occurrence as part of the job. They hope it doesn't happen, but if it does they have the skill and training to handle the emergency. That's why it is important to see to it that US ships are manned by experienced professionals who are always up on the skills of their trade.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

28 Ways To Cut Food Bills

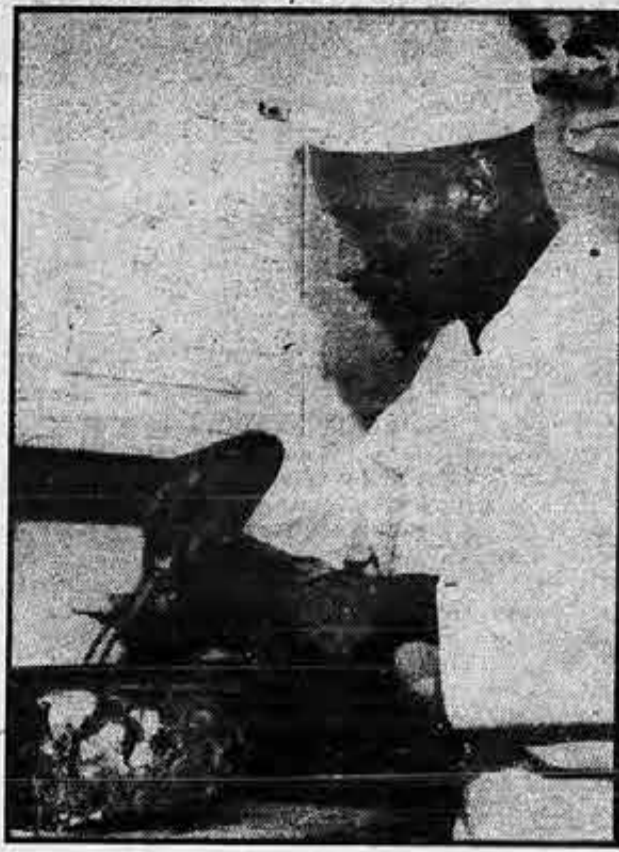
Around New York, white eggs cost more than brown. But in Boston, many families are willing to pay more for the brown.

Actually, of course, the shell color has nothing to do with the quality of the egg inside. This is simply one of the better-known of the many food prejudices that lead people to part with extra money. Every family has some of them. But when you realize certain food-shopping habits are founded on fictitious legend, including the modern legends of high-powdered advertising, often you can make noticeable savings.

Here is a list of 28 ways to cut food costs that a Seafarer's family might find both revealing and profitable:

- 1—Buy brown or mixed-color eggs if cheaper in your locality.
- 2—Use large eggs during spring and summer but switch to mediums and pullets in the autumn months.
- 3—Use evaporated milk or dry non-fat milk powder in cooking instead of whole milk.
- 4—Buy plain milk if the price is lower instead of homogenized milk.
- 5—Use margarine, cottage cheese, apple butter or peanut butter as a bread spread instead of butter.
- 6—Buy cheese off the loaf instead of in packages or jars.
- 7—Buy the cheapest brand of vegetable shortening in the market instead of the more expensive advertised brands (they're all much the same).
- 8—Buy standard grades (Grades B and C) of canned goods instead of fancy Grade A (they're all exactly the same nutritionally).
- 9—Buy the store's own private brands of packaged or canned foods instead of the nationally-advertised brands.
- 10—Use home-cooked cereals instead of ready-to-eat cereals (often the home-cooked ones are more nourishing too).
- 11—Where available, buy foods loose; loose cottage cheese, sauerkraut, lentils, etc., instead of the same foods in packages.
- 12—Buy small or medium-sized oranges and other fruit instead of the large, specially-selected, more expensive ones (they're just as good eating).
- 13—Buy the fruits and vegetables in season in your area instead of those hauled long distances.
- 14—Use more dried fruits instead of canned. Buy the smallest sizes, as small-size prunes; they are priced lowest.
- 15—Buy standard whole wheat, rye and white breads instead of rolls or special breads.
- 16—Serve home-made desserts instead of commercial baked goods.
- 17—Use pink salmon and bonito instead of red salmon and tuna fish.
- 18—Buy large sizes of packaged and canned goods instead of small ones.
- 19—Serve fewer and larger courses at meals instead of many small courses (to enable buying in bulk and to have fewer leftovers).
- 20—Except when tomatoes are in season locally, buy them canned instead of fresh.
- 21—Serve more frequently these vegetables high in food value for cost: turnips, kale, carrots, collards and green cabbage (and often spinach).
- 22—Serve potatoes more often than rice or macaroni products (they're higher in food value).
- 23—Use molasses to add iron and extra food value to baked beans, cereals, gingerbread and puddings, instead of white sugar.
- 24—Cook vegetables in as little water as possible, but save the remaining liquid—also the liquid from canned vegetables—for making soups and gravy. Some of the best nourishment is in the liquids.
- 25—Cook vegetables in the skin where possible instead of paring first, both to preserve food value and avoid thick peelings.
- 26—Make your own jellies and jams while fruits are in season instead of buying preserves later.
- 27—Use meat leftovers and bone scrapings in casseroles, scalloped dishes or salads.
- 28—Plan your menus beforehand around the advertised specials in the markets rather than waiting until you get to the store and buying on impulse.

New Meal Set-Up Betters Service, Cuts Waste



Seafarers in the steward department aboard the Alcoa Partner help launch the "new look" in food preparation and feeding which will be tried on all company ships to improve service and cut waste. At left, C. G. Cazalas, galley utility, prepares soup, while Alfredo Aaron, chief cook (right), carves ham to order.

Retro Wage Wind-Up On, Co's Report

Most of the retroactive wage claims payable to Seafarers under the SIU freight agreement have been collected, but the major steamship operators report they still have amounts outstanding.

While over-all totals are small, individual Seafarers have appreciable amounts coming to them in some instances.

Among companies which still have back wages outstanding, Alcoa has submitted a list of 65 names which covers both retroactive pay and other unclaimed wages. The total is approximately \$1,600 of which \$553.05 is due to an ex-Seafarer John Barron, for a 1951 voyage on a National Shipping Authority vessel.

Mailed Checks

Bull Lines reports very little left on retroactivity with only 35 checks still pending for amounts of \$1 or more and a small number of checks for lesser amounts. The company explained that these checks were mailed out three times without success in locating the Seafarers who had money due.

Calmar and Ore Lines were unable to break down retroactivity as they had lumped it together with unclaimed wages running back for the past several years.

Isthmian reports that it has \$14,130 still outstanding out of an original total of \$63,000 that was due Seafarers. Some of the ships with larger amounts due are: Steel Advocate, voyage 19 (Aug.-Nov. '53) \$298.87; Steel Age, voyage 19 (Nov. '53-Feb. '54) \$701.18; Steel Executive, voyage 11 (Nov. '53-Feb. '54) \$331.63; Steel Fabri-

ator, voyage 20 (Jan. '54-April '54) \$344.95; Steel Inventor, voyage 89, (Sept. '53-Feb. '54) \$307.95.

Also, Steel King, voyage 17 (July-Nov. '53) \$297.79; Steel Maker, voyage 27 (Sept. '53-Jan. '54) \$704.65; Steel Navigator, voyage 20 (Oct. '53-Feb. '54) \$420.97; Steel Ranger, voyage 89 (Sept. '53-Feb. '54) \$317.52; Steel Scientist, voyage 24 (Jan.-April '54) \$416.30; Steel Surveyor, voyage 19 (Oct. '53-Jan. '54) \$405.12.

Other large payments due are Steel Traveler, voyages 15 and 16 from August, 1953, through May, 1954, a total of \$821.14; Steel Vendor, voyage 20, (Oct. '53-Mar. '54) \$438.65; Steel Voyager, voyage 19, (Nov. '53-March '54) \$500.79 and Steel Worker, voyages 21 and 22 from October, 1953, to May, 1954, a total of \$674.33.

Has Unclaimed List

Mississippi Shipping Company has no breakdown on retroactive wages for last year as it has lumped them together with figures for past years. A total of \$30,000 is still outstanding on this list, with most of the money being old unclaimed wages. Last year the LOG ran the company's unclaimed wage list and Seafarers can check the list by consulting the bound volumes in any SIU hall.

Robin Line has \$2,160.72 pending for 173 Seafarers. The largest amounts outstanding are on the Robin-Goodfellow, voyages 24 and 25; Robin Gray, voyages 20 and 23; Robin Kettering, voyage 20; Robin Kirk, voyage 21; Robin Locksley, voyage 48; Robin Sherwood, voyage 48 and Robin Trent, voyage 20.

South Atlantic reports it has a 200-man list of wage claims covering both retroactivity under the current contract and unclaimed wages running back for several years. Consequently the amount of retroactivity left is a small one.

Seatrains Lines reports a total of \$2,877.78 remaining in retroactive wages plus another \$858.08 in unclaimed wages for other reasons. By ships the totals are: Seatrain Texas, 546.84; Savannah, 370.52; Louisiana, 162.99; New York, 793.56; New Jersey, 745.49; Georgia, 258.38.

Morse Okayed As MA Chief

WASHINGTON — Although he declared that the wholesale transfer of US ships was a "correct" policy, Clarence G. Morse was unanimously confirmed for the Federal Maritime Board by the Senate Interstate and Foreign Commerce Committee.

In the public hearing on his appointment, Morse told the Senators that he did not approve of the "principle" of transferring American ships to runaway flags, but he gave his endorsement to the Rothschild program of allowing 69 Liberty ships and a number of other types to escape US-flag obligations. Morse said it was the proper procedure at the time, even though the Government was already setting various aid programs in motion.

Unions Nix Wage Freeze

Striking back at a Congressman's proposal to freeze seamen's wages, US maritime unions have moved to protest and battle this infringement on collective bargaining rights.

Action followed after Representative Herbert C. Bonner (Dem., North Carolina) wrote to the Maritime Administration

suggesting that the agency place a subsidy ceiling on manning scales, wages and fringe benefits as of January 1, 1955. In other words, seamen sailing subsidized ships would not be able to negotiate improvements through their unions as the Government would not figure any further gains

in its calculation of the operating subsidy.

Among the first to act was the Sailors Union of the Pacific which went on record for a six-point program of counteraction involving protests to Bonner and the Maritime Administration as well as a call for united union action. The SUP further declared that should such a proposal be adopted it would notify the shipowners that

it would not abide by such a ruling as far as unsubsidized operations are concerned.

In his letter of protest to Bonner, SUP Secretary-Treasurer Harry Lundeberg placed responsibility upon the Pacific Maritime Association for the wage freeze proposal. He recalled that the same idea was put forth a year ago by a West Coast shipowners' spokesman.

SIU Tanker Men Hailed In Rescue

Seafarers on board the Stony Creek were proud possessors of a "well done" from the ship's captain as the result of the successful rescue of a crew-member who went overboard in shark-infested waters.

Singled out for praise in the commendation were Pavlos Vourderis, chief steward, Mike Ohannesian, AB, and Frank, Albore, bosun, along with the ship's chief mate.

Gave Immediate Alarm

According to available information on the rescue, one of the crewmembers went overboard on February 9 while the Stony Creek was outside Aruba, headed for the Panama Canal. Vourderis, who saw him hit the water, immediately sounded the alarm while Ohannesian threw him a life ring.

A boat was then lowered away and the crewmember was safely hauled back aboard little the worse for wear although the waters in the area were thick with sharks.

In his commendation, Captain E. M. Mokarzel cited Vourderis and Ohannesian for their prompt action and bosun Albore for his "fine seamanship."

The skipper concluded, "It is gratifying to have seen that the entire crew responded to the emergency promptly and without reserve, and that each man cooperated fully and effectively."

Our Disabled Brothers

SOUTH GATE, Calif.—One of 43 veteran Seafarers currently receiving a guaranteed income of \$25 weekly in SIU disability benefits, Henry A. Ferree, 66, has found this Los Angeles suburb a perfect place in which to enjoy his new-found leisure.

Actually, Ferree points out, he still has a job of sorts. Since his wife intends to work until she herself can retire next fall, he's "chief dishwasher" around the house right now. After that, however, the closest to anything resembling work that he's going to get to will come when the lawn around their comfortable home needs weeding.

Ferree, who was born in Texas back in '89, first started on a career at sea when he joined the US Navy for a four-year hitch in 1908. His first ship, he recalls, was the square-rigged Intrepid. His job was that of a 40-gallon yards man at \$16.40 per month. Today, many men on SIU ships earn that in just one day of regular Saturday overtime, aside from their base pay.

After his Navy hitch was over, Ferree turned to merchant ships for a job and in 1913 in San Francisco eventually landed a quarter-master's berth on the Pacific Mail Line's Mongolla. He received \$40 monthly there, but with the watch on ships at that time always on call and a four-on, four-off system in operation, conditions were



Seafarer and Mrs. Henry A. Ferree on the lawn of their comfortable home in South Gate, Calif.

slightly hectic. Eventually, in 1920, Ferree had to give up his sea life and help raise his young daughter, Rose. His first wife had died several years before.

Then, in 1940, Ferree returned to shipping and began working for Isthmian which, at the time, was an unorganized company. He stayed until the SIU began organizing the company, and remained to vote for the Union and help bring the fleet under SIU contract.

He continued shipping with either Isthmian or Waterman until his eyesight got too bad and, in fact, wound up his final trip last September on Isthmian's Steel Designer. In December, he began receiving SIU disability benefits, but he still keeps in touch with doings at the SIU hall in Wilmington. He visited the Designer at Long Beach last week while she was in port to see if she was still in good shape and to say hello to former shipmates.

Thanks to the SIU Welfare Plan and the money he had coming in from social security he can now take it easy for the rest of his life. "It's good to know you're not forgotten," he points out.

"The disability benefits provided every week by the SIU made a great deal of difference to men like myself who no longer can work at their profession," Ferree stated. "I don't know what we'd do without them," he added. "Years ago, before the SIU, there were no benefits like these for seamen at all."

SEAFARERS INT'L UNION A&G DISTRICT, AFL AND CONTRACTED EMPLOYERS Shipping Rules

Every seaman shipped through the hiring halls of the Seafarers International Union of North America, Atlantic and Gulf District, hereinafter called the "Union" shall be shipped pursuant to the following rules:

1. Seniority

A. Without prejudice to such other legal conditions and restrictions on employment as are contained in the agreements between the Union and the Employers, seamen shall be shipped out on jobs offered through the hiring halls of the Union in accordance with the class of seniority rating they possess, subject, nevertheless, to the other rules contained herein.

B. Seniority shall be determined in the following manner:

A Class A seniority rating shall be possessed by all seamen who have shipped regularly up to December 31, 1954, with one or more of the companies listed in Appendix A, attached hereto and made a part hereof, since before January 1, 1951, subject, however, to Rule 9.

A Class B seniority rating shall be possessed by all seamen who have shipped regularly up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1955, and who do not have a Class C seniority rating, subject to Rule 9.

A Class C seniority rating shall be possessed by all seamen who do not have a Class A or Class B seniority rating, subject, however, to Rule 9.

Notwithstanding anything to the contrary herein, no seaman shall be deprived of the seniority to which he would be otherwise entitled by virtue of service with the armed forces of the US.

C. A seaman will be deemed to have shipped regularly with one or more of the companies listed in Appendix A if he has been employed as an unlicensed seaman no less than ninety days (90) per calendar year on one or more American flag vessels owned or operated by the said companies, subject, however, to Rule 3 A. This latter provision shall not operate so as to reduce any seaman's seniority if the requirements therein were not met during the first calendar year in which the seaman commenced to ship but, if not met, the said calendar year shall not be counted insofar as seniority upgrading is concerned.

D. Employment with, or election to any office or job in the Union, or any employment taken at the behest of, the Union, shall be deemed to be the same as employment with any of the companies listed in Appendix A, and seniority shall accrue accordingly during the period such employment, office, or job is retained.

E. A Class A seniority rating shall be the highest, Class B, the next highest, and so on, and priority as to jobs shall be granted accordingly, subject, nevertheless, to the rules contained herein.

F. Within each class of seniority, a seaman shall be shipped in accordance with the length of time he has been unemployed, the one unemployed the longest to be shipped the first, subject, nevertheless, to the rules contained herein.

G. It shall be the responsibility of each seaman to furnish proof of seniority and length of the period of his unemployment. Notwithstanding any other provisions herein, the failure to produce adequate proof of seniority or length of unemployment shall be grounds for denial of the job sought. An appropriate seniority rating card duly issued by the Union shall be deemed sufficient proof of seniority, for the purposes of shipping, without prejudice to the right of any seaman to furnish different proof of seniority in reasonably legible and easily ascertainable form, such as official Coast Guard discharges. Unemployment periods shall be ascertained solely from shipping cards issued by the Union.

H. Seniority rating cards will be issued by the Union only upon written and personal application made and accepted. These will be valid only for the calendar year in which issued. No seniority rating card will be issued after October in each calendar year, unless the remaining time is not needed to preserve the seniority rating of the applicant, or is mathematically sufficient to enable him to retain his seniority. Each seniority rating card shall be based upon entitlement as of the date applied for.

Shipping cards issued by the Union shall be valid for a period of three months from the date of issue, subject to the other rules contained herein. Shipping cards shall be issued to all those requesting the same, provided the seaman has all the necessary documents and papers required by law and is otherwise eligible.

I. Seniority shall be calculated on the basis of employment in any one of these three departments: deck, engine or steward.

J. Seamen with a Class B and Class C seniority rating may be shipped on a vessel for one round trip, or sixty (60) days, whichever is longer; in the latter case, the sixty (60) day period may be extended, where necessary to insure practicability insofar as leaving the ship is concerned. This rule shall not be applied so as to cause a vessel to sail short-handed. No transportation shall be due by virtue of the application of this rule. The words, "round trip," shall have the usual and customary meaning attributed to it by seamen, whether it be coastwise, inter-coastal or foreign.

2. Shipping Procedure

A. No seaman shall be shipped unless registered for shipping. No seaman shall register for shipping in more than one port of the Union at one time. No shipping card issued in one port shall be honored in another.

B. No seaman may register for another, or use another's shipping card or seniority rating card. All registration must be in person, and seamen must be present, in person, when a job is offered them.

C. No seaman may register for a job so long as he is employed on any vessel.

D. No seaman shall have the right to reject more than two jobs, after throwing in for them, within the period of validity of his shipping card. Rejection of more than two jobs during this period will require re-registration and the taking out of a new shipping card.

E. Every seaman who accepts a job, and who quits or is fired after one day, shall not be permitted to retain the original shipping card on which he received his job, but must re-register to ship. If he quit or is fired within one day, he must report back to the dispatcher on the next succeeding business day or else give up the original shipping card on which he received his job.

F. No seaman shall be allowed to register on more than one list (department). No seaman shall be shipped out on a job off a list other than that on which he is registered, except under emergency circumstances, such as insuring against a vessel sailing short in a department.

G. No seaman shall be tendered any job unless he is qualified therefor in accordance with law and can furnish, on demand, the appropriate documents evidencing this qualification.

H. No man shall be shipped while under the influence of alcohol or drugs.

I. All seamen shipped through the Union shall be given two assignment cards. One of these cards shall be given by the seaman to the head of his department aboard ship, the other to his department delegate aboard ship.

J. Subject to the other rules contained herein, a seaman receiving a job shall give up the shipping card on which he was shipped.

3. Hospital Cases

A. Notwithstanding anything to the contrary herein contained, the period of employment required during each year to constitute regular shipping, or the maintenance of Class B or Class C seniority without break, shall be reduced, pro rata, in accordance with the proportion of bona fide in and out patient time to each calendar year. Example: If a man has been a bona fide in and out patient for four (4) months in one calendar year, the yearly employment required for seniority purposes shall be reduced by one-third for that year.

B. A seaman who enters a bona fide hospital as an inpatient and remains there for thirty (30) days or more, shall be entitled, if otherwise qualified, to receive a thirty (30) day back-dated shipping card. If he has been such an inpatient for less than thirty (30) days, he shall be entitled, if otherwise qualified, to a shipping card back-dated to the day he first entered the hospital. This rule shall not apply unless the seaman reports to the dispatcher within forty-eight (48) hours after his discharge, exclusive of Saturdays, Sundays, and Holidays, and produces his hospital papers.

4. Business Hours and Job Calls

A. All Union halls shall be open from 8:00 A.M. until 5:00 P.M. On Saturdays, the halls shall be open from 8:00 A.M. to 12:00 noon. On Saturday afternoons, Sundays, and Holidays, the hours of business shall be determined by the Port Agent, upon proper notice posted on the bulletin board the day before.

B. Jobs shall be announced during non-holiday week days, including Saturday mornings, on the hour, except for the 8:00 A.M. and noon calls. On Saturday afternoons, Sundays, and Holidays, or under exceptional circumstances, the job may be called out at any time after it comes in. In no case shall a job be called out unless it is first posted on the shipping board.

C. There shall be a limit of eight (8) job calls in which the priority of Class A and Class B personnel may be exercised in obtaining a particular job. If the eighth job call does not produce a qualified seaman possessing either a Class A or Class B seniority rating (in the order prescribed herein), that seaman with a Class C seniority rating, otherwise entitled under these rules, shall be selected for the job. This rule shall not be applied so as to cause a vessel to sail short-handed or late.

5. Special Preferences

A. Within each class of seniority rating, seamen over fifty (50) years of age shall be preferred in obtaining jobs of fire watchmen.

B. A seaman shipped on a regular job, whose ship lays up less than fifteen (15) days after the original employment date, shall have restored to him the shipping card on which he was shipped, provided the card has not expired.

C. If a ship lays up and then calls for a crew within ten (10) days after layup, the same crew members shall have preference, providing they are registered on the shipping list.

D. A seaman with a Class A seniority rating shall not be required to throw in for a job on the same vessel after first obtaining a job thereon, so long as he has not been discharged for cause or has quit.

E. Class C personnel with a certificate of satisfaction completed from the Andrew Furuseth Training School shall be preferred over other Class C personnel.

F. The above preferences shall obtain notwithstanding any other provision to the contrary contained in these rules.

6. Standby Jobs

A. Standby jobs shall be shipped in rotation, within each class of seniority rating. No standby shall be permitted to take a regular job on the same vessel unless he returns to the Hall and throws in for the regular job. His original shipping card shall be returned to the standby when he reports back to the dispatcher unless it has expired in the interim.

7. Relief

In the event an employed seaman wants time off and secures permission to do so, he shall call the Hall and secure a relief. No reliefs shall be furnished for less than four (4) hours or more than three (3) days. The one asking for time off shall be responsible for paying the relief at the regular overtime rate. Reliefs shall be shipped in the same manner as a standby.

This rule shall not apply when replacements are not required by the head of the department concerned.

8. Promotions or Transfers Aboard Ship

No seaman shipped under these rules shall accept a promotion or transfer aboard ship unless there is no time or opportunity to dispatch the required man from the Union hall.

9. Change In Seniority

A. All those who possess a Class B seniority rating shall be entitled to a Class A seniority rating eight (8) years after they commenced to ship regularly with the companies set forth in Appendix "A", provided they maintain their Class B seniority rating without break.

B. All those who possess a Class C seniority rating shall be entitled to a Class B seniority rating two (2) years after they commenced to ship regularly with the companies set forth in Appendix "A", provided they maintain their Class seniority rating without break.

C. Shipping with one or more of the companies set forth in Appendix "A" for at least ninety (90) days each calendar year is necessary to maintain without break a Class B or Class C seniority rating, subject, however, to Rule 3A. This latter provision shall not operate so as to reduce any seaman's seniority if the requirements therein were not met during the first calendar year in which the seaman commenced to ship but, if not met, the said calendar year shall not be counted insofar as seniority upgrading is concerned.

D. The same provisions as to military service as are contained in Rule 1B shall be analogously applicable here.

10. Discipline

A. The Union, although under no indemnity obligation, will not ship drunks, dope addicts and others whose presence aboard ship would constitute a menace or nuisance to the safety and health of the crew. Anyone claiming a wrongful refusal to ship may appeal to the Seafarers Appeals Board, which shall be a board of four (4), two (2) to be selected by the Union, and two (2) by that negotiating committee, representing Employers, known and commonly referred to as the Management Negotiating Committee. This Board shall name a Hearing Committee of two (2), to sit in the port where the refusal to ship takes place, if practicable, and if not, at the nearest available port where it is practicable. This latter Committee shall arrange for a prompt and fair hearing, with proper notice, and shall arrive at a decision, unanimously, to be binding and final. If a unanimous decision cannot be reached, an appeal shall be taken to the Seafarers' Appeals Board. Where a specific company is involved in the dispute, a representative thereof must be appointed to the Committee by the Board, unless waived by the said company.

B. Where a seaman deliberately fails or refuses to join his ship, or is guilty of misconduct or neglect of entry aboard ship, he may lose his shipping card for up to thirty (30) days. For a second offense, he may lose his card up to sixty (60) days. In especially severe cases, or in case of a third offense, he may lose his shipping card permanently.

C. The Board of four (4) shall be a permanent body, and each member shall have an alternate. The selection of alternates, and the removal of members or alternates shall be set forth in the agreements signed by the Union and the Employers. Members of the Board may serve on a Hearing Committee, subject to sub-paragraph A. The Board shall act only if there participates at least one Union member and one Employer member, while the collective strength of each group shall be the same, regardless of the actual number in attendance. The decisions of the Board shall be by unanimous vote, and shall be final and binding, except that, in the event of a tie, the Board shall select an impartial fifth member to resolve the particular issue involved, in which case, a majority vote shall then be final and binding. Where no agreement can be reached as to the identity of the fifth member, application therefor shall be made to the American Arbitration Association, and its rules shall then be followed in reaching a decision.

D. All disputes over seniority, and transportation disputes arising out of seniority, rule applications, shall be dealt with in the same manner as disputes over shipping rights.

E. It is the obligation of the one aggrieved to initiate action. No particular form is necessary, except that the complaint must be in writing, set out the facts in sufficient detail to properly identify the situation complained of, and be addressed to the Seafarers Appeals Board, Room 316, Graystone Building, Mobile, Alabama.

11. Amendments

These rules, including seniority classifications and requirements, may be amended at any time, in accordance with law, contracts between the Union and the Employers, and to the extent permitted by law and contract, as aforesaid, by the Seafarers' Appeals Board.

New Membership-Approved Hiring Clause

Article 1, employment, amended March 1, 1955 and ratified in District-wide meetings on March 9, 1955.

This agreement is entered into this 1st day of March 1955, by and between the Seafarers International Union of North America, Atlantic and Gulf District, affiliated with the American Federation of Labor, hereinafter referred to as the Union and the undersigned company, and any of its subsidiary companies, which may be formed to operate ships in the off-shore, coastwise, or inter-coastal trade, hereinafter referred to as the Company and remains in effect until September 30, 1957, and shall continue from year to year thereafter, unless either party hereto shall give written notice to the other of its desire to amend or terminate same, which notice shall be given at least 60 days prior to the expiration date. After such notice has been given, specific proposals must then be submitted within 10 days and negotiations commenced at a time which is mutually agreed upon. If, during the 60 day period, the parties fail to agree with reference to such proposals, the parties may, by mutual consent, extend this agreement for a specific period beyond such expiration date for the continuance of negotiations. Applications by either party to open negotiations for changes in the wage scale or any monetary matters at any time during the life of this agreement shall not be deemed cause for termination of this Agreement. Monetary matters for the purpose of this section shall be the following: Overtime, Standby Rate, Longshore Rate, Tank Cleaning Rate, Explosives Handling Rate, Extra Meals Rate, Subsistence and Room Allowance.

Section 1. The Company recognizes the Union as the sole and exclusive bargaining representative of all Unlicensed Personnel employed on board American flag vessels owned or operated by the Company, or its subsidiaries.

Section 2. The Union agrees to furnish the Company with capable, competent, and physically fit persons when and where they are required, and of the ratings needed to fill vacancies necessitating the employment of Unlicensed Personnel, in ample time to prevent any delay in the scheduled departure of any vessel covered by this agreement. To assure maximum harmonious relations, and in order to obtain the best qualified employees with the least risk of a delay in the scheduled departure of any vessel covered by this agreement, the Company agrees to secure all Unlicensed Personnel through the Hiring Halls of the Union. If, for any reason, the Union does not furnish the Company with capable, competent and physically fit persons when and where they are required, and of the ratings needed to fill such vacancies, in ample time to prevent any delay in the scheduled departure of any vessel covered by this agreement, the Company may then obtain members of the Unlicensed Personnel from any available source, in which case the Union shall be notified.

Section 3. The Company agrees that, as a condition of employment, all Unlicensed Personnel shall become members of the Union within thirty-one days after the execution of this agreement, or within thirty-one days after hire, whichever is later, and shall remain members of the Union while employed by the Companies listed in Appendix A, attached hereto, and made a part hereof, during the life of this agreement. The Company is not obligated to take steps to enforce this provision unless due notice is received in writing from the Union, to the effect that a member of the Unlicensed Personnel is not in compliance herewith.

Section 4. (a) The Union agrees that the Company has the right to reject (by written notation on the job assignment slip) any application for employment who the Company considers unsatisfactory or unsuitable for the vacancy, or to discharge any member of the Unlicensed Personnel who, in the opinion of the Company, is not satisfactory. If the Union considers the rejection of any applicant for employment or the discharge of any member of the Unlicensed Personnel as being without reasonable cause, such action by the Company shall be dealt with under the grievance procedure, and the Union agrees that any such rejection or discharge shall not cause any vessel to be delayed on her scheduled departure.

(b) Unlicensed Personnel when applying for employment shall submit to the physical examination prescribed by the Company, and shall submit from time to time

thereafter to such physical examination as may be required by the Company. In the event any decision of the Company physician is challenged by the Union, as to the physical fitness of a member of the Unlicensed Personnel, such member shall be re-examined by a Public Health Physician and his decision shall be binding.

Section 5. The Company agrees not to discriminate against any member of the Unlicensed Personnel for legitimate Union activities, and the Company further agrees that no man, referred in accordance with this Article, shall be discriminated against because of race, creed, color, national or geographic origin.

Section 6. The term Unlicensed Personnel as used in this agreement shall not include super-cargoes, cadets, pursers, and livestock tenders.

Section 7. Either party shall have the right, upon written notification to the other, to re-negotiate any part or all of Article 1. Upon receipt of such notification, the parties to this agreement shall meet within seven (7) days for negotiations of this issue.

Section 8. Subject to the other provisions of this Article, jobs shall be referred and held upon the following seniority basis:

(a) A Class A seniority rating, the highest, shall be possessed by all Unlicensed Personnel who have shipped regularly, up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1951.

(b) A Class B seniority rating, the next highest, shall be possessed by all Unlicensed Personnel who have shipped regularly, after January 1, 1951, to December 31, 1954, with one or more of the companies listed in Appendix A, and who do not have a Class A seniority rating.

(c) A Class C seniority rating, the next highest, shall be possessed by all Unlicensed Personnel who do not have a Class A or Class B seniority rating.

(d) Unlicensed Personnel possessing a Class B seniority rating shall be entitled to a Class A seniority rating eight (8) years after they commenced to ship regularly with any of the companies set forth in Appendix A. Unlicensed Personnel possessing a Class C seniority rating shall be entitled to a Class B seniority rating two (2) years after they commenced to ship regularly with any of the companies set forth in Appendix A. No upgrading of seniority shall be granted if the Class B or Class C rating, as the case may be, was not maintained without break during the required years. Shipping with one or more of the companies set forth in Appendix A for at least ninety (90) days each year is necessary to constitute shipping regularly, and also, to maintain without break a Class B or Class C seniority rating, unless reduced pro rata by virtue of bona fide inpatient and/or out-patient hospital time. This latter provision shall not operate so as to reduce any seaman's seniority if the requirements therein were not met during the first calendar year in which the seaman commenced to ship but, if not met, the said calendar year shall not be counted insofar as seniority upgrading is concerned. No seaman shall be deprived of the seniority to which he would be otherwise entitled by virtue of his service with the armed forces of the United States.

(e) Subject to the provisions of Section 3, assignments to jobs within the above classes shall be made without regard to Union affiliation.

(f) The Seafarers' Appeals Board may provide for concomitant reasonable disciplinary, administrative, and elaborate rules and regulations, add newly contracted companies, provide for rotary shipping within classes, and full seniority credit for employment by, or election to office or job in, or any employment taken at the behest of, the Union, and draw reasonable job circulation regulations, provided:

1) The said rules, regulations, and provisions do not discriminate except to the extent contemplated in this agreement, or change the intent and purpose of this agreement.

2) Rotary shipping within classes A, B, and C, shall be based on a period of unemployment of ninety (90) days.

3) Men over fifty years of age may be preferred in obtaining jobs of fire watchmen.

4) The Andrew Furuseth Training School, jointly

operated and administered as an upgrading center for unemployed seamen, shall also be jointly operated and administered, pursuant to arrangements and details to be worked out, to train Class C personnel. The Company prefers to hire Class C personnel regardless of rating or department with a certificate of satisfactory completion of the course therein over other Class C personnel whenever possible.

5) The job circulation regulations may provide for requiring those possessing a seniority rating below Class A to leave a vessel after sixty (60) days or one round trip, whichever is longer, provided, further, however, this regulation is not construed to sanction a vessel's sailing short-handed. There shall be no bumping within Class A. No transportation, subsistence or wages shall be paid a man joining or leaving a vessel through exercise of seniority privileges, notwithstanding any provisions of Article II, Section 57, of this agreement. Any disputes arising out of the application of this sub-paragraph shall be decided under the procedure set forth in sub-paragraph 6.

6) Any seaman claiming a wrongful deprivation of his rights under this Article shall have a right to petition a permanent Board of four members (each with an alternate, to function when the regular member can not do so), to be known as the Seafarers' Appeals Board. The address of this Board shall be Room 316, Greystone Building, Mobile, Alabama. All complaints shall be in writing and shall set out the facts in sufficient detail. In the event an alleged grievance arises under this Article affecting a Company, the Board shall appoint a hearing committee of two to sit, conduct a fair hearing, and make a determination which must be unanimous to be final and binding. This committee must be composed of one representative of the Company involved and one Union representative, the committee to sit at the port where the complaint arose. Subject to this latter provision, Board members may be committee members.

In the event the Committee cannot reach a unanimous decision an appeal shall lie to the Seafarers' Appeals Board.

The Board of four shall be evenly divided between the Union and Employers, and selections thereon and removal therefrom shall be made by the Union and the negotiating committee, commonly known and referred to as the Management Negotiating Committee. Decisions of the Board shall be by unanimous vote, each side to have the same collective vote, regardless of whether the Board of four, or their alternates, are all in attendance. In the event of a tie, the Board shall select an impartial fifth member to resolve the particular issue involved, in which case a majority vote shall then be decisive and binding. Where no agreement can be reached as to the identity of the fifth member, application therefor shall be made to the American Arbitration Association and its rules shall then be followed in reaching a decision.

The Seafarers' Appeals Board is charged with the duty of making appropriate and reasonable rules of procedure with respect to the proceedings to be taken before it.

Section 9. The parties hereto agree that the appropriate unit, for representation purposes, is the unlicensed personnel aboard the vessels owned or controlled, as aforesaid, by all the companies listed on Appendix A, and any amendments to said Appendix, as set forth herein.

Section 10. The Union shall protect and indemnify the companies parties to this agreement in any cause of action based on improper application by the Union of the employment provisions of Article I of this agreement. The Company shall protect and indemnify the Union in any cause of action based on improper application by the Company of the employment provisions of Article I of this agreement.

Section 11. The provisions hereof are subject to Federal and State Law and if any part hereof is in conflict therewith, such part shall be deemed inapplicable and, to the extent thereof, shall be deemed severed from this agreement, the remainder of which shall remain in full force and effect.

The Collective Bargaining Agreement between the parties, as amended above, is to remain in effect, subject to the opening and renewal provisions therein, until September 30, 1957.

Burly

Mates Are Unreasonable

By Bernard Seaman



MARITIME

A new improvement is slated to get underway soon for the Suez Canal, in which the waterway will be deepened and widened to permit faster movement of ships drawing up to 36 feet. The improvements are in anticipation of an annual oil traffic volume of more than 90 million tons, and an average daily traffic of 45 ships. Its capacity is now 40 vessels . . . Ending a three-day vigil aboard the US freighter Meta D after she grounded on the English Channel coast last month, the captain and 13 crewmen came ashore to join 24 others rescued earlier by the British Coast Guard. The ship was enroute with coal from Newport News, Va., to Rotterdam.

France's merchant fleet tonnage is way above its pre-war level, and showed a total of 3.8 million tons on January 1, 1955, 800,000 tons more than in 1939. The total number of ships involved, now 1,376, is virtually the same as at that time. However, today's fleet has many larger vessels . . . The shipping season on the St. Lawrence and the Great Lakes loomed closer this month. The Canadian government icebreaker D'Iberville completed the annual icebreaking trip between Quebec and the eastern approaches to Montreal on March 1.

Israel will have a brand-new 10,000-ton passenger-cargo ship next September, following the launching of the first of two sister ships in Hamburg this month. The Israel will have accommodations for 313 passengers, a swimming pool, and 300,000 cubic feet of cargo space plus 20,000 more in refrigerator space. The 501-foot vessel was built under reparations agreements with West Germany. Three 7,000-ton cargo ships have already been delivered . . . A total of 213 ships have been sunk and another 200 damaged since 1945 by mines laid during World War II, according to The Financial Times of London. Indicating that the menace was far from over, the paper said the worst mine areas are off the coasts of West Germany, Denmark and Yugoslavia.

Bulldozers have begun work on a \$5.5 million project at Feltham, England, where model ships will be tested under rough sea conditions. The site will include a tank nearly a quarter of a mile long where 35-foot model ships will be given tests at speeds up to 30 knots while a wavemaker stirs up 10 million gallons of water . . . An effort to promote Peruvian-flag shipping based on the "50-50" principle is now underway. A bill was submitted to the Chamber of Deputies last week requiring shippers to use Peruvian vessels for a minimum of 50 percent of their exports.

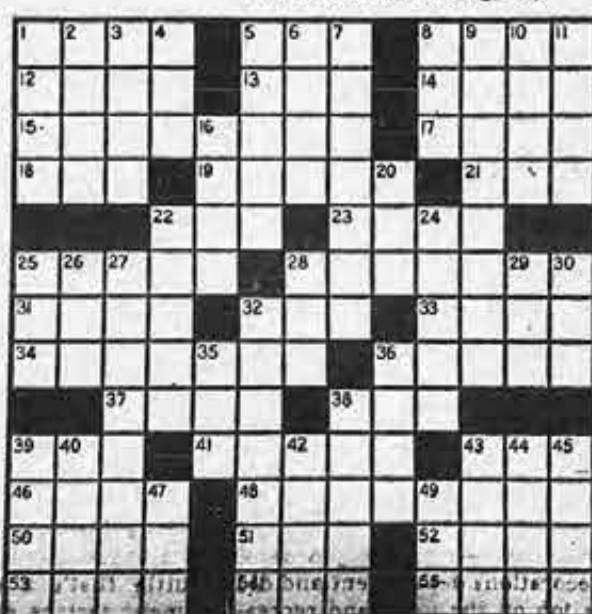
Designed to carry raw sugar cane in bulk instead of bags, the Crystal Cube—only ship of her type in the world—was launched at Greenock, Scotland last week. The vessel, one of six being built for Sugar Line, Ltd., will be unloaded by three-ton grabs in half the time taken to unload the cane in bags . . . Faced with deportation under US laws, some 200 British seamen who staged a protest strike against the Furness liner Queen of Bermuda have returned to work. The crew's beef was that three waiters serving as their bargaining committee had been unfairly fired in trying to boost the average basic monthly wages of \$110. The ship sailed on a round-trip to Bermuda, however, with just cargo and mail.

A small blaze that broke out behind the panelling in one of the rooms on the Cunard liner Queen Elizabeth one week ago caused a flurry of activity at the drydock in Southampton where the ship is having her annual overhaul. However, firemen quickly handled the fire and no real damage was reported. The 83,000-ton ship, due to resume trans-Atlantic service March 30, is also being fitted with stabilizer fins to reduce rolling . . . The 26,650-ton Esso Frankfurt, largest tanker under the flag of West Germany, has been launched in Bremen. Upon completion, she will be operated by the Waried Tank Ship Co. to Saudi Arabia and Venezuela.

The Seafarers Puzzle

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|---|-------------------------------|----------------------------|-------------------------|
| ACROSS | DOWN | 11. Neva | 35. At this time |
| 1. Coast Guard's move to control all seamen | 1. The elephant is the symbol | 16. A brown dye | 36. Tender |
| 2. A good outfit to belong to | 2. — avia | 20. Baba | 38. Turn back |
| 3. Pack in the hold | 3. A shout | 22. Fold in cloth | 39. It sweetens the pot |
| 4. Pacific island | 4. Kind of boat | 24. New Hebrides island | 40. The —, below London |
| 5. Coffee | 5. Girl's name | 25. Grains: Abbr. | 42. Cover a street |
| 6. Irish | 6. Angers | 27. Port 5,000 ms. from NY | 43. Girl's name |
| 7. What crimp outfits make | 7. Unloads | 28. Indian | 44. Night birds |
| 8. Hindu cymbals | 8. Fix, as sails | 29. Period of time | 45. Tiny insect |
| 9. Declare | 9. This hurts US shipping | 30. Jeweler's cup | 49. Temporary: Abbr. |
| 10. High Turkish title | 10. Northern port | 32. Imitated | |

(Puzzle Answer On Page 17)



THE INQUIRING SEAFARER

Question: Do you think the average Seafarer keeps himself abreast of what's happening in the SIU?

Robert Hannibal, steward: Yes, why shouldn't he? He's got everything to gain because it means money in his pocket. If a man doesn't read the agreements and other Union literature then he's only hurting himself. The same goes with the guy who comes to a meeting and sits there with both ears closed.



John Hamilton, machinist: When a Seafarer attends his Union meetings ashore or aboard ship and reads the LOG through, he's got a pretty good idea of what is happening. The man who doesn't bother and isn't interested in his Union is only hurting himself in the long run anyway.



Eddie Hernandez, 2nd cook: It would be foolish not to because it's all there for you to study and check whenever you don't understand something. The reports are put on the bulletin boards for anybody to look at them. It pays off in the long run.



Francisco Cornier, AB: It is to our advantage to do so at all times because if we do not know about our own benefits and conditions we are the ones who lose out on them. By reading the LOG and going to meetings you understand all the procedures and help yourself at the same time.



Van Whitney, deck engineer: I think the average man in the Union makes it his business to know what's going on because when he is out at sea he is out of touch with everything. That's why the LOG is read and re-read and communications from the Union are always looked over carefully.



Joe Bucher, AB: The more he does, the more he benefits. The Seafarer who reads the LOG carefully when it comes to the house or the ship can easily find out what's new. Many reports are included and posted in our halls for everybody to see and mean information.



MEET THE SEAFARER



JOE WAGNER, bosun

There are some men who are just not cut out for farming. Seafarer Joe Wagner was one of them, with the result that the US merchant marine gained a new hand.

It was back in the late 1920's that Joe decided he was through with corn, cotton and peanuts and headed for New Orleans and the sea. Before that he had spent all his young life on farms in Missouri, his native state, and Mississippi.

Once in New Orleans, Joe headed for the waterfront, looking for a job as a sailor. One day, while he was walking down Canal Street an AB on a Mississippi Steamship Company ship asked him if he wanted to go to work. That was all he needed. He went aboard the Bibco as an apprentice seaman for \$27 a month.

Subsequently the Bibco became the Del Plata and was torpedoed in World War II. Wagner was aboard her at the time a German sub sent the ship to the bottom. The crew was able to lower away boats and get away safely.

Wagner lost one other ship during the war, a Waterman-operated scow. This time too, the crew was able to get off without any loss.

Graduated To OS

After one year on the Bibco as apprentice seaman, Wagner "graduated" to ordinary seaman at a small raise in pay. From then on, he sailed pretty regularly on Mississippi, Waterman, P&O and South Atlantic ships, sailing mostly out of Gulf ports.

Quite a few of the men he sailed with in those days are still active in the Union while others went on to get their deck licenses, like Captain Kinney who is currently port captain for Mississippi in New Orleans. "I understand some of these skippers are still packing their SIU books too," he added.

But in those early years there was no SIU yet to represent seamen. Wagner was a member of the old International Seamen's Union at the time, which didn't mean very much in terms of wages, conditions or on-the-job protection. "We used to ship out of the old

US Shipping Board hall or right off the docks" he said. There was nothing like the current SIU hiring halls.

Subsequently when the ISU fell apart, Wagner joined the AFL Seamen's Union formed to take its place. He became a member in January, 1938, later in the year switching to the newly-chartered Seafarers International Union.

Called As Organizer

After World War II Wagner sailed as an organizer in the SIU's successful post-war drive at Isthmian. He also spent six months aboard the Cities Service tanker Government Camp during some of the hottest part of the SIU's fight with that company, as well as sailing on other tankers on organizational status.

"I was down in Buenos Aires in 1948 taking a vacation," he said, "when I happened to catch the Government Camp out of there. While I was in the company agent's office I spotted the ballots mailed out by the Labor Board. The agent had stashed them away and the crew hadn't gotten a chance to vote. I raised a beef with the American consul and afterwards the skipper had to vote the ship."

"They figured I was an SIU man after that and even searched my foe'sie once to try to turn up something on me. But I managed to stay aboard for six months until my vacation time came due. Then they made me get off and wouldn't take me back aboard."

This was typical of the tactics employed by a company attorney at the time who was setting up a dummy union of his own in an attempt to keep the SIU out of the picture. Subsequently the whole apparatus was ordered abandoned and the company signed with the SIU.

After coming off the Government Camp, Wagner started sailing regularly out of New York. He was aboard the cruise ship Puerto Rico for about three years and sailed other companies out of the city. But he prefers those long Far East runs with Isthmian because he can pile up a good-sized payoff before he gets off.

LABOR ROUND-UP

New wage cut demands have been put forth by manufacturing firms, coupled with threats to move plants to cheap labor areas. The Sparks-Withington Company of Jackson, Michigan, manufacturers of television equipment, have asked 600 workers to take an 18-cent hourly cut. Electric Auto-Lite of Toledo, which is a major automobile supplier, has also demanded that costs be "reduced."

and have them serviced at unionized service stations.

Investment of union welfare funds in housing developments has been proposed by the New York housing commissioner as one way to ease housing shortages. Some New York unions, including Electrical Workers Local 3 and the International Ladies Garment Workers Union, have already made such investments. It's been pointed out that the investments have been secured through Federal mortgage guarantees.

With merger news in the air, the CIO Oil Workers and the Chemical Workers have gotten together in a new union, the CIO Oil, Chemical and Atomic Workers International Union. O. A. Knight, who was president of the Oil Workers, heads the combined group.

A new way to spur organization of retail automobile dealers is being tried by the Automotive Employees Council in Portland, Oregon. The Council, representing several unions in the industry, is getting union members in Portland to sign pledges that they will buy their cars from unionized dealers

AFL Machinists Union members on strike against the Rohr Aircraft Company, Riverside, California, attracted attention with a picket line consisting of elephants and camels. The line was in protest against a court order limiting pickets to two men before each gate. The 800 union members have been striking for six weeks, principally for a satisfactory procedure to settle on-the-job beefs.

The Louisville and Nashville Railroad suspended operations after a Federal judge lifted an injunction against operating unions. The operating brotherhoods were permitted now to respect picket lines of 19,000 non-operating employees in ten unions. Health and welfare clauses are at dispute in the strike.

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The Big Squeeze

Foreign shipowners who have been struggling to cripple "50-50" with the help of the State Department have gotten themselves valuable new allies. These are some farm bloc Congressmen who are anxious to unload surplus agricultural products before they overflow US warehouses and cause a kickback against the farm subsidy program.

The result is that "50-50" faces its sternest challenge less than a year after the practice was written into permanent law.

The SIU does not believe that the farm bloc Congressmen involved are deliberately out to wreck the merchant marine. It does think they are being conned by the State Department and foreign-flag lobbyists with golden promises of massive agricultural cargo shipments if "50-50" is pushed aside.

If the farm bloc Congressmen would reflect a little they would remember that at best the agricultural surplus program will dispose of only a small percentage of existing surpluses. The problem of exporting agricultural surpluses existed long before there was a "50-50" law—before, in fact, there was any Government parity program.

These Congressmen should also consider that the American merchant marine and the people who work for it form a huge consumers' body for US farm products. This condition is in no small part due to the fact that maritime unions have done so much to raise shipboard feeding standards as well as the living standards of workers throughout the industry. This kind of market, incidentally, is far more lucrative and reliable in the long run than any one-shot agricultural surplus export program. The minute foreign nations have no need for US agricultural surpluses the US will not be able to give them away with transportation costs thrown in, whether they are carried on US or foreign-flag ships.

If, as is claimed, US surpluses are needed abroad to meet the demands of growing populations, then foreign nations are playing a cynical game for the benefit of their ship operators at the expense of their own populations.

Self interest on the part of foreign shipowners is to be expected. Far less admirable is the role played by the US State Department which seemingly has forgotten which nation it represents.

The SIU has fought this "50-50" battle many times over in the past. It is fully prepared to do it all over again this time.

Slightly At Odds

Noting more has been heard on the subject of the Public Health Service hospitals since the Hoover Commission report proposed their closing. All seems to be quiet as well with respect to the Coast Guard's brain-body test plan for American seamen.

That doesn't mean that these issues are dead. But for the time being the proponents of these plans are awaiting a favorable opportunity to press them actively.

What remains unclear is the role of the Department of Health, Education and Welfare, which is in charge of the Public Health Service. The department, we were told, had endorsed the Coast Guard plan which would have involved setting up an elaborate medical and psychological bureaucracy to give exhaustive tests and "rehabilitate" seamen.

At the same time, the department was the original sponsor of the plan to close down the PHS hospitals and concentrate its services in four specialized centers—none of which, incidentally, is in a major port city.

Its hard to tell just what the department really stands for. In either case, it's plain to see that the department's policy makers have no love for the working seaman.

Snug Harbor Doomed?

Indications are that Sailors Snug Harbor may be taken over by New York City for use as a community college. Such plans raise a disturbing question as to the fate of retired seamen there, whose care has been provided for under an estate worth millions of dollars.

Many of these oldtimers are bedridden. There is danger that their needs will be disregarded—a not uncommon happening with seamen.

While Snug Harbor inmates are not the direct responsibility of the Union, the shipowners, or the city for that matter, any plans for Snug Harbor's future should list the welfare of these men as a prime concern.

LETTER of the WEEK

Raps Plan To Shut Marine Hospitals

To the Editor:

The March 4 issue of the LOG tells about a proposal by a group headed by former President Herbert Hoover to shut down the marine hospitals as part of a new Government "economy" move. Now I'd like to offer my opinion of this idea to my brother Seafarers.

As we all know, Mr. Hoover held a number of public offices during the many long years of his turbulent political career and has been both praised and damned as a result. For the record, most people like myself remember the tragic state of affairs we wound up in while he was in the White House, and most of us find them pretty unpleasant to think about.

Back In Washington

But now Mr. Hoover is back in Washington, this time as head of another heavy burden on the taxpayers, another alphabetical agency which bears his name. It's the Hoover Commission on Government Reorganization this time. Meanwhile, the taxpayers are taking the beating and paying the wages of the whole gang.

Now, it seems, the merchant seamen are going to get the dirty end of the deal, although the money which the Government provides annually so that seamen can get proper medical care is almost insignificant compared to the millions spent on commissions, committees, boards and panels each year.

This shutdown of the marine hospitals will give Mr. Hoover a chance to show the American people how he can save them some dough. He calls it "economy." I say "nuts!"

Would any man in his right mind deny his kids necessary medical and hospital care because he wanted the money to buy himself a new Cadillac? Under the circumstances, this proposal amounts to the same thing.

Feels The Pinch

I'm beginning to feel the pinch of this "economy" drive already, but even if things got worse I doubt whether I would ever take to selling apples again. That would only bring back the memory of Mr. Hoover in the White House, and would not help things one bit.

However, I might take to whittling little models of Mariner ships out of gold and try selling them to the Maritime Commission. But if this scheme by one of our ex-Presidents gets to a point where it looks like the Government will really knock out the hospital and medical care we now get, we should all write or wire our Congressmen to run him out of Washington.

It won't be anything new to him. The voters ran him out once before. Charles Mazur



'Vote of Thanks'

One of the features of the SIU's steward department "new look" is a provision calling for the department to put out a variety of baked goods at coffeetime. This has been the practice on certain ships where bakers go all out for their shipmates and turn out the tasty items which go a long way toward avoiding monotony in the shipboard diet.

Two men who have been doing this are Seafarers A. D. "Bud" Williams aboard the Seamonitor and Charles Locke on the Oreomar. Both of them were praised in their ships' minutes for the extra effort they put out and the palatable effects it had.

Williams is a New York native, who has been a member of the SIU since June, 1945. He's 36 years of age. Locke comes from West Virginia originally and started sailing with the SIU out of Baltimore three years ago.

Seafarer Maurice "Duke" Duet may have been a Delta Line regular once but he seems to have transferred his affections to the Antinous (Pan Atlantic). Maybe it was because of the nice things he said about the feeding on the ship, in a recent letter to the SEAFARERS LOG. In any case, Duet tried to resign as ship's delegate but it was no soap because he was immediately reelected. It looks like a mutual admiration society, Duke.

The 28-year-old Seafarer is a New Orleans man all the way, joining the Union in 1945 in that city. He sails on deck and calls the Crescent City his home.

Although the last minutes received from Seafarers on the George A. Lawson were dated February 27, the crew was still talking about the holidays which have been a high spot after eight months on the Japan-Korea shuttle.

Steve Mosakowsk took charge of the decorations department and did a fine job on the mess and recrea-

tion rooms, while the steward department labored mightily to put out appropriate holiday meals. Baker Jimmy Cox was especially cited for his wonderful output.

Cox has been an SIU member, sailing in the steward department since May of 1948. He comes from Pemberton, West Virginia. Mosakowsk is a Philadelphia native who got his Union book back on May 12, 1940, in Port Mobile. He sails in the deck department, usually as bosun.

Any time there is a Union referendum such as the one recently concluded it utilizes the services of a large number of rank and file Seafarers to conduct the balloting and also to count the votes after it is all over.

As is the usual procedure, these committees are elected at membership meetings and cannot include in their number any officer or employee of the Union.

The headquarters tallying committee, which acts as the tally group for the district as well, consisted of W. Horne and E. C. Bell, representing the deck department; R. L. Toler and W. S. Collard, engine department; and Joe Malone and F. Keelan, steward department.

This vote of thanks is a little different. It goes to an entire crew instead of any one individual and comes from the skipper. The captain aboard the Sea Comet II sent the following message to crewmembers while they were holding their February 27 shipboard meeting before paying off on the West Coast:

"I want to thank this crew for being a darn good bunch of men. It was a pleasure to sail with a crew that does their work and did not have anyone foul up. That is what you would call the old SIU tradition."

Since the Sea Comet II was out for several months on the Far East shuttle that's a well-earned compliment for the entire gang.



Mazur



Cox



Toler

Off-Watch



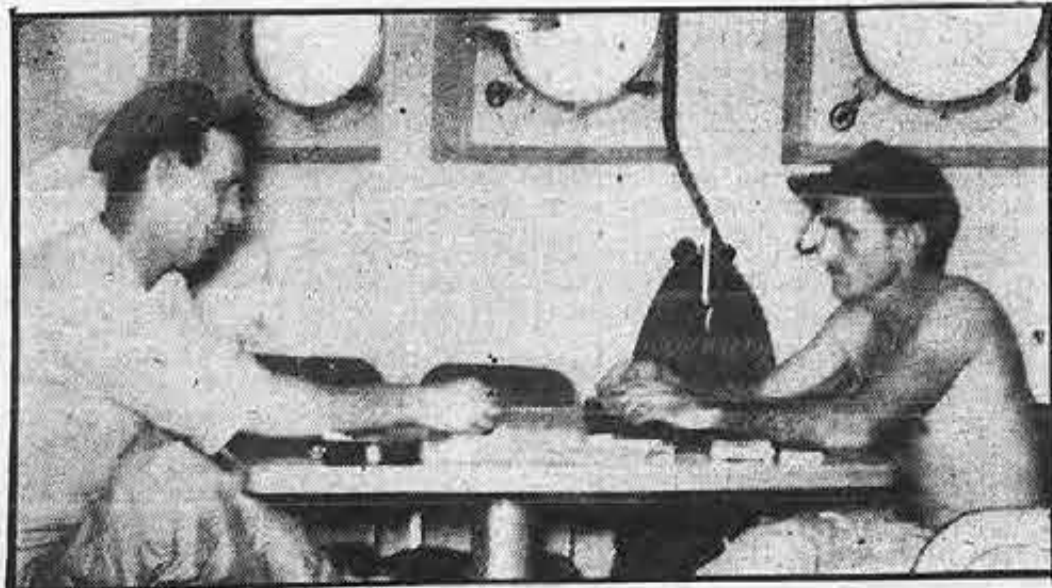
A few sea stories, some warm sunshine and a bottle of Yugoslav champagne make "cocktails for two" for Lacy Walker (left) and Ray Noe, returning from Rijicka on the Albion.

For the curious shoresider, the question of what a Seafarer does after regular working hours at sea is often a puzzle. The problem is complicated. He can't pick up a phone and check the time of the feature movie downtown or whether the local nitery has a show good for a few laughs. Thus, he and other crewmembers have to make their own entertainment.

Many have cameras and take pictures of everything. Others are readers and go through more books on one long voyage than many people look at in a lifetime. They're aided in this by an SIU ships' library program which provides 50 new books every three months.

Some write letters or do their laundry; others just sleep until the next watch comes along. SIU meetings periodically break up the monotony and provide a chance to go over beefs, communications from the SIU ashore and to transact regular Union business that comes up.

The days and nights are spent in a variety of ways devised to kill boredom. The pictures on these pages show some of them.



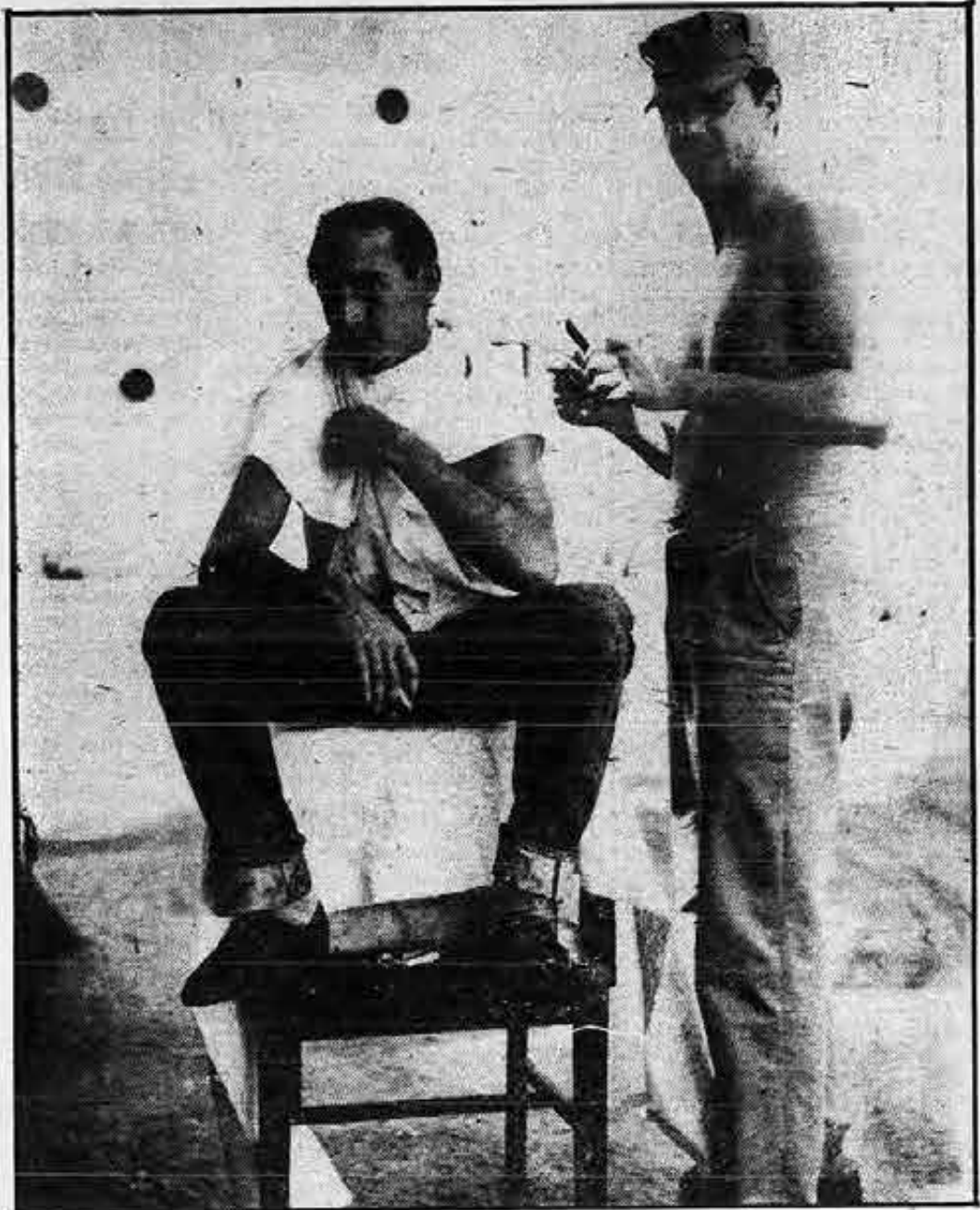
The cribbage board comes into play as Otto McLean (left) and Frenchy Blanchard carry on their own tournament to pass the time. Otto, shown figuring his next move, won the match.



Seafarer Bill Reid on the Catahoula runs his own "disc jockey" show on a portable record player. Porgy and Bess, apparently one of his favorites, is always good listening.



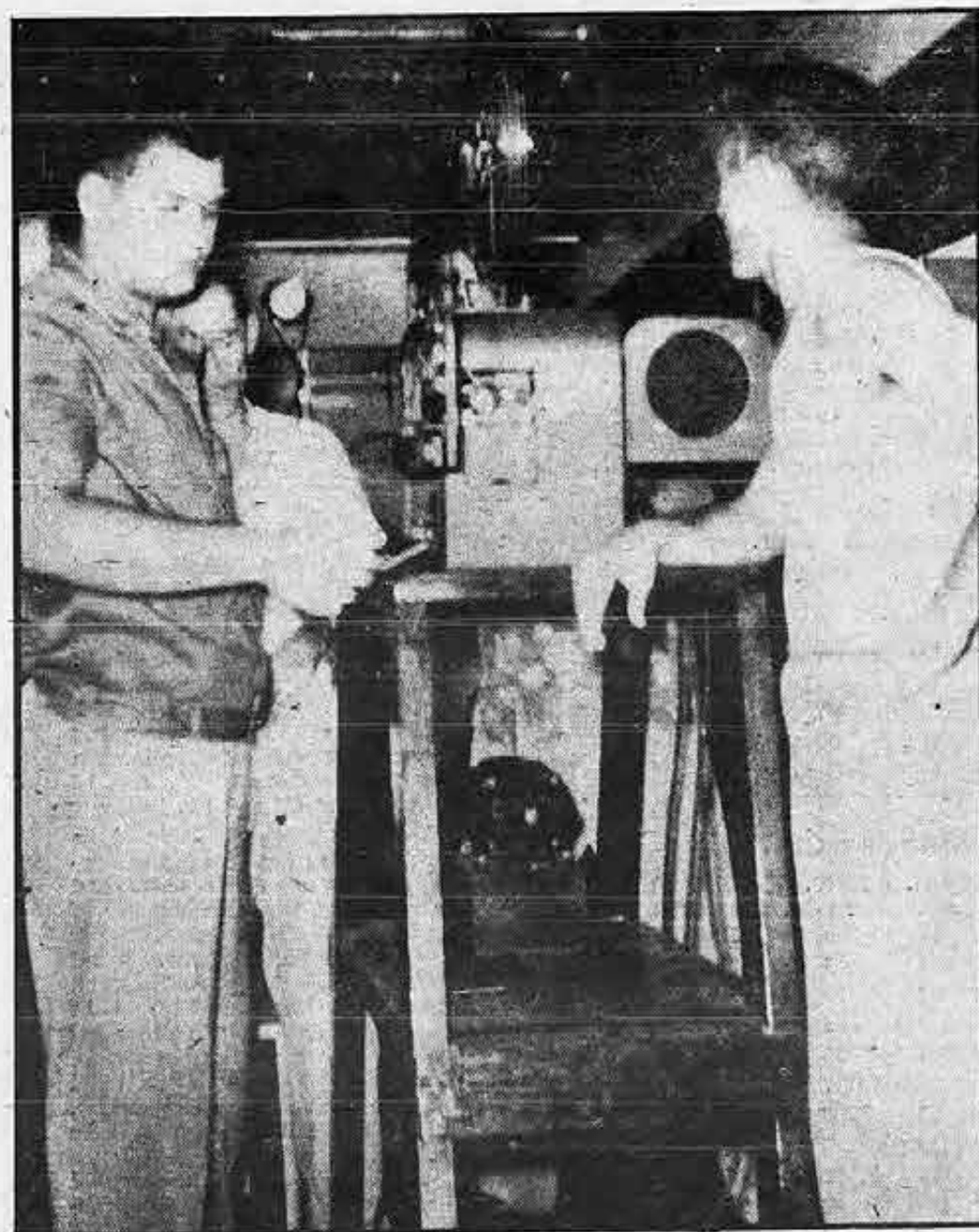
The Lawrence Victory crew pores over the latest LOG during a bull session. Included are Joe Woodward, G. R. Cannon, P. Frango, Bill Lynn, Ed Brown and Mario Reyes.



When barber-poles are few and far between, anyone with a pair of shears, a comb and nerve is a tonsorial artist. Bob Morgan, AB, is getting the trim from Dick Anglone, oiler.



The hookah and the headgear recall memories of "Arabian Nights" for A. J. Johnes, bosun (left), and Dugan, wiper, on the Steel Director. F. E. Hagin, FWT, took the photo.



Many ships carry a movie projector and a stock of rented films for regular showings. On the Del Sud, Frank Beeck, Dominick San Sone and Lewis Lae officiate for the event.



Back aboard the Lawrence Victory leaving La Pallice, France, George P. John, MM, shows off some of the tapestried furniture he picked up for his collection back home.

PORT REPORTS

Baltimore:

Sailing Beef Pending For Bull Line Crews

Clean payoffs have been the rule here during the past two weeks, and that certainly is the way we like to see them at all times. The record was broken by only one item, a small beef concerning delayed sailing on Bull Line ships, and we are waiting for a clarification from headquarters on whether this is payable.

All of the activities at the SIU hall in this port are proceeding smoothly and in good order, and we expect no kinks to come up in the future. The membership, of course, is urged to make full use of all the facilities here, which are being maintained for the Seafarer's comfort and convenience.

Shipping Remains Slow

Shipping in the port remains on the slow side and there has been no unusual activity in this regard over the past two weeks. With the breaking of spring, we are, however, hopeful for a break-in the lull. The last period was marked by 16 payoffs, 10 sign-ons and 14 ships stopping over in transit.

Paying off were the following: Venore, Baltore, Feltore, Santore, Marore (twice), Cubore (Ore); Oremar, Bethcoaster (Calmar); Ines, Kathryn, Evelyn (Bull); Council Grove, Winter Hill (Cities Service); Alcoa Roamer (Alcoa), and Yaka (Waterman).

The ships signing on were the Venore, Marore (twice), Baltore, Feltore, Santore (Ore); Bethcoaster, Oremar (Calmar); Council Grove (Cities Service), and Atlantic Water (Metro).

In transits included the Portmar, Bethcoaster (twice), Alamar (Calmar); Antinous, De Soto (Pan-Atlantic); Topa Topa (Waterman); Robin Kirk, in twice (Seas Shipping); Alcoa Pointer, Alcoa Partner (Alcoa); Kathryn, Frances (Bull), and Steel Advocate (Isthmian).

We still would like to remind the brothers that there are Seafarers not as fortunate as we are in having our health stationed in the marine hospital right here. Take a few minutes of your time to write these boys a card or stop in and see them between trips. The address is USPHS, Wyman Park Drive, Baltimore 18. The names can be gotten right off the hospital report in the LOG on page 19.

Earl Sheppard
Baltimore Port Agent

New Orleans:

New Gulf Ship Channel Is Urged In Congress

Maritime interests in this port are watching with interest the progress of a bill introduced in

Congress by Representatives Hale Boggs and Edward Hebert of New Orleans to authorize construction of a \$77 million, 70-mile-long tide-water ship channel from New Orleans to the Gulf.

This project has been under discussion and in the planning stage for some time. Army Engineers already have recommended digging the short cut, which would provide a straight line seaway to the Gulf to eliminate the twisting course of the Mississippi River. The proposal calls for a channel 600 feet wide and 35 feet deep. It would connect with the Mississippi through locks of the Industrial Canal.

Port's Activity

Shipping picked up here somewhat since our last report. Even so, it is by no means booming. During the last two weeks, we had eight payoffs, seven sign-ons and 17 ships hit this port in transit.

Ships paying off were the Alcoa Ranger (Alcoa); Steel Traveler (Isthmian); Del Norte, Del Oro, Del Mundo (Mississippi); Chickasaw and Antinous (Pan-Atlantic), and Western Trader (Western Navigation).

The Steel Maker (Isthmian); Del Monte, Del Norte, Del Sol and Del Aires (Mississippi); Warrior (Waterman) and Western Trader (Western Navigation) signed on.

Ships in transit were the Alcoa Corsair, Alcoa Patriot, Alcoa Cavalier and Alcoa Polaris (Alcoa); Steel Maker, Steel Advocate, Steel Rover (Isthmian); Del Monte, Del Sol, Del Aires (Mississippi); Sea-

trains Georgia and Louisiana (Seatrains); Golden City, Monarch of the Seas, Maiden Creek and Claiborne (Waterman), and Marie Hamil (Bloomfield).

Our sympathies are extended to Dick Visser, Edward Stevens, Thomas Scanlon, James M. Lucky and Adie Coleman who recently were admitted to the USPHS Hospital here. We hope they will be up and around the hall ready to ship soon.

Glenn Curl, John Doyle, Billy Ward and Alfonso Olaguibel are still in the hospital, but are reported to be progressing toward recovery satisfactorily. Konstant Kain, Eugene Hayden and Aurelio Patingo recently were discharged, but had to return to the hospital for additional treatment.

Lindsey J. Williams
New Orleans Port Agent

San Francisco:

Check With Union Hall Upon Leaving Hospital

This port has been in the doldrums as far as SIU ships are concerned with no payoffs in the last two weeks. We had one sign-on, the Coeur d'Alene Victory (Victory Carriers) and a half dozen in-transits taking some men.

The outlook for the immediate future is not bright at all and I would advise the brothers not to head for San Francisco for the time being as we have enough men here to handle our needs.

The in-transit ships consisted of the usual run of Waterman and Calmar intercoastals with the J. B. Waterman, Fairland, Bienville and Azalea City for Waterman and the Portmar and Marymar for Calmar.

As is to be expected there's quite a bit of interest here in the revised hiring hall procedures with the membership in this port fully in accord with the steps taken to protect their seniority.

Check In

We have had a little problem arise here with Seafarers who check out of a hospital in one port and then take off for another area without notifying the Union Hall. The result was in one instance that the Seafarer faced quite a delay in collecting some money due him because the company did not have an agent here, but could have taken care of him in the East Coast city where he had been hospitalized.

It's a sound idea to check with the Union upon getting out of drydock so you can take care of all loose ends before leaving that particular port.

On the beach with us now are R. Shaynick, R. Charroin, F. Yoh, C. Gedra, J. Basch, H. Skallegaard, R. McCannon, M. Lee, L. Dower, H. Shiba and F. Hills. The men in the San Francisco hospital, who would welcome a visit or a letter from old shipmates, include C. Knab, C. J. Lund, Chester Anderson, C. Neumeier, P. S. Yuzon, R. Lambert, J. McBrien, J. Perreira, Frank Paylor and S. L. Woodruff.

Tom Banning
San Francisco Port Agent

Boston:

India Wharf Blaze Burns For Two Days

A large section of the Boston waterfront was threatened with flaming ruin this month when a roaring five-alarm fire turned an-

cient India Wharf into a blazing inferno. It required the use of every piece of fire apparatus in the city before it was brought under control.

Tugs and harbor craft teamed up to fight the blaze, which caused an estimated damage of \$100,000. Although the fire was believed to have been checked in 92 minutes, it broke out again and continued burning for two days.

Meanwhile, shipping remains fair and is expected to keep that way as far as this port is concerned. We paid off the Salem Maritime, Archers Hope (Cities Service); Tagalam, Queenston Heights (Seatrade), and Alexandra (Carras), and signed them on all over again.

Ships in transit were the Arlyn (Bull); Topa Topa, in twice (Waterman), and Iberville and Chickasaw (Pan-Atlantic). We settled a beef over a broken refrigerator on the Queenston Heights, and finally jarred loose a new one from the company for the vessel.



Bayne

For our typical SIU man of the week this time, we have chosen Samuel E. Bayne, who is one of the charter members of the SIU and is waiting to ship out of the hall.

Brother Bayne shipped as steward on the SS Minotaur headed for Russia during the winter of 1942, and his ship proved to be one of the few lucky ones to get through to Archangel. Only eight vessels out of a 24-ship convoy finished the trip and, like the Minotaur, laid in Archangel for three and a half months while the port was being bombed continually.

Torpedoed First Trip

On returning to the States, the ship headed right out again and was torpedoed off the coast of South America. Bayne clung to a life raft for 12 hours before he was rescued, and has been sailing SIU ships as steward since then. He is especially grateful for the SIU Vacation and Welfare Plans which have helped give all Seafarers and their families security for the first time.

One final note, a sad one, is that we must report the death of brother James R. Frotton, who lost his life in a flash fire that took the lives of three others on March 6, in Wilmington, Mass. The Union sent a floral wreath to his services.

James Sheehan
Boston Port Agent

Philadelphia:

Union Will Fight Cuts In Hospitals

The recommendations of the Hoover Commission urging the closing of the US Public Health Service hospitals means that the SIU will have to go to bat again to fight this latest effort to cut the heart out of the Government's program of medical services to seamen.

The Seafarers in this branch are all set for another campaign to fight this "economy" proposal in which everyone involved in the maritime industry has a vital stake. As always, it is the policy of the SIU to fight any curtailment of medical services to seamen and we will do everything possible to keep the USPHS hospitals open.

Shipping Fair

Shipping has continued at a fair pace in this port, and even men coming in from other ports have managed to ship out in a few days. The outlook for the next two weeks is about the same, as we have the Stony Creek (American Tramp Shipping) scheduled for payoff as well as the usual Bull Line and Calmar ships that call here.

Payoffs during the last period included the Fort Hoskins (Cities Service), Alamar (Calmar), and Hilton and Carolyn (Bull). The Fort Hoskins and Alamar signed on again, and we also had eight in ships in transit.

These were the Trojan Trader (Trojan); Robin Kirk (Seas Shipping); Steel Executive (Isthmian); Suzanne (Bull); De Soto, Iberville (Pan-Atlantic), and Yaka and Topa Topa (Waterman).

The membership here received a full report on the new shipping procedures at the last meeting and discussed them in full. The feeling among the Seafarers here is that the SIU has solved a big problem and will continue strong.

A. S. Cardullo
Philadelphia Port Agent

Norfolk:

See Good Shipping In Port Continuing

The membership in this port is cheered by the way shipping continued to run at a good pace here during the last two weeks. The future looks good, too.

It's a welcome sign when this sort of thing happens for all concerned. In addition, the ships that were paying off or calling for men were not in the coal trade at all. They were carrying grain or general cargo from this port, and at least one of them was moving Government cargo to Spain. We hope to see more of this sort of activity in coming weeks.

Two payoffs are scheduled so far for this period. Meanwhile, during the past two weeks we handled four payoffs, the same number of sign-ons and six in-transits.

The-Bents Fort, Logans Fort and French Creek (Cities Service) and the Albion (Drytrans) all paid off and signed on again. Ships calling in transit were the Ines (Bull); Southstar (South Atlantic); Steel King (Isthmian); Yaka (Waterman), and Alcoa Partner and Pioneer (Alcoa).

Brothers in the marine hospital here are William C. Baldwin, Francis Boner, William H. Mason, Robert W. Miller and Joseph M. Cash, who recently became an out-patient and attended our meeting.

Ben Bees
Norfolk Port Agent

A & G SHIPPING RECORD

Shipping Figures February 23 to March 8

PORT	REG.			SHIP. DECK	SHIP. SHIPPED		
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.
Boston	20	12	5	6	12	9	
New York	105	106	119	42	55	57	
Philadelphia	24	21	23	19	18	11	
Baltimore	100	84	75	29	40	36	
Norfolk	21	16	10	33	23	20	
Savannah	9	9	7	7	7	4	
Tampa	9	7	6	6	3	6	
Mobile	56	46	57	36	38	29	
New Orleans	56	42	78	52	51	65	
Houston	82	61	52	62	49	39	
Seattle	27	18	11	32	23	19	
San Francisco	31	19	20	5	7	5	
Wilmington	9	5	8	8	4	5	
Totals	549	446	471	337	350	305	

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of March 17, 1955, and are subject to change without notice.

- England, New Zealand, South Africa: \$2.80 per pound sterling.
- Australia: \$2.24 per pound sterling.
- Belgium: 50 francs to the dollar.
- Denmark: 14.45 cents per krone.
- France: 350 francs to the dollar.
- Germany: 4.2 marks to the dollar.
- Holland: 3.7-3.8 guilders to the dollar.
- Italy: 624.9 lire to the dollar.
- Norway: 14 cents per krone.
- Portugal: 20.75 escudos to the dollar.
- Sweden: 19.33 cents per krona.
- India: 21 cents per rupee.
- Pakistan: 30.25 cents per rupee.
- Argentina: 14.2 pesos to the dollar.
- Brazil: 5.4 cents per cruzeiro.
- Uruguay: 32.63 cents per peso.
- Venezuela: 20.35 cents per bolivar.

PORT REPORTS

Mobile:

New Facilities Seen Ready Next Meeting

Completion of the Sea Chest store, recreational facilities and other comforts in the extension of our hall here is now expected by the next meeting. Meanwhile, any Seafarers in the area or who come into port are invited to drop around and see the way things are shaping up.

Shipping for the past two weeks was only fair and will likely be about the same for the next period since only two ships are due in for payoff, and only six more are expected in transit and coastwise. The vessels scheduled so far are the Monarch of the Sea, Claiborne (Waterman); Iberville, De Soto (Pan-Atlantic), and Alcoa's Corsair, Pilgrim, Patriot and Cavalier.

Payoffs during the last period were the Golden City, Monarch of the Sea, Claiborne (Waterman); Arizpa (Pan-Atlantic), and Alcoa's Patriot, Partner, Pennant, The Patriot, Partner, Golden City, Arizpa and Pennant signed on again.

In transits included the Steel Rover (Isthmian); Fort Hoskins (Cities Service); Marie Hamil (Bloomfield), and Chickasaw, Warrior and Antinous (Pan-Atlantic).

Elected as Seafarer of the week is brother Marble E. Nelson, who joined the SIU 14 years ago this month. Married, and the father of two children, he likes to hunt and fish during his spare time and also tells the world he has more job security with his Union membership than a banker has. Nelson has books in both the SIU and the SIU-affiliated Marine Allied Workers, and has been employed on tugs in the harbor for the last five years.

He keeps his deep-sea SIU book active along with the MAW book because he believes that the insurance benefits he derives as a Seafarer are worth the amount in dues he pays. He feels that the death benefit program is the best of the many welfare benefits available through the union right now.

Among the oldtimers on the beach here right at the moment are H. R. Scott, J. C. Dunlop, T. Tears, N. Gronberg, C. Merritt, L. B. Moore, H. Hanke, H. Hill, G. Gonzales and E. Garberson.

Cal Tanner
Mobile Port Agent

New York:

New Feeding Program Tried On More Ships

We are now putting the new steward department feeding program into effect on more of our contracted ships after trying it out successfully on various ships and runs. We have found that where the entire steward department really got together and tried to make the new plan work, it has been very successful, and not only the crews but the companies involved have been well satisfied.

In putting this "new look" feeding program into effect on all of the ships we will need the cooperation not only of the stewards but of the entire ship's crew, including the licensed personnel.

But once it is in operation and all hands have had some experience with it, we believe it will be

a benefit to all hands in improved service and feeding, and will also eliminate a lot of waste on the ships, always a big bone of contention.

Mooney In Charge

Eddie Mooney, who was elected an assistant secretary-treasurer to represent the steward department, has been given the responsibility of putting this plan into operation here at headquarters. Any suggestions or inquiries on this subject should be addressed to him here in New York.

We would like to get the comments and ideas of the membership on this subject, since it vitally concerns every man on the ship, and the steward department in particular.

Shipping has been on the slow bell for the past week with very few payoffs and not too much of a turnover on the ships in transit. Even the weather has been bad. Rain, sleet and snow combined with the slow shipping to make all hands wish they were on the beach down in the sunny south.

It has been so cold up here that when they opened the track at Lincoln Downs last week for the sport of kings, they had to furnish the jockeys and horses with anti-freeze to keep them moving. But I guess we are never satisfied—in a couple of months we will probably be wishing for a transfer to Alaska.

For the record, there were no major beefs on any of the ships paying off and signing on in the past two weeks. We paid off a total of 14 ships, signed seven on foreign articles and serviced 16 in vessels in transit.

Payoffs

The following were the ships paid off: Beatrice, Elizabeth (Bull); Royal Oak, Bradford Island, French Creek, Government Camp (Cities Service); Seatrains Savannah, Louisiana, New York (Seatrain); Steel King, Steel Artisan (Isthmian); Michael (Carras); Val Chem (Valentine), and John Kulukundis (Martis).

Signing on were the Robin Gray, Robin Tuxford (Seas Shipping); Gateway City, Maiden Creek (Waterman), and Steel Artisan, Steel Fabricator and Steel Executive (Isthmian).

Ships in transit were the Alcoa Runner, Alcoa Pointer (Alcoa); Republic (Trafalgar); De Soto, Iberville (Pan-Atlantic); Jean, Edith, Arlyn, Beatrice (Bull); Cantigny (Cities Service); Alamar, Calmar (Calmar), and Seatrains New Jersey, New York, Georgia and Texas (Seatrain).

Claude Simmons
Asst. Sec'y Treas.

Savannah:

Seafarers Aiding Retail Clerks' Beef

Shipping is barely fair for this port with only one payoff and sign-on in the past few weeks and half a dozen ships in transit. The future outlook can be called the same, although I reserve the right to withdraw that description at any time.

Our one payoff and sign-on was the Southstar which came in with about 40 hours disputed overtime. The OT was settled in favor of the crew. In addition, the company agreed to put a new washing machine aboard and install a ladder on the after topmast which will make matters safer for the deck department. Needless to say the crew left port in a happy frame of mind.

The other ships we had in here were the Seatrains Georgia and Louisiana (Seatrain), the Angelina (Bull), Robin Kirk (Seas), Steel Traveler (Isthmian) and Chiwawa (Cities Service).

The Retail Clerks Union in Savannah is still picketing the Yachum and Yachum Dry Goods Company and the boss is hurt bad, but refuses to bargain. Some of the brothers are lending a hand on the picketline, which is most welcome to the clerks.

Keeping us company here for the time being is Seafarer John Monteverde, one of the real oldtimers in the Savannah area. John is pleased with the way the Union is handling the hiring hall problem, which in his opinion, is one of the toughest beefs the SIU has faced.

John has been in some tough ones himself, one of the worst being the 39 months he spent in a German prisoner-of-war camp. Life

Put Number On Meeting Excuses

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

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

looks a lot better to him now though, especially with the SIU Welfare and vacation benefits to add to the good conditions out at sea.

SIU Skin-Divers

We also have Fred and Frank Boyne with us doing a bit of "skin diving" in these southern waters. Frank says he's going to try to lasso himself some giant turtles in the process. Other men in town now are Harry Galphin, Berry Tippins, Vince San Juan, Claude West, Sam Anderson, Geronimo Gapac, Marvin Forrester, Clyde Laseter, "Red" Kagelmacher and "Buddy" May, Jr.

Over at the marine hospital Tommy Moore has streamlined down to a mere 170 pounds after up over the 400 mark. He should be fit for duty any day now. Shipmates of Jimmie Littleton will be glad to know he is rounding into shape also. Others in the hospital are Carl "Tuscarora" Kumrow, Rufus L. Fields, Angelo Martins, A. D. Edenfield, Louis C. Miller, William A. Smith.

E. B. MacAuley
Hq. Representative

Seattle:

Port's Shipping Good; Crews Doing Fine Job

This port has been moving along very nicely in the past two weeks but we are sorry to say we expect a slowdown in the next two-week period. We shipped more men than we registered in the period covered by this report with the result that bookmembers could ship without difficulty.

Our payoffs were the Longview Victory (Victory Carriers) and Seacomet II (Ocean Carriers). We had no sign-ons but there were five in-transits, the J. B. Waterman and Azalea City (Waterman), and the Massmar, Marymar and Pennmar (Calmar).

We were happy to see that there were no beefs of any consequence on the in-transit ships. The crews aboard them are doing a real bang-up job in true SIU style.

We have the Cecil N. Bean coming in from the Far East for payoff in the next two-week period but that's all we have in sight for the immediate future.

In the local Public Health Service hospital are: S. Johannesen, V. Ming, G. Wanka, O. Rosenberg, W. Johnston, M. Candellieri and F. Rochon. These men look forward to visits or a line from old shipmates.

Jeff Gillette
Seattle Port Agent

Lake Charles:

Shipping, Registration Figures Break Even

Shipping took an upswing here during the past two weeks as we broke exactly even on men registered and shipped. Fifty-five of the boys came in, and the same number got jobs and headed out.

However, we still have enough men on hand for anything that might come up, so don't rush here expecting to get out in a hurry. Moreover, although we helped out Houston with a few men during the past two weeks, they have plenty of manpower on hand as of now for themselves.

The abundance of jobs in the past period was caused by the arrival of the Council Grove, Bradford Island, Bents Fort, Logans Fort, Chiwawa, Archers Hope, Winter Hill, Government Camp, Cantigny, and then the Bents Fort, Logans Fort, Chiwawa and Archers Hope all bounced back again. All these ships were Cities Service wagons.

In addition, we had the Val Chem (Valentine) over in Orange, Texas; the Republic (Trafalgar), in Port Neches and the Alexandra (Carras), in Port Arthur, also in that same big neighbor of ours over the state line.

At our last meeting, brother James "Blackie" Merrell, a deck department man, was chairman, and the job of recording secretary was handled by brother J. Mitchell, who is in the engine department. Both these brothers did a fine job during the lengthy meeting which took up over an hour due to the presentation and discussion of the new hiring hall set-up and shipping rules. All hands appear pleased with the latest improvements.

For our Seafarer of the week, we nominate Theodore "Ted" Weems, who joined the SIU during the Cities Service drive and helped swing this company into the SIU column.

This brother has a cow ranch somewhere in Alabama and he figures on retiring there some day and raising nothing but cows. Meanwhile, he's trying to build up a bundle sailing with the SIU to help him over the rough spots.

Leroy Clarke
Lake Charles Port Agent

Tampa:

SS Cuba Beefs Squared Away

Everything is in good shape in this port although shipping slowed up a little from the way it has been over the last few weeks.

But the coming two weeks should bring a couple of ships in here, including one from Mississippi.

We are keeping the SS Cuba (P&O) in line and she is now calling for very few, if any, replacements. A few beefs on her were squared away when we paid her off March 5.

There were no sign-ons in this port, but the in-transits included the following: Chiwawa, Archers Hope (Cities Service); Cuba (P&O); Antinous (twice), Chickasaw (Pan-Atlantic), and Gateway City, Golden City and Maiden Creek (Waterman).



Weems



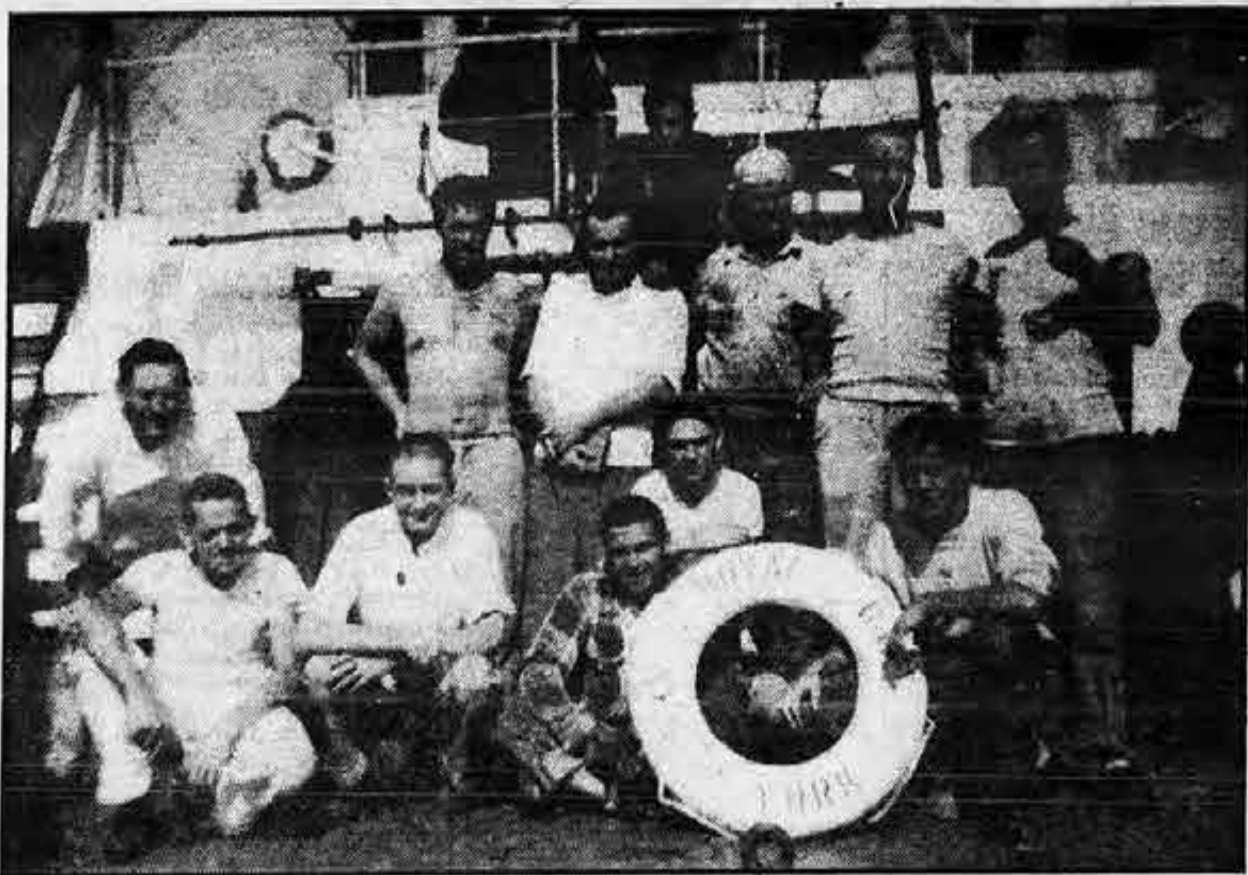
Nelson



Monteverde

SIU HALL DIRECTORY

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SAN FRANCISCO 450 Harrison St. Tom Bunning, agent Douglas 2-5475		SEATTLE 2505 1st Ave. Main 0290		ALPENA 133 W. Fletcher Phone: 1238W	
Marty Breithoff, West Coast Representative		WILMINGTON 505 Marine Ave. Terminal 4-3131		BUFFALO, NY 180 Main St. CLEVELAND..... 734 Lakeside Ave., NE Phone: Main 1-0147 Phone: Cleveland 7391	
PUERTA de TIERRA, PR. Pelayo 51-La 5 Sal Colls, Agent Phone 2-5998		NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600		DETROIT 1038 3rd St. Headquarters Phone: Woodward 1-5857	
SAVANNAH 3 Abercorn St. Jeff Morrison, Agent Phone 3-1729		CANADIAN District		DULUTH 531 W. Michigan St. Phone: Melrose 2-4110	
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JEFF Gillette, Agent Edna 4234		HALIFAX, N.S. 129 1/2 Hollis St. Phone: 3-2011			
TAMPA 1800-1811 N. Franklin St. Ray WBBB, Agent Phone 2-1233					



Aboard the Royal Oak are (kneeling, l-r) third cook Parker, MM Slim, OS Graham, an unidentified oiler and OS Spitale. Standing are (l-r) MM Giudny, oiler Williams, baker Spivey, AB Gillispie, fireman Williams and fireman White. At extreme rear is AB Crane. Photo was taken by AB Whitey. Crew is happy SIU gang all the way, ship's delegate Gillispie reports, and what's more, has solid cooperation from topside.

Royal Oak Has Happy SIU Crew

One happy SIU gang is the crew of the Cities Service tanker Royal Oak, according to ship's delegate G. B. (Tex) Gillispie.

This crew, Gillispie says, has always considered itself fortunate to have a good ship, good officers and a good skipper—Captain Priest—who "rates with the best and is always very cooperative in anything that comes up."

Like New Contract

Good Union representation has also been a strong factor with the men, Gillispie reports, and they are particularly happy over the retroactive pay a good number of them have coming.

"All of the men," Gillispie writes to the LOG, "want to give the officials a vote of thanks for a job well done in guiding the Union through a difficult period. They came through in fine SIU tradition in seeing to it that we continue to enjoy the very 'best in maritime.'"

With the crew and officers pulling together and the Union giving the men aboard their representation, the Royal Oak shapes up as a smooth-running efficient-working ship—just what the doctor ordered.

Quiz Corner

- What post did Franklin D. Roosevelt leave when he was elected President? Was he (a) Secretary of Commerce, (b) Governor of New York, (c) a US Senator, or (d) Mayor of Chicago?
- Five states in the US each contain two of the 20 largest cities in the country. Can you name three of the states and the cities involved?
- What animals are usually sheltered in a fold?
- One man bidding for a certain paint job, estimates he can complete it alone in 15 days. Another man says he can finish it in 10 days. How long would it take them to do it together?
- Over what Pacific volcano was the American flag raised in a dramatic episode of World War II?
- Where and what is the Gobi?
- How many sides has a polygon?
- Who, in a nursery song, "had a wife and couldn't keep her"?
- What is the capital of Northern Ireland?
- Rearrange lartanach to spell a word meaning quack.

(Quiz Answers On Page 17)

LOG-A-RHYTHM:

Soldiers Of Korea

Tom Finnegan and Don Rundblad

(Ed. note: Seafarers Rundblad and Finnegan both returned from Korea not so long ago after serving a hitch with Uncle Sam. Rundblad was awarded a Bronze Star during the Korean fighting.)

Just across the Pacific—
Korea is the spot—
We're doomed to serve overtime
In the land that God forgot.

Over here, with snakes and Reds,
Where a man is always blue,
Over here, in Nowhere,
A million miles from you.

We sweat, we freeze and shiver,
It's more than a man can stand,
We're not supposed to be convicts,
Just defenders of our land.

We're soldiers of the infantry
Earning our monthly pay,
Protecting people with millions
For two-and-a-half a day.

We're living with our memories,
Waiting to see our gals,
Hoping that while we're away
They haven't married our pals.

No one knows we're living,

No one gives a damn,
At home we are forgotten
Though we belong to Uncle Sam.

And when we get to Heaven,
St. Peter we will tell:

"We're soldiers of Korea
"And we spent our time in hell."

Just to keep things in the same vein, this is an ideal opportunity

Seafarers Meet, Greet The Navy



Phil's Arena Tavern, where Norfolk seamen gather for 10-cent beers, is the setting for this scene of harmony between the Navy and the merchant marine. Seafarers are Clarence Crowder (top left), Thuston Lewis (top right) and John Edwards (bottom right). Sailors are Harry Bush (top, center), Bill Watts (bottom left) and Bill De Bruyme.

OFF WATCH

This feature is designed to offer hints and information on hobbies, new products, developments, publications and the like which Seafarers may find helpful in spending their leisure-time hours, both ashore and aboard ship. Queries should be addressed to "Off Watch," SEAFARERS LOG, 875 Fourth Avenue, Brooklyn 32, NY.

Both nearly extinct, whooping cranes and musk oxen will be featured on two separate stamp issues to be put on sale for the first time in Ottawa on April 4 as part of Canada's National Wild Life Week program. Accordingly, both stamp collectors and wild life specialists will cheer the appearance of the new Canadian issues.

The stamps, a 5c blue showing two whooping cranes in flight and a 4c purple picturing the head of a musk ox, are being issued to call attention to efforts of Canadian as well as American conservationists to protect the scattered remnants of both species.

Only 21 of the birds are believed to be still-living. Each autumn they migrate south, spend the winter in Texas, and then return to some unknown area in Canada. In the same way, only a few small herds of musk oxen have survived the generations of hunters who almost completely wiped them out.

Seafarers who wish to obtain first-day cancellations of the stamps should send self-addressed covers to the Postmaster, Ottawa 2, Ontario, Canada, to arrive there prior to the first-day sale. Besides the cost of postage, collectors must include enough to pay the cost of the Ottawa department's cover service fee of five cents per cover. Checks or money orders should be made payable to the Receiver General of Canada and sent to the PM at Ottawa.

Just to keep things in the same vein, this is an ideal opportunity

to pass on an item for fishermen sent in by a Seafarer who noticed it in this month's "American Legion Magazine." He said he'd often had to cope with the problem of tangled lures and that the idea of using balsa wood to line the inside of the tray in a tackle box is a good one that others might also find useful.

The balsa wood, of course, serves like a pin-cushion to anchor the hooks on lures and flies and keeps them from fouling and catching your fingers every time you dig in for a piece of fishing gear. Balsa is light, soft and easily workable and helps keep the tackle box orderly.

Of special interest to Seafarers who enjoyed reading the 1951 non-fiction best-seller "The Sea Around Us," is the current release by the New American Library of a 35c Mentor edition of the same author's "Under the Sea Wind," first published in 1941. Both volumes by Rachel L. Carson deal with allied subjects. The older of the two is dedicated more to life on the shore, in the open sea, and at the sea bottom, however, than the "The Sea Around Us."

The success of that volume, which was first developed as a series of featured articles for a national magazine sparked the publication of a number of books about the sea and ships over the past four years and added greatly to the popularity of contemporary sea literature.

"Under the Sea Wind" deals with the ways of typical birds, fish and other marine creatures. Seafarers should find it entertaining reading.

Stamp collectors interested in US issues have now sampled three out of the four commemoratives announced last December as part of its 1955 program by the Post Office Department. The sole remaining item will bow in later this year for the centennial of the Soo Locks—"the world's busiest canal"—on the Great Lakes.

Meanwhile, of general interest to philatelists and to the public as well are the little-publicized plans of the PO Department to issue a 15c "certified mail" stamp this year. Like the service already offered by the more costly registered mail service, "certified mail" will provide a receipt for the sender, first from the office where the mail is deposited and then when the communication is actually delivered.

Will Get 'Normal Handling'

It will differ from registered mail in that the "certified" letter will get normal handling while in the custody of the postal service, instead of the extensive precautions taken in the case of registration. The new service will probably be utilized most heavily in legal communications, such as those between landlords and tenants, where everybody wants a receipt as evidence of sending the communication, but there's nothing of real monetary value enclosed.

The stamp, incidentally, will picture a heavily-burdened but smiling letter carrier. The date and place of issue have not been disclosed, the same as in the case of the stamp for the 100th anniversary of the Soo Locks. Details will be printed here when they are available.

Hard Luck Can't Keep Him Down

Seafarer James Hand is not the superstitious kind. And he doesn't believe a little run of hard luck puts the hex on a ship. That's why, although the ship he was on had her share of ill winds—including one that blew his way—Hand is back aboard her for another trip.

The veteran Seafarer, when he was at headquarters recently, told the LOG that his streak of hard luck occurred on Isthmian's Steel Fabricator, on which he signed last August on a 'round-the-world run.

Things went pretty placidly for the first couple of months, Hand said. But then, in October, while the ship was cruising along at reasonable speed in a calm sea off Java, the prop broke. The men had to wait three days until the ship could be towed into the drydock in Surabaya, and then they waited three weeks for a spare.

The return voyage, Hand said, was a rough trip and the crewmen continued to have a hard time. First the radio operator broke his leg and got a bad gash in his head. Then the carpenter broke his toe. When the ship finally hit Boston, the bosun had to get off with pneumonia. And, to top it all off, Hand himself fell in the messroom and injured his back.

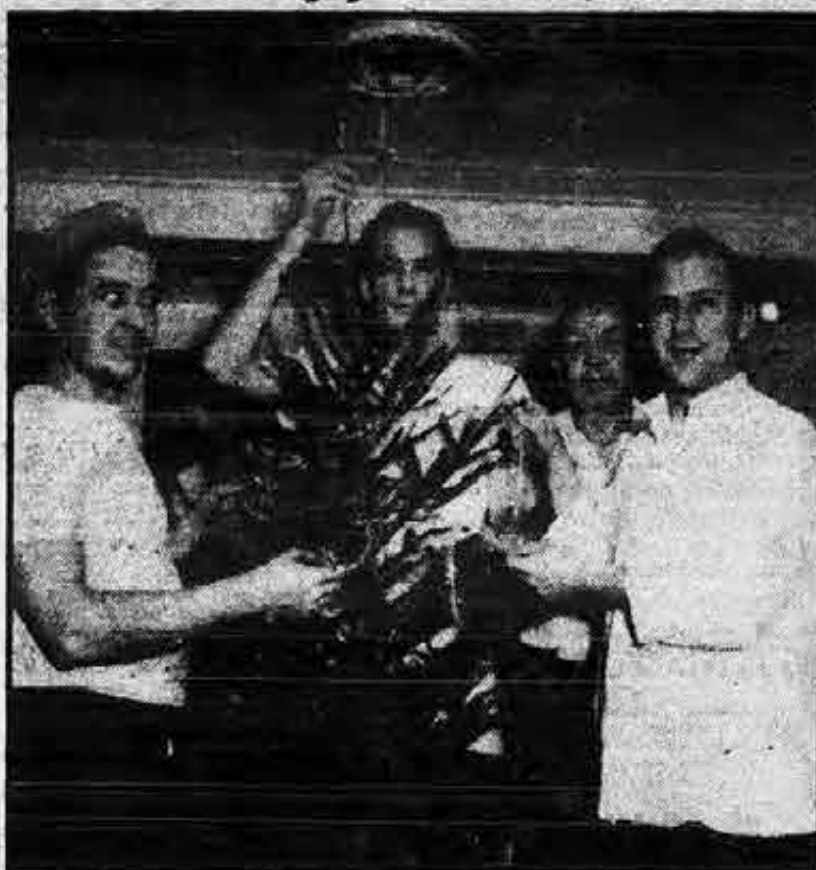
During the return trip, incidentally, the Steel Fabricator was delayed four days by another mishap, Hand reported. This occurred when the Liberian-flag tanker World Peace rammed a railway swing bridge at El Ferdan in the Suez Canal, causing a three-day jam in shipping at both ends of the vital waterway.

The Steel Fabricator was the first ship through the canal after this accident, Hand said, but this dubious distinction hardly compensated for the other mishaps which occurred.



Hand

SIU Crews Enjoy Christmas In France



Although they were unable to be at home with their friends and families, the crewmen of two SIU ships which were at La Pallice, France, at the time, enjoyed their Christmas with Christmas trees and all the trappings. At top, aboard the Lawrence Victory (Mississippi) are (l-r) ship's delegate Mike Rogalski (foreground), Bill Lynn, J. Fumero, W. Ruskowski and J. Mechour. Bottom, on the Southland (South Atlantic) are (l-r) B. W. Brinson, Ted Morrison, L. A. DeWitt and N. Z. Leggett. Both trees, with ornaments, were supplied by United Seamen's Service.

The SPORTS LINE

By Spike Marlin

It may come up snow and freezing weather in northern climes but the calendar says that the baseball season begins just four weeks from now. That means it's time to rate the contenders in the baseball winter book.

The American League can be dispensed with easily. Like last year the league shapes up again as a two-team affair with the Yankees' chances of a comeback based largely on Bob Turley and Don Larsen. Larsen, who won only three and lost 21 games last year should be a real sleeper. Anyway, he's bound to improve. The Yankees have a real headache at short but Jerry Coleman may surprise everybody by moving into that spot as a permanent tenant.

Cleveland's offensive gesture was the purchase of Ralph Kiner who is another slow-footed heavy in a basketful of the same. The Indians are aging surreptitiously in key spots and look not quite as strong as last year.

The rest? Kansas City (nee Philadelphia), Detroit, Baltimore, Washington can safely be disregarded. Chicago will make it a little interesting and Boston is a deep-toned dark horse with a new manager to boot.

The National League looks like a far more interesting horse race. The Giants do not figure to repeat, not because the club isn't strong but the competition is very tough. Brooklyn with a healthy Roy Cam-

panella must be rated more of a threat than last year. He is the key man whom the Dodgers simply cannot replace. Of course, Brooklyn has its usual pitching question marks.

If Milwaukee is going to make it, this should be the year. Bobby Thomson is supposedly in good health, giving the club the flexibility and extra strength it so badly needed in the outfield. Eddie Matthews will arrive this year or never. He's had all the press clippings and now is the time for him to produce. Milwaukee will never quite recover from the Antonelli trade but there are several strong young pitchers who have the potential to bust out. The Braves cannot count on one or two more big seasons from their ace, Warren Spahn, so they have to make their move now.

St. Louis showed awesome offensive power last year but their pitching was horribly manhandled. Still the club has the nucleus of a strong staff in Harvey Haddix and Brooks Lawrence. Lawrence came up in midseason and stood up to the League's hitters in real pro style. The Cardinals certainly have the potential to make it a four-team race.

That leaves Philadelphia, Cincinnati, Chicago and Pittsburgh to bring up the rear. The Phillies have stood pat and aren't improving with age. Along with the other clubs they don't figure for more than nuisance value to contenders.

GALLEY CLEANINGS

The LOG conducts 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 "liquid yeast."

Apparently well-fortified now with recipes for "vinegar pie" submitted by LOG readers (Nov. 26, Dec. 24, 1954) in answer to his request six months ago, Seafarer Jesse W. Puckett, steward, has dug down again into his bag of culinary tricks.

This time the veteran Seafarer offers a hint for bakers who may be running low on compressed yeast and can't get any right away. The thing to do, says Puckett, who has almost 40 years of seafaring behind him, is to make up a batch of liquid yeast to carry you over.

The basic recipe he offers can be increased 16 times with your last pound of compressed yeast, he adds.

Here's what you need: 4 medium



Puckett

size potatoes, 2 teaspoons salt, 3 tablespoons sugar, 1 dry yeast cake or 1 ounce of compressed yeast which has been mixed with 1/4 cup of lukewarm water.

First, pare and boil the potatoes in a quart of water. Then, mash the potatoes and add the salt, sugar and the water in which the potatoes were originally boiled. Cool, add the yeast, and pour the combination in a stone or glass jar. Let it stand covered in a warm place for three hours or more.

Keep Stirring

Each time the level rises to the top of the jar stir it down, and continue this until the yeast stops working. Now cover the liquid yeast and store it in a cool place.

Use 1/2 cup of liquid yeast in place of 1 ounce of compressed yeast thereafter. When there is only 1/2 cup of liquid left, prepare a new batch using the remaining liquid yeast in place of compressed yeast and follow the above recipe.

You can get good results by repeating the process this way for quite a while, according to Puckett. Then, next time you're in port, sock away a couple of yeast cakes for just such an emergency.

Seafarer Sam Says

ALLERGIC TO LONG TRIPS?



IF YOU TAKE A JOB ON A SHIP GOING FOR A LONG HAUL ON THE SHUTTLE RUN, STAY WITH HER UNTIL SHE COMES BACK TO THE STATES. QUITTING SHIP IN A FOREIGN PORT DEPRIVES YOUR BROTHER SEAFARERS OF A CONTRACTED JOB FOR THE DURATION OF THE TRIP.

Shipmate Is Shot



Vincent (Body) Call, deck steward on the Alcoa Clipper, got this shot of his shipmate, Norman T. Ragas, during a run to the Caribbean. Ragas is bartender on the Alcoa ship. It looks here like he was on a "busman's holiday" and was bidding for some service like he provided for the customers.

Speak Your Mind At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

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



Letters to the Log... ARE WELCOME!

... DIGEST of SHIPS' MEETINGS ...

ELIZABETH (Bull), January 11—Chairman, R. Barrett; Secretary, S. Carr. Motion made to have ship's delegate, departmental delegates and steward check on food being held over to be used again. Discussion on men taking tales topside. A crewmember was promoted from deck delegate to bosun and this was cleared at the San Juan hall and will be cleared through New York.

January 30—Chairman, Steve Carri; Secretary, none. Motion made and carried that a patrolman be asked to come aboard and check the food. The steward should spend more time in messrooms during meal hours.

SEATRAN LOUISIANA (Seatrains), January 23—Chairman, J. McCaslin; Secretary, W. Moye. Motion was made and carried to have fresh milk served three times daily as long as it is available. Ship's treasurer reported that one and a half cases of empty coke bottles are missing and asked crewmembers to be more careful and return same in future. A suggestion was made to purchase the 1954 bound volume of the LOG and the money for same will be taken from the ship's fund.

JEAN (Bull), January 16—Chairman, S. Fotis; Secretary, R. Sanderlin. Many repairs have not been taken care of. Fans will be installed as soon as possible. All books will be packed and sent ashore in New York. A vote of thanks was given to the steward department for a job well done.

SALEM MARITIME (Cities Service), January 29—Chairman, A. Gowder; Secretary, William. Ship's delegate reported that a radio of the proper size has not been purchased but delegate will buy one when possible. Ship's fund stands at \$65. Request made that port personnel not use crew passageways.



STEEL NAVIGATOR (Isthmian), January 9—Chairman, C. Scofield; Secretary, Joe Keames. Most of the repairs have been taken care of. Minor beefs reported in steward department. All hands were asked to take care of the library in keeping it orderly. Garbage should be placed in garbage cans and not on deck while ship is in port. Most of the brothers aboard feel the trouble with travelers' checks is in cashing same.

ALCOA PENNANT (Alcoa), February 4—Chairman, E. Kelly; Secretary, A. L. Danne. Discussion on baker's bread. Shore gang foreman will be contacted about installing bread cabinet in PO messroom. One crewmember paid off in Ponce to go into the hospital.

ALAMAR (Calmar), January 16—Chairman, J. Barnett; Secretary, J. McPhaul. All repair lists to be given to the ship's delegate for the arrival at Long Beach. A vote of thanks was given to the baker. Discussion on the messman service.

SEAMAR (Calmar), February 4—Chairman, J. Sharka; Secretary, J. Hough. Motion made and carried that the captain be contacted by the ship's delegate about having cook's foc'sle scalded and painted. If no action is taken this matter will be turned over to a patrolman. Writing desk will be installed in black gang's foc'sle. A vote of thanks given to the steward department for a job well done. Wringer on washing machine will be replaced.

MARORE (Ore), January 21—Chairman, L. Smith; Secretary, E. Harrison. Ship's library is on board and must be taken

care of. The steward was asked to put spoons, silverware and more cups out for night lunch. OS lost some articles of clothing due to the taking of seas and was advised to make a list of same and forward to New York office.

February 11—Chairman, B. Cuthrell; Secretary, E. Harrison. Motion made and carried to make sure all repairs are made before leaving port. Discussion on delayed sailing.

BENTS FORT (Cities Service), February 9—Chairman, W. Drew; Secretary, G. Sinkes. Ship's delegate tried to get more milk for trip. Motion made and carried that crew be properly dressed when in and around messhall. Crew should be aboard ship one hour before sailing time. Vote of thanks given to the 2nd cook and baker.

SOUTHLAND (South Atlantic), December 5—Chairman, R. Kitchens; Secretary, T. Brown. Steward reported that he is unable to get a better brand of washing powder, because, as the Savannah agent pointed out, the agreement states washing powders and not special brands. \$15 was spent on flowers for a recently departed brother, and \$95 remains in treasury. Crewmembers should return books to the recreation room when finished with same. One member asked everyone aboard to leave radio speaker in messroom turned on as man on stand-by receives orders from the bridge by this system.

STEEL RECORDER (Isthmian), February 11—Chairman, E. Carter; Secretary, W. Nichter. Engine room door in port passageway should be fixed as it slams. Motion made to see port captain in New York about cabs taking the men through the gate to the ship at the Isthmian docks.

CHICKASAW (Waterman), January 28—Chairman, E. Monahan; Secretary, G. Busiglio. The crew was thanked for their cooperation and good conduct on present voyage. Motion made that the ship's delegate register a beef in Mobile concerning inferior food stuffs. Discussion held on ship sanitation.

TRINITY (John Carras), January 30—Chairman, N. Hartman; Secretary, C. Bellamy. Special payoff meeting called. Patrolman informed the crew that if the overtime was good, checks would be mailed no later than Monday, January 24th. The crew was restricted to ship at a French port from 5 PM until 8 AM the following morning.

January 16—Chairman, J. Buzilewski; Secretary, J. Kouvardas. Number 2 lifeboat to be repaired. Icebox and galley will be cleaned and sougeed. Some disputed overtime reported.

No date—Chairman, C. Bellamy; Secretary, Reid. A beef came up between the captain and the chief pumpman when the captain claimed the pumpman did not know his job and that he had to go on deck every time the ship was discharging or taking on cargo. Members suggested that all the old poems in LOG be published in book form so that copies can be sent to relatives and friends who are interested in same.

ALEXANDER (Carras), December 12—Chairman, none; Secretary, W. Hand. A motion was made and carried that the outgoing ship's delegate set a vote of thanks for the good work he did.

December 27—Chairman, R. High; Secretary, P. Shanger. Ship's treasurer reported that the ship's fund is \$5.45 in debt. A suggestion was made that crewmembers donate \$1 at payoff. Delegates should get up a repair list for patrolman at payoff. A vote of thanks was given to the steward department for a fine Christmas dinner.

January 30—Chairman, V. Szymanski; Secretary, C. Blalack. Motion made and carried to have repairs for watertight doors and passage drains enforced by headquarters. Discussion on procedure for building ship's fund. Crew's radio

Report Lost Baggage Check

Seafarers who lose baggage checks for gear checked at any SIU baggage room should notify that particular hall right away so that no one can improperly claim the baggage with that check. Headquarters officials advise you to do this immediately to avoid loss of your gear and/or trouble claiming it later on. Make sure you notify the hall where the baggage was checked as soon as you find out you've lost the check.

needs repairing. Suggestion made by crewmembers that a collection be taken for the March of Dimes.

SEATIGER (Orion), January 10—Chairman, T. Bolton; Secretary, M. Collard. Definite action will be taken on drinking fountains on foc'sle deck. There has been a grave neglect of previous repair lists. Shortages on stores will be checked. Delegates will note overtime prior to payoff.

January 23—Chairman, W. Tkach; Secretary, M. Collard. Chief cook asked for a patrolman to come aboard and go over menus. Crewmembers are dissatisfied with food.

PAOLI (Cities Service), February 9—Chairman, J. Weber; Secretary, G. Libby. Motion made and carried that arrival pool be made up for radio. All proceeds will go to the March of Dimes. If the patrolman doesn't take the books in recreation room they will be turned over to the Merchant Seamen's Library in New York. Ship's delegate will see the patrolman about transportation for each man coming from different ports for signing on.



OCEAN NIMET (Maritime Overseas), February 4—Chairman, R. Frater; Secretary, S. Cieslak. Suggestion made that ship's delegate draw up a working schedule for recreation and laundry rooms. Bigger light bulbs should be put in messroom and recreation room. Ship's delegate elected.

ALCOA PLANTER (Alcoa), January 30—Chairman, T. Lyons; Secretary, W. Dodd. One man reported injured in Bremehaven. Nothing can be done about getting more hot water. A vote of thanks was given to the steward department for a wonderful job. Brother DeFerno thanked the crew for the flowers they sent to services for his deceased father. Patrolman will be informed about slop chest being better stocked.

IBERVILLE (Waterman), February 13—Chairman, V. Smith; Secretary, L. Kennedy. Discussion on painting of recreation room to be taken up with patrolman at payoff. Engine department head needs repairing. Ship's delegate resigned.

ROBIN KETTERING (Seas Shipping), January 16—Chairman, R. Whitley; Secretary, S. Korolla. Ship's delegate reported that everything is running smooth-

ly and thanked the crew for their cooperation on the past voyage. Total in ship's fund is \$12.55. Moving pictures will be held between 6:30 PM and 8:00 PM in the officer's mess. Chief cook would appreciate a writing desk in his room.

CHIWAHA (Cities Service), January 19—Chairman, A. Fricks; Secretary, E. Ray. Discussion on practices that are detrimental to the good and welfare of the crew as a whole. A suggestion was made that in the future when a man misses a vessel his personal papers be sent to the address he gives on the articles instead of the one that appears on the validated papers. The company seems to have neglected the repair sheets received in the past.

FAIRPORT (Waterman), January 1—Chairman, P. Ryan; Secretary, J. Easterling. Brother Lewis suggested that better menus with more of a variety be put out. Vote of thanks given to the cooks for well prepared food. Suggestion made to use part of the ship's fund to repair spare washing machine. Some of the ship's fund will be contributed to the March of Dimes at payoff.

VENORE (Ore), January 23—Chairman, J. Oliver; Secretary, R. Thels. Suggestion that water sample be turned over to the patrolman as it is still rusty.

COE VICTORY (Victory Carriers), February 3—Chairman, J. Gold; Secretary, D. Secher. More milk is needed in foreign ports. Something should be done about the spreads when the linen is issued for they have a peculiar smell.

OREMAR (Ore), January 9—Chairman, E. Barnhill; Secretary, W. Masterson. Plugged up shower drain in dayman's foc'sle needs to be opened. The steward should place more cups at coffee time. Repair list to be made up and turned in before the ship arrives in Baltimore.

January 28—Chairman, S. Thays; Secretary, E. Barnhill. Leaks in fireman's foc'sle will be repaired. Discussion on coffee mugs in night pantry to be brought back after using same. Repair lists will be made up and turned in to the ship's delegate.

February 4—Chairman, E. Barnhill; Secretary, R. Flitthen. Discussion on the washing machine. Leaks in fireman's foc'sle have not been fixed as yet.

KATHRYN (Bull), January 24—Chairman, J. Jones; Secretary, R. Adamson. Crewmembers were asked to try and keep the messhall clean at night. Some disputed overtime reported.

EDITH (Bull), February 4—Chairman, L. Cartwright; Secretary, F. Davis. Television set to be raffled off. Crewmembers will see if a new machine can be secured.

STEEL DIRECTOR (Isthmian), February 4—Chairman, A. Hanks; Secretary, A. G. Anopol. A new ship's delegate was elected, and he asked crewmembers for their cooperation. If there are any beefs in departments, brothers should settle them with their respective department delegates before bringing them to the attention of the ship's delegate. \$13.50 in the ship's fund and members would like to use same for reading material. A suggestion was made that crewmembers donate to the fund so there will be enough money to buy small things for the crew's benefit.

FRANCES (Bull), January 23—Chairman, W. Smith; Secretary, E. O'Rourke. A time clock has been obtained and will be attached to the washing machine as soon as chief engineer assigns electrician to do the job. Motion made and carried to turn over \$25 in ship's fund and the proceeds from a tarpaulin muster to the wiper left in hospital in San Juan. Suggested that chief mate see longshore boss on sanitary problem. Vote of thanks given to the steward department for food

and service. Request that a new icebox be put in crew pantry.

ALCOA PILGRIM (Alcoa), December 19—Chairman, J. Dixon; Secretary, W. J. Miles. Crew decided to turn the question of what is considered as first and second meat over to the patrolman. Discussion on cooperation between galley crew and topside messman.

ALCOA POLARIS (Alcoa), January 2—Chairman, J. Merton; Secretary, J. E. Hannon. All hands were asked to cooperate and keep the pantry cleaner at night, and to put all jellies and other types of food away. Delegates were asked to turn in a repair list to the steward.

ALCOA PEGASUS (Alcoa), October 17—Chairman, L. Phillips; Secretary, E. G. Kesey. Ship's delegate contacted the chief engineer about scuppers in galley and sougeeing black gang rooms. The boarding patrolman will be contacted about disputed overtime on delayed sailing from New York, and possibility of getting fresh milk where possible in foreign ports. One permitman aboard was given a vote of thanks for his fine baking and cooperation with all.

ANDREW JACKSON (Isthmian), January 5—Chairman, J. Repelkas; Secretary, A. Brodis. A vote of thanks goes to the steward department for excellent food served and fine service. Washing machine should be used during daytime only, and run for twenty minutes so as not to burn up the motor.



NEVA WEST (Bloomfield), December 13—Chairman, J. Riley; Secretary, J. Dolan. A new ship's delegate was elected and he said he will do the job to the best of his ability and all performers can expect to be turned in to the boarding patrolman. The new washing machine in the laundry is okay but the motor must be reversed as it unscrews the wringer while running.

SEATRAN LOUISIANA (Seatrains), December 27—Chairman, J. McCaslin; Secretary, G. Vinson. Forty cases of coke are in stock, and there is \$71.65 in the ship's fund. Suggestion made to get speaker in crew messhall repaired in Edgewater.

OREMAR (Ore), January 9—Chairman, E. Barnhill; Secretary, W. Masterson. The steward was asked to place more cups at coffee time, and the chairman suggested that the cups be placed in the night pantry after using same. Repair list to be made up and turned in before ship arrives in Baltimore.

STEEL MAKER (Isthmian), November 5—Chairman, S. Fauks; Secretary, O. Sears. All departments will take turns in cleaning laundry room. Discussion on travelers' checks.

November 21—Chairman, A. Pappas; Secretary, E. Hanks. Ship's delegate requested that all beefs be taken care of in the proper manner, and that is through the delegates. Coats can be obtained through steward.

December 22—Chairman, S. Hanks; Secretary, O. Sears. Motion made to disregard captain's letter and have overtime taken care of in New York. Linen will be checked for replacement.

MOBILIAN (Waterman), December 27—Chairman, J. Stringfellow; Secretary, C. Crabtree. Delegate will see the captain (Continued on page 17)

Cartoon History Of The SIU

West Coast Organizing

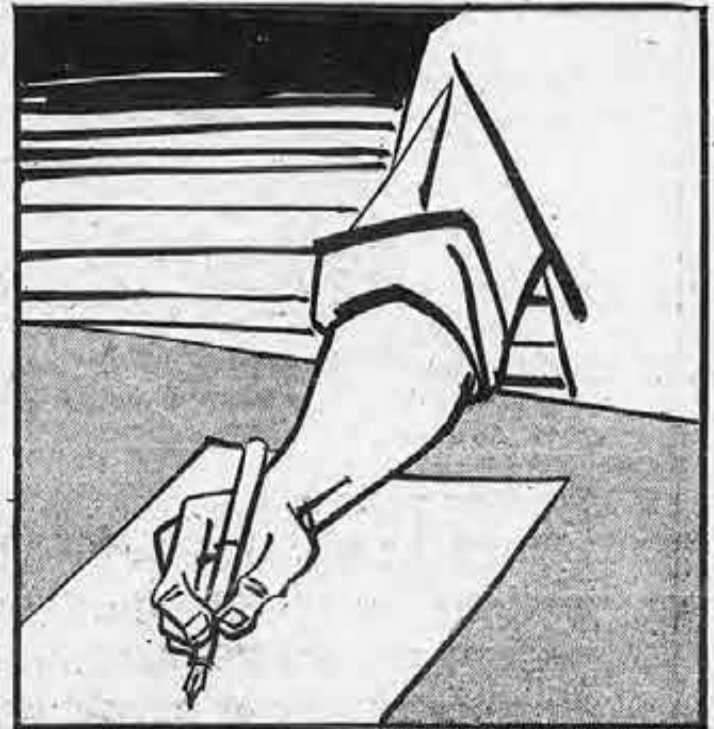
No. 85



Late in 1950, amid continued Communist exploitation of steward department men on West Coast ships, a major drive was launched to enroll the cooks and stewards under the banner of the SIU of North America. Earlier, the Marine Cooks & Stewards had been ousted from the CIO for CP-domination.



Spearheaded by the SIU-affiliated Sailors Union of the Pacific, the campaign gained immediate support from the West Coast cooks and stewards. They recognized that an SIUNA charter would guarantee them control of their own affairs plus the backing of thousands of seamen like themselves in one union.



In January, 1951, a major East Coast union attempted to capitalize on the tangled West Coast situation, but its campaign completely failed to get off the ground. The cooks and stewards feared being swallowed up by the other union and instead continued to sign up with the SUP.

... DIGEST of SHIPS' MEETINGS ...

(Continued from page 16)

and chief mate again about the cleaning of quarters. Motion made and carried that all members write to their Senators and Congressmen in protest of the action that the Coast Guard is trying to pass concerning physical examination of all merchant seamen.

BENTS FORT (Cities Service), January 7—Chairman, B. Jackson; Secretary, R. Hammond. Ship's delegate reported that any men performing will be reported to the patrolman. Motion made and carried that headquarters take up the question of the coffee and soap powder put aboard this ship. \$20.15 reported in the ship's fund.

EMILIA (Bull), January 2—Chairman, L. Guellnitz; Secretary, C. Kavanagh. Motion made and carried that screen doors be installed on main deck passage-way entrance instead of present closed type. Ship's delegate instructed the deck department to represent the deck department only and let him take care of ship's business. One man missed ship at San Juan.

QUEENSTON HEIGHTS (Seatraine), January 1—Chairman, S. Cieslak; Secretary, K. Goldman. General discussion on bad menus that have been put out for last few days, especially on the holidays. Steward has promised to work closer with the cooks.

ROYAL OAK (Cities Service), January 7—Chairman, T. Jones; Secretary, J. Wilson. Suggestion made to see the patrolman about mattresses, and to find out last time the ship was fumigated. One man missed ship in Staten Island.

BARBARA FRIETCHIE (Liberty), January 4—Chairman, G. Sull; Secretary, A. Thorne. Motion made and carried that all delegates talk to the port steward about getting a better grade of food and more of a variety. Card players were asked to be more careful with cigarettes and not burn the tables. Domestic water tanks will be cleaned.

SEATRIN GEORGIA (Seatraine), December 19—Chairman, J. Long; Secretary, T. Bowers. Everything running smoothly. Cash in ship's fund \$38.03. A new ship's delegate was elected. Two brothers got off and said they hated to leave as good a bunch as was of this ship.

January 16—Chairman, J. Long; Secretary, F. Johnson. Christmas card was sent to Paul Hall and staff at headquarters. Coast Guard profiling system discussed, and all brothers were urged to send letter or telegram to members of Congress whose names appear in the LOG story.

MANHATO VICTORY (Victory Carriers), October 3—Chairman, J. Flanagan; Secretary, A. Jones. There should be less noise in the recreation room when men off watch are sleeping. A vote of thanks was given by the crew to the steward department.

October 24—Chairman, R. Coote; Secretary, A. Jones.

MONEY DUE

The following men can collect unclaimed wages from voyages on National Shipping Authority vessels operated by the Alcoa Steamship Co., Inc., by writing to the Paymaster, Alcoa Steamship Co., Inc., 17 Battery Place, NY 4, NY:

- Spyrion Athanassios; Dillard Adeock; Duncan L. Armstrong; Jean Auger; Victor M. Alcaraz; Edward Blackmon; John Barron; Edward J. Boynton; William A. Brewer; John S. Bragg; Napoleon A. Blanchard; Cecil E. Bennett; As Chan Chu; Joaquin De Carvalho.
- Pat G. Dougherty; Carlos De Leon; Nicholas Fedys; Vincenzo Formisano; Han L. Fook; John R. Floyd; John Galia; Matthew Gichenke; John O. Godfrey; Ioannis S. Gerontopoulos; F. Goose; Thad W. Hinson, Jr.; Edwin S. Harriman; Herbert H. Hutchings; John T. Hawley.
- Winston C. Jackson, Jr.; Hakan H. Jansen; Edward J. Kochanowski; Ioannis Konstantakis; Vincent S. Kuhl; Robert K. Lee; Adam Le Maine, Jr.; Roland E. Lomax; Andrew C. Luley; Harry C. Lloyd; Michael Marcandolis; Thomas O. Melton; Ezeb Manuel; Edward R. Meeh; James A. McWhinney; Albert N.-North.
- Charles Palmer; Purvis S. Parker; Leo Rhodes; Doren L. Redmond; James P. Russell; Anthony R. Reardon; Eugene L. Stark; Daniel A. Santos; Wm. C. Spivey; Ferdynand Szoblik; Wong M. Sing; Lee A. Seh; Charles J. Sweet; Wilton A. Thompson; Wilmer R. Wilkins; Leslie West; Robert Wilson, Jr.; W. R. Whitehurst; Constantine Zeppas.

Quiz Answers

- (1) (b) Governor of New York.
- (2) California (Los Angeles, San Francisco); Missouri (Kansas City, St. Louis); New York (Buffalo, New York); Ohio (Cincinnati, Cleveland); Pennsylvania (Philadelphia, Pittsburgh).
- (3) Sheep.
- (4) Six days.
- (5) Mt. Suribachi on Iwo Jima.
- (6) The great desert in Mongolia.
- (7) Many! A polygon is a figure which has more than four angles and sides.
- (8) Peter Piper.
- (9) Belfast.
- (10) Charlantan.

tery, A. Jones. Report was sent to headquarters in regard to the galley stove. General discussion on food and menus. Crew asked for a different brand of soap powder for the next trip. A new washing machine requested as present one is in bad condition. Ship's delegate will take care of a new library for the next voyage.

November 7—Chairman, R. Coote; Secretary, A. Friend. Coffee urn and washing machine were repaired. Discussion on new mattresses and they will continue to come aboard six at a time until all the old ones have been replaced.

December 11—Chairman, A. Friend; Secretary, A. Jones. A letter will be sent to headquarters requesting that the three patrolman who paid off the vessel last voyage be dispatched to pay off the vessel this time as they understand the problems that arise aboard this ship. Lengthy discussion on the problem of the steward taking news of ship's minutes to captain and bringing captain misinformation. All departments asked for less noise in the passageways.

MASMAR (Calmar), January 10—Chairman, Arthur Kaval; Secretary, Guy Walter. Motion made and carried to have soap put aboard as per agreement and not Octagon soap. Discussion on food in general. Deck department was reminded that all hands should be on hand for shifting. Allotments being sent out on the tenth.

MADAKET (Waterman), December 12—Chairman, W. Busch; Secretary, B. Rucker. Ship's delegate reported everything going along very well. Talk in general.

January 2—Chairman, Schmidt; Secretary, Busch. Ship's delegate gave a talk on cleanliness of messroom. Water fountain will be repaired. Vote of thanks given to the steward department for a fine job. The crew thanked the electrician for running the movies.

ROBIN TUXFORD (Robin), December 4—Chairman, J. Levin; Secretary, J. Meyers. The work of the night cook and baker is definitely not up to par. The steward was asked to provide better night lunches for the crew.

SEATRIN TEXAS (Seatraine), January 23—Chairman, J. Allen; Secretary, Sir Charles. Discussion on a crewmember missing ship. \$75.45 reported in the ship's fund.

HURRICANE (Waterman), December 28—Chairman, J. Burke; Secretary, W. Smith. Ship has just been reactivated out of lay-up in Mobile. Motion made and carried to speak to the patrolman at payoff about getting chairs for the crew's fo'c'sles. All hands were asked to return

PERSONALS

James McGuffey
Call Valley 4492 as soon as possible or write your wife at 1916 Stephen Girard, New Orleans, La.

Roland Parady
Please contact your mother. Write Mrs. Mary David, 115 Austin Street, Worcester, Mass.

Jerry McCarthy
Please write as soon as you can. Tim McCarthy, SS Fairland, c/o Waterman Steamship Corp., C. F. Sharpe & Co., Inc., No. 7, Nihon Odovi, Makakui, Yokohama, Japan.

Timothy F. Griffin
Get in touch with your sister right away. Urgent.

Al Kirklis
I will leave your storm gear at the baggage room at SIU headquarters. Blaine Boxwell.

Bill Gonzales
Your gear is in the baggage room at SIU headquarters. The check has been left in the mail-room in an envelope addressed to you. Van Whitney.

Niel Abernathy
Please contact Red Braunstein at the Wilmington SIU hall.

Puzzle Answer

GRAB SIU STOW
OAHU URN ERSE
PROMISES TALS
SAY PASHA NOT
PIN ILES
GRILL SPIFFED
RISE MAS AERO
SATANIC STRAP
ATOM ROE
ANN WIPER LOG
NOBS CAPETOWN
TRUK EVE ELLA
EELS DEL MAST

coffee cups when finished with same. A vote of thanks was given to the steward department for a fine Christmas dinner. Ship's delegate explained to new crewmembers the purpose of standing one minute of silence at every meeting.

ALCOA RANGER (Alcoa), January 14—Chairman, S. Scott; Secretary, J. Pursell. Discussion on repair list and excess drinking, which will be dealt with more harshly in the future. One member paid off by mutual consent in Trinidad.

STEEL SCIENTIST (Shimizu), December 15—Chairman, R. Hunt; Secretary, J. Fitzgerald. Ship's delegate reported that everything is running SIU-style. Department delegates volunteered to decorate the crew mess for the Christmas holidays. There is \$20 left in the ship's fund. Crewmembers were asked to return all chairs to the messhall when finished with same.

GREECE VICTORY (South Atlantic), no date—Chairman, E. Westlake; Secretary, F. Timmons. Steward was asked to obtain more of a variety in vegetables as well as fresh fruit in season and a greater variety of fish and shrimp. Motion made and carried to send a letter to headquarters concerning this matter. Ship's delegate will see the captain about painting fo'c'sles and getting standby buzzer installed in crew's messroom.

LIBERTY FLAG (Dover), January 9—Chairman, C. McMullen; Secretary, E. Hill. The captain stated there was to be no American money issued or travelers checks. All hands were asked to cooperate in connection with painting of rooms, moving gear, etc.

CUBORE (Ore), January 23—Chairman, R. Fouz; Secretary, O. Guerrero. A vote of thanks was given to the steward department for the good meals served during the holidays and during the entire trip. Porthole windchutes will be ordered for all unlicensed personnel's fo'c'sles. All hands were asked to keep the washing machine and the deck of laundry room clean after using same.

EVELYN (Bull), December 26—Chairman, W. Aycock; Secretary, T. Moller. A special vote of thanks was given to the steward and the cooks for a swell Christmas dinner. The entire crew appreciated the extra work and effort that made this possible.

ALAWAI (Waterman), January 23—Chairman, E. Ray; Secretary, E. King. Several beefs reported regarding slop-

chest as there is no heavy gear or pants to fit crew. Crewmembers were asked to be quiet in the passageways. A vote of thanks was extended to the Bay Supply Company of Coos Bay, Oregon, for magazines and books they sent aboard ship.

MARY ADAMS (Bloomfield), November 14—Chairman, A. Bjornssen; Secretary, B. May. Thanks given to the deck engineer for the work he did to make the washing machine secure against heavy seas. Discussion on the letter sent aboard ship to ship's delegate. Steward asked for first choice of meats on menus.

EVELYN (Bull), January 26—Chairman, W. Aycock; Secretary, J. Warmack. Repair lists should be made up regularly. Discussion on the washing machine. Beef about dirty cups and saucers left in the pantry, and the steward promised to straighten same out with the pantryman.

CITRUS PACKER (Waterman), December 19—Chairman, H. Hanker; Secretary, M. Sedgeway. Motion made and carried for the ship's delegate to contact a patrolman in California about getting a new washing machine. Discussion on keeping the messhall and pantry clean.

GREECE VICTORY (South Atlantic), January 5—Chairman, E. Westlake; Secretary, F. Timmons. Repair list has been made out and copies were given to the chief engineer and the captain. All quarters need painting. A vote of thanks was given to the steward department for well-prepared meals. Motion made and carried to have patrolman contact captain about changing bus schedule within US Naval Base in Leonard, as many of the crewmembers missed the 8:30 bus and had to wait hours for the next one.

HURRICANE (Waterman), January 30—Chairman, J. Longfellow; Secretary, W. Smith. Motion made and carried to rotate department in keeping the laundry and recreation rooms clean. Discussion about trying to get American money or travelers checks for draws in foreign ports. A vote of thanks was given by the steward department to the 4 to 8 watch for cleaning up the messroom each morning.

ORION COMET (Oil Carriers), January 16—Chairman, S. Koehn; Secretary, I. Weisbrof. Menus have been poor lately. Crewmembers were asked to keep the washing machine clean. Someone will be elected to buy magazines out of ship's fund.

AZALEA CITY (Waterman), January 11—Chairman, C. Johnson; Secretary, J. Hannay. A repair list was made up and it will be handed to the patrolman. Everything is in order aboard ship.

ALCOA ROAMER (Alcoa), January 31—Chairman, J. Wallace; Secretary, L. Moore. Motion made and carried to mail a repair list to the New York agent, as repairs have not been taken care of. Brother member gave a talk on men refusing overtime and lying in bed when asked to work.

BETHCOASTER (Ore), January 25—Chairman, F. Parsons; Secretary, M. Burns. Several beefs have been brought up and will have to be placed in the hands of the patrolman. Fans should be fixed before the coming warm weather. Crewmembers were asked to put cups in pantry and keep the messhall cleaner, especially at night.

LONGVIEW VICTORY (Victory Carriers), January 16—Chairman, N. Kirk; Secretary, Al Keenen. Ship's delegate elected. Motor on washing machine needs repairing, and this should be taken care of in Japan. Suggestion made that passageway main deck be painted and delegate will see the captain about same. A vote of thanks was given to the steward department for the fine food prepared as well as the service.

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BENTS FORT (Cities Service), January 27—Chairman, D. Williams; Secretary, L. Melanson. Discussion on Union welfare benefits. Tom Collins was elected ship's delegate and will get in touch with headquarters for a library and a patrolman for payoff.

composed of Joseph Algina and Claude Simmons for the Union, with Lindsey Williams and Cal Tanner as alternates. For the companies, representatives are Max Harrison, Waterman Steamship Company, and Roland C. (Chap) Chappelaine, Seatrain, with Charles Logan, Mississippi, and H. (Randy) Schilling, Alcoa, as alternates. It is expected that the panel will operate smoothly and efficiently inasmuch as almost all of the Union and shipowner representatives are currently trustees of either the Seafarers Welfare Plan or the Seafarers Vacation Plan, and are totally familiar with problems common to both sides.

In effecting the Union's role in the new program Keith Terpe, SIU Director of Organizing, has been assigned to work as coordinator in establishing the seniority rules and regulations in the branches maintained by the Union throughout the District.

The drafting, negotiating and establishing of the new seniority procedure culminates many months of work, and in view of the many legalities involved, attorneys for various steamship companies participated, as did Seymour W. Miller, General Counsel for the SIU. Also a participant in the meetings was Morris Weisberger, east coast representative of the SUP, who represented Harry Lundeberg, president of the SIU of NA. Weisberger served with the committee in addition to keeping the International and President Lundeberg advised at all times during drafting of the new agreement, a policy agreed to earlier to cover all matters affecting the hiring hall.

In order to provide facilities for the registration of class C men, an additional shipping area has already been set up for them on the Union's property in New York. They will have access to registration and shipping, as well as full information on these subjects in the manner prescribed in the agreement. This additional shipping area will, as a matter of fact, simplify the administrative job required by the new agreement.

Seafarers are being assigned their new classifications as of now in headquarters when they come in to register.

Appeals Board

A Seafarers Appeals Board, representing the Union and the companies, has been established to handle all grievances arising under the hiring provisions and to formulate rules necessary to carry out the terms and principles of the hiring arrangement.

The Seafarers Appeals Board is

SIU Membership Adopts Seniority Hiring Set-Up

(Continued from page 3)

ratings will receive far greater job security than ever before. Class B men are subject to the 60-day rule. In other words, they are entitled to one round trip or 60 days on SIU ships, whichever is longer.

Class C men are entitled to ship if there are no class A or B men available for a given job for eight consecutive job calls. As men with too little or without experience on SIU-contracted ships they have no seniority and occupy the bottom rung of the seniority ladder. They, too, like class B men, are subject to the 60-day rule and have to ship 90 days a calendar year to maintain their status.

Furuseth School

Class C men who attend the Andrew Furuseth training school and receive a training certificate accordingly will be given preference in employment over others in class C. The shipowners agree that the Furuseth school will have official status for this purpose.

The hiring system also provides for advancing from one class to another. A class B man can get an A rating after eight years in his class. A class C man can advance to class B in two years if he qualifies.

The hiring provisions are subject to renegotiation by either party upon seven days' notice.

In negotiating this new hiring agreement, the Union and the operators also extended the existing SIU agreement for two years until September 30, 1957. The contract, however, can be reopened by the Union at any time for changes in wages and other monetary provisions.

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ing fo'c'sles and getting standby buzzer installed in crew's messroom.

LIBERTY FLAG (Dover), January 9—Chairman, C. McMullen; Secretary, E. Hill. The captain stated there was to be no American money issued or travelers checks. All hands were asked to cooperate in connection with painting of rooms, moving gear, etc.

CUBORE (Ore), January 23—Chairman, R. Fouz; Secretary, O. Guerrero. A vote of thanks was given to the steward department for the good meals served during the holidays and during the entire trip. Porthole windchutes will be ordered for all unlicensed personnel's fo'c'sles. All hands were asked to keep the washing machine and the deck of laundry room clean after using same.

EVELYN (Bull), December 26—Chairman, W. Aycock; Secretary, T. Moller. A special vote of thanks was given to the steward and the cooks for a swell Christmas dinner. The entire crew appreciated the extra work and effort that made this possible.

ALAWAI (Waterman), January 23—Chairman, E. Ray; Secretary, E. King. Several beefs reported regarding slop-

chest as there is no heavy gear or pants to fit crew. Crewmembers were asked to be quiet in the passageways. A vote of thanks was extended to the Bay Supply Company of Coos Bay, Oregon, for magazines and books they sent aboard ship.

MARY ADAMS (Bloomfield), November 14—Chairman, A. Bjornssen; Secretary, B. May. Thanks given to the deck engineer for the work he did to make the washing machine secure against heavy seas. Discussion on the letter sent aboard ship to ship's delegate. Steward asked for first choice of meats on menus.

EVELYN (Bull), January 26—Chairman, W. Aycock; Secretary, J. Warmack. Repair lists should be made up regularly. Discussion on the washing machine. Beef about dirty cups and saucers left in the pantry, and the steward promised to straighten same out with the pantryman.

CITRUS PACKER (Waterman), December 19—Chairman, H. Hanker; Secretary, M. Sedgeway. Motion made and carried for the ship's delegate to contact a patrolman in California about getting a new washing machine. Discussion on keeping the messhall and pantry clean.

GREECE VICTORY (South Atlantic), January 5—Chairman, E. Westlake; Secretary, F. Timmons. Repair list has been made out and copies were given to the chief engineer and the captain. All quarters need painting. A vote of thanks was given to the steward department for well-prepared meals. Motion made and carried to have patrolman contact captain about changing bus schedule within US Naval Base in Leonard, as many of the crewmembers missed the 8:30 bus and had to wait hours for the next one.

HURRICANE (Waterman), January 30—Chairman, J. Longfellow; Secretary, W. Smith. Motion made and carried to rotate department in keeping the laundry and recreation rooms clean. Discussion about trying to get American money or travelers checks for draws in foreign ports. A vote of thanks was given by the steward department to the 4 to 8 watch for cleaning up the messroom each morning.

ORION COMET (Oil Carriers), January 16—Chairman, S. Koehn; Secretary, I. Weisbrof. Menus have been poor lately. Crewmembers were asked to keep the washing machine clean. Someone will be elected to buy magazines out of ship's fund.

AZALEA CITY (Waterman), January 11—Chairman, C. Johnson; Secretary, J. Hannay. A repair list was made up and it will be handed to the patrolman. Everything is in order aboard ship.

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Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn 32, NY

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

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CITY ZONE STATE

Signed

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ADDRESS
CITY ZONE STATE

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:

Vito Lopez, Jr., born November 22, 1954. Parents, Mr. and Mrs. Vito Lopez, Los Angeles, Calif.

Frederick Landron, born January 31, 1955. Parents, Mr. and Mrs. Jesus Landron, Bronx, NY.

Anita Karen Piraino, born October 19, 1954. Parents, Mr. and Mrs. George Piraino, Holly Ridge, Miss.

Joan Crawford, born January 17, 1955. Parents, Mr. and Mrs. James Crawford, Mobile, Ala.

Frederick Allen Pehler, Jr., born February 1, 1955. Parents, Mr. and Mrs. Frederick Pehler, Mobile, Ala.

Lloyd Burnell Warning, born December 13, 1954. Parents, Mr. and Mrs. Milton B. Warning, Silas, Ala.

Gary Haymes Jackson, born September 13, 1954. Parents, Mr. and Mrs. Clifton H. Jackson, Baltimore, Md.

Kevin Barry Smith, born January 25, 1955. Parents, Mr. and Mrs. Raymond Smith, Paulsboro, NJ.

Joseph John Jernigan, born January 28, 1955. Parents, Mr. and Mrs. Partha Jernigan, Hollis, LI, NY.

Randolph Ogden Bolling, born January 27, 1955. Parents, Mr. and Mrs. William Bolling, Opelousas, La.

Vincent Pizzitolo, Jr., born January 7, 1955. Parents, Mr. and Mrs. Vincent Pizzitolo, New Orleans, La.

Linda Sweat, born January 24, 1955. Parents, Mr. and Mrs. James W. Sweat, Savannah, Ga.

Carolyn Grace Simmons, born February 4, 1955. Parents, Mr. and Mrs. Claude Simmons, Brooklyn, NY.

Marcella Kolbeck, born December 31, 1954. Parents, Mr. and Mrs. Chester Kolbeck, Brooklyn, NY.

Richard John Kaust, born January 31, 1955. Parents, Mr. and Mrs. Casmier Kaust, NY, NY.

Tom Roland Danzey, Jr., born January 13, 1955. Parents, Mr. and Mrs. Tom R. Danzey, Chickasaw, Ala.

Richard Brown, Jr., born February 1, 1955. Parents, Mr. and Mrs. Richard Brown, Brooklyn, Md.

James Sullivan Holley, born January 26, 1955. Parents, Mr. and Mrs. John H. Holley, Jr., Whistler, Ala.

Kenneth Peter Olsen, born January 28, 1955. Parents, Mr. and Mrs. Jack Olsen, NY, NY.

David James Fruge, born February 7, 1955. Parents, Mr. and Mrs. Joseph Fruge, Mamou, La.

Bart William Beye, born February 7, 1955. Parents, Mr. and Mrs. Jan Jacob Beye, Jr., Union City, NJ.

Mark Joseph Grbac, born January 30, 1955. Parents, Mr. and Mrs. Joseph Grbac, Baltimore, Md.

Manuel Garcia, born January 6, 1955. Parents, Mr. and Mrs. Armando Garcia, Brooklyn, NY.

Ellen Marie Porter, born February 12, 1955. Parents, Mr. and Mrs. William Porter, Philadelphia, Pa.

Thomas Timothy Cornick, born January 29, 1955. Parents, Mr. and Mrs. Thomas Cornick, Levittown, Pa.

James Lewis Smith III, born February 16, 1955. Parents, Mr. and Mrs. James Lewis Smith, Mobile, Ala.

Theress Ann Lyngstad, born February 6, 1955. Parents, Mr. and Mrs. Kjell O. Lyngstad, Mobile, Ala.

Rebecca McNulty, born February 4, 1955. Parents, Mr. and Mrs. Bowman P. McNulty, Mobile, Ala.

Deborah E. Sullivan, born September 2, 1954. Parents, Mr. and Mrs. Roland Sullivan, Fairhope, Ala.

David Earl Kennedy, born January 26, 1955. Parents, Mr. and Mrs. William E. Kennedy, Eight Mile, Ala.

Victoria Yvonne Gutierrez, born November 16, 1954. Parents, Mr. and Mrs. Frank Gutierrez, Galveston, Texas.

Sylvia Louise Mouton, born February 1, 1955. Parents, Mr. and Mrs. Joseph Nathan Mouton, Galveston, Texas.

Bruce Michael Crawford, born January 15, 1955. Parents, Mr. and Mrs. Charles Crawford, New Orleans, La.

Anthony Sturba, born January 25, 1955. Parents, Mr. and Mrs. Ranie J. Sturba, Morgantown, W. Va.

Robert Banister, Jr., born January 31, 1955. Parents, Mr. and Mrs. Robert Banister, New Orleans, La.

Patrick Glenn Ward, born January 4, 1955. Parents, Mr. and Mrs. Henry M. Ward, Port Arthur, Texas.

Linda Ann Wells, born February 5, 1955. Parents, Mr. and Mrs. Hugh F. Wells, Jr., Kenner, La.

Victor Miorana, born January

28, 1955. Parents, Mr. and Mrs. John J. Miorana, Chalmette, La.

Sharon Elaine Applewhite, born February 7, 1955. Parents, Mr. and Mrs. Thomas Applewhite, Jr., Washington, DC.

Betty Ann Hancock, born February 8, 1955. Parents, Mr. and Mrs. Isaac Perry Hancock, Henderson, NC.

Mary Lou Smith, born December 17, 1954. Parents, Mr. and Mrs. John F. Smith, Covington, La.

Sandra Torres, born November 8, 1954. Parents, Mr. and Mrs. Leonardo Torres, NY, NY.

Philip Johnny Miranda Punte, born January 21, 1955. Parents, Mr. and Mrs. Philip P. Miranda, Ponce, PR.

Emily Cortes, born February 8, 1955. Parents, Mr. and Mrs. Enrique Cortes, NY, NY.

Harold Roger Zurn, Jr., born January 24, 1955. Parents, Mr. and Mrs. Harold R. Zurn, Baltimore, Md.

Thad Michael Thompson, born December 1, 1954. Parents, Mr. and Mrs. Clem Thompson, Mooresville, NC.

Barry Lamar Kitchens, born February 18, 1955. Parents, Mr. and Mrs. Weldon L. Kitchens, Mobile, Ala.

Kathy Ann Stokes, born January 18, 1955. Parents, Mr. and Mrs. Wilton Stokes, Prichard, Ala.

Anola Lynn Thompson, born January 5, 1955. Parents, Mr. and Mrs. William R. Thompson, Columbus, Miss.

Martha Viola Torp, born February 4, 1955. Parents, Mr. and Mrs. Arlin K. Torp, Mobile, Ala.

Van Alan Saxon, born January 22, 1955. Parents, Mr. and Mrs. Joseph D. Saxon, Mobile, Ala.

Christina Nadal, born January 21, 1955. Parents, Mr. and Mrs. Francisco Nadal, NY, NY.

Evelyn Leonoe Treuil, born January 7, 1955. Parents, Mr. and Mrs. Clifton Treuil, Port Allen, La.

Eloiza Pescador, born January 28, 1955. Parents, Mr. and Mrs. Jose Pescador, Bronx, NY.

Stephen Smith, born January 2, 1955. Parents, Mr. and Mrs. George Smith, Brooklyn, NY.

Shella Elizabeth Royston, born February 14, 1955. Parents, Mr. and Mrs. Julian Royston, Royston, Ga.

Helen Marie Gladhill, born January 30, 1955. Parents, Mr. and Mrs. Charles Gladhill, Effiecott City, Md.

Linda Gayle Hathorne, born February 3, 1955. Parents, Mr. and Mrs. Arnold E. Hathorne, New Orleans, La.

Debora Ann Alexander, born February 23, 1955. Parents, Mr. and Mrs. Nick Alexander, Jr., Texas City, Texas.

Judith Ann Bonefont, born January 4, 1955. Parents, Mr. and Mrs. Juan Bonefont, NY, NY.

Dominic Ann Hall, born December 15, 1954. Parents, Mr. and Mrs. Joseph Hall, Mobile, Ala.

Old Seetime Still Counts Toward Early Citizenship

Alien seamen who served on US ships before September 23, 1950, and have since obtained residence visas can still count that old seetime towards their five year residence requirement. However, this provision of the act will expire September 23, 1955, so that only a limited number of aliens can make use of it.

This provision should not be confused with the old five year seetime rule. That rule expired last year, and allowed a non-resident alien to get citizenship on the basis of five years' time on American ships before September 30, 1950.

The way the existing provision works is as follows: An alien who served two years on American ships before September 23, 1950, got a visa later on and then spent three years as a resident alien, either ashore or aboard US ships, has fulfilled his five year residence requirement. Otherwise, his five year residence would begin from the time he got his residence visa.

Continue His Time

In other words, any alien who has seetime before 1950 can combine that seetime with his time as a resident alien to make up the five years. It does not matter how far back that seetime goes as long

as it was on American-flag ships. Time spent on US ships as a non-resident alien after September 23, 1950, does not count.

One Seafarer who recently won his full citizenship on that basis is Edward Mikkelson. He had almost three years' seetime on US ships up to the September 23, 1950 date. In February 2, 1952, he got his entry visa with the help of SIU Welfare Services which secured the necessary letters of recommendation for him from various shipping companies. The three years' old seetime plus the time spent at sea and ashore since he got his visa qualified him for naturalization.

Mikkelson warns, however, that some Immigration officers are not too familiar with this particular phase of the law. "I had quite a time convincing the man I was dealing with that such a provision existed," he said.

Otherwise, Mikkelson pointed out, he would have had to wait until February, 1957, before he would have been able to get his citizenship.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS	
REPORT ON BENEFITS PAID	
From 2-11-55 To 3-11-55	
No. Seafarers Receiving Benefits this Period	1166
Average Benefits Paid Each Seafarer	65.30
Total Benefits Paid this Period	76,137.99
WELFARE, VACATION BENEFITS PAID THIS PERIOD	
Hospital Benefits	7445.00
Death Benefits	5127.85
Disability Benefits	3000.00
Maternity Benefits	12,300.00
Vacation Benefits	47455.14
Total	76,137.99
WELFARE, VACATION BENEFITS PAID PREVIOUSLY	
Hospital Benefits Paid Since July 1, 1950*	442,270.50
Death Benefits Paid Since July 1, 1950*	117,760.70
Disability Benefits Paid Since May 1, 1952*	23,720.00
Maternity Benefits Paid Since April 1, 1952*	350,800.00
Vacation Benefits Paid Since Feb. 11, 1952*	4,472,540.85
Total	4,491,131.05
* Data Benefits Based	
WELFARE, VACATION PLAN ASSETS	
Cash on Hand	478,100.90
Vacation Welfare	454,750.07
Estimated Accounts Receivable	131,283.45
US Government Bonds (Welfare)	119,760.00
Real Estate (Welfare)	172,694.88
Other Assets - Training Ship (Welfare)	217,154.53
TOTAL ASSETS	3,491,063.23
COMMENT:	
The college entrance examination board has announced that the next 1954-1955 series of tests are to be taken on May 21, 1955. Of the 33 applicants who have applied, 14 have taken the examination and their grades are in. The remaining 19 applicants are in process of completion and should be available for the Scholarship Committee at the June 25 meeting, providing all applicants qualify.	
Submitted 3-14-55	Al Kerr, Assistant Administrator



MEET YOUR OLD SHIPMATES AT THE SUE'S OWN

Port O'Call

AT THE UNION HALL
4TH AVE AND 20TH ST.
IN BROOKLYN. SWAP
YARNS AND WATCH
THE FIGHTS ON TV.
NEW LOW PRICES
AND YOU'RE ALWAYS
WELCOME HERE AT
YOUR OWN PLACE.
OWNED AND OPERATED
BY THE SEAFARERS
INT'L UNION-AEG-AFL

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



It seems that every year the seaman is the target of a drive to dump his medical benefits through the Public Health Service. Seafarers in and out of the hospitals helped put the skids under this plan last time. But there is no question that there are influential people who want to take away the seaman's benefits. The way to stop this is to reach out for a pen and some paper and let your Congressman hear from you. It would be a pretty good idea if the wife and other people in the family did the same.

One of the brothers who is grateful for the fact that there is a Public Health Service hospital to turn to in time of need is Theodore Larsen, who was carpenter aboard the Arlyn (Bull Line). Larsen got some foreign matter in his eye which he couldn't get out, so the hospital is treating him for the condition. William Neef, who was in a couple of months back for an eye-muscle operation is back in for further treatment. It seems that the muscle didn't stay in place the way it was supposed to.



Larsen

Seafarer Theodore Gerber is laid up at Staten Island with a broken leg suffered in a shipboard accident. He was OS on the Seatrain Texas when the accident took place and had to go in for treatment on March 7. The doctors are performing a bone graft operation on him. Brother John Cook, AB on the Seamar, went in for minor surgery on March 2. A cut arm he got on the Iberville put Robert Grant, chief cook, out of action. He came into the hospital March 9. Aaron Sasser, wiper on the Gulfwater, had a finger broken when one of the engineers closed a door on his hand and will be out of circulation for a while.

Estell Godfrey, who has been laid up for a long time with a broken hip, is moving around pretty well now with the help of his brace and crutches.

It was good to see that Brother Hussein Ahmed was discharged from the hospital after having his leg amputated. He is getting around pretty good now and was glad to get out. Also discharged recently was Warren Smith.

Don't forget brothers when you do get discharged from the hospital go up to the hall and register with the dispatcher, even though you may not be fit for duty as yet. By registering right away you get credit for your hospital time on your shipping card, up to 30 days, but if you delay you lose that special consideration that's given to hospitalized Seafarers.

Seafarers In Hospitals

- USPHS HOSPITAL BALTIMORE, MD.**
 - Felipe Aponte
 - Ernest Atkins
 - Benjamin Balcer
 - G. Bassler
 - Eyrd O. Buzbee
 - William Carey
 - Victor B. Cooper
 - James R. Dayton
 - Leo A. Dwyer
 - Arthur J. Faulkner
 - Louis Firle
 - Gorman T. Glaze
 - George E. Godwin
 - Roy M. Hawes
 - S. A. Holden
 - Charles Henschke
 - Edward Huitzenga
 - Norman T. Jackson
 - Melvin H. Jones
 - Okol J. Jones
 - R. M. Kirkwood
 - James Lewis
 - Robert Littleton
 - Robert G. McKnew
 - Edmund H. Marsh
 - Thomas Munjo
 - Stephen Musco
 - George Olive
 - D. G. Robinson
 - Robert W. Seales
 - John R. Schultz
 - W. C. Simmons
 - Robert Smith
 - R. H. Solheim
 - George A. Williams
 - Robert J. Wiseman
 - N. Hatgimistios
- USPHS HOSPITAL BOSTON, MASS.**
 - Frank Alasavich
 - Alfred A. Hancock
- CITY HOSPITAL MOBILE, ALA.**
 - Arthur Henderson
- USPHS HOSPITAL SAVANNAH, GA.**
 - Alexander P. Copa
 - Allen D. Edenfield
 - Rufus L. Fields
 - Carl F. Kumrow
 - Jimmie Littleton
 - Angelo J. Martins
- USPHS HOSPITAL DETROIT, MICH.**
 - Tim Burke
- USPHS HOSPITAL MEMPHIS, TENN.**
 - Charles Burton
- USPHS HOSPITAL FORTH WORTH, TEXAS**
 - B. F. Deiber
 - Virgil L. Harding
 - Jose Santiago
- USPHS HOSPITAL LEXINGTON, KY.**
 - George O. Chaudlon
- VA HOSPITAL OTEENANC**
 - Leonard J. Frank
- SAILOR'S SNUG HARBOR STATEN ISLAND, NY**
 - Joseph Koslusk
 - R. R. Shaynick
- HANEMANN HOSPITAL SAN FRANCISCO, CALIF.**
 - Oscar J. Adams
 - Hussen Ahmed
 - Virgil S. Bowman
 - Matthew Eurisa
 - Joseph Felton
 - Angelo P. Ferrie
 - C. E. Filkins
 - Gerald Fitzjames
 - Henry Franklin
 - Estell Godfrey
 - J. A. Golder
 - Fred Hauser
 - G. E. Herrmann
 - Timothy R. Holt
 - James E. Lauer
 - Ludwig Kristiansen
 - Serafin G. Lopez
 - Joha McKarek
 - Antonio S. Martin
 - Abdul G. Mohamed
 - G. H. Robinson
 - Jose Rodriguez
 - Jose Rodriguez
 - Matti Rouskallio
 - Anthony Sciarro
 - Antonio Schiavone
 - Victor Shavroff
 - Henrich Starling
 - Carl Sundquist
 - Christian Voss
- USPHS HOSPITAL STATEN ISLAND, NY**
 - Oscar J. Adams
 - Hussen Ahmed
 - Virgil S. Bowman
 - Matthew Eurisa
 - Joseph Felton
 - Angelo P. Ferrie
 - C. E. Filkins
 - Gerald Fitzjames
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 - Jose Rodriguez
 - Jose Rodriguez
 - Matti Rouskallio
 - Anthony Sciarro
 - Antonio Schiavone
 - Victor Shavroff
 - Henrich Starling
 - Carl Sundquist
 - Christian Voss
- USPHS HOSPITAL NEW ORLEANS, LA.**
 - Salvatore Manciano
 - P. B. Bommarito
 - Charles E. Brady
 - Lyles D. Brunson
 - Adie Coleman
 - Salem Cope
 - Glen M. Curl
 - John Doyle
 - Hal R. Ellis Jr.
 - Fred R. England
 - Henry L. Falgout
 - Leo Fontenot
 - Alfredo Garcia
 - William Grimes
 - E. T. Hardeaman
 - Eugene V. Hayden
 - Frank Johnson
 - Konstant N. Kain
 - E. G. Knapp
 - Leo H. Lang
 - Thomas E. Maynes
 - Lionel B. Miller
 - Alfonso Olaguibel
 - Herman F. Ostberg
 - Kenyon Parks
 - R. A. Ratcliff
 - M. J. Rodriguez
 - J. E. Rounsavall
 - David H. Rucker
 - Joachim D. Saik
 - Benjamin C. Seal
 - Henry S. Sosa
 - G. J. St. Germain
 - James W. Sumpter
 - Charles L. Terry
 - Lonnie R. Tickle
 - Marion C. Vester
 - Dick Visser
 - Billie C. Ward
 - James E. Ward
 - Paul J. Wilkinson
 - Edward L. Woods
 - David A. Wright
- CHARITY HOSPITAL NEW ORLEANS, LA.**
 - George W. Books
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
 - Chester Anderson
 - G. J. Fletcher
 - Clyde L. Knab
 - Robert Lambert
 - Clarence J. Lund
 - C. McBrien
 - C. J. Neumaier
 - Frank S. Paylor
 - Joseph Perreira
 - William L. Williams
 - S. L. Woodruff
 - P. S. Yonson
- USPHS HOSPITAL NORFOLK, VA.**
 - W. C. Baldwin
 - Francis J. Boner
 - Walter Butterton
 - Joseph M. Cash
- USPHS HOSPITAL MANHATTAN BEACH, NY**
 - Fortunato Baccamo
 - Frank W. Bemrick
 - Claude F. Blanks
 - Robert L. Booker
 - Joseph G. Carr
 - Jar Chong
 - Walter W. Denley
 - John J. Driscoll
 - Bart E. Guranick
 - Talb Hassen
 - Thomas Laeken
 - John W. Keenan
 - Ludwig Kristiansen
 - Frederick Landry
 - James J. Lawlor
 - Kaarel Leetmaa
 - James R. Lewis
 - Arthur Lomas
 - Francis F. Lynch
 - Joseph D. McGraw
 - A. McGuigan
 - Vic Milazzo
 - Melvon O. Moore
 - Eugene T. Nelson
 - Joseph Newbauer
 - D. F. Ruggiano
 - Wade H. Sexton
 - G. E. Shumaker
 - E. R. Smallwood
 - Henry E. Smith
 - Renato A. Villata
 - Virgil E. Wilmoth
 - Chee K. Zai
- USPHS HOSPITAL GALVESTON, TEXAS**
 - Fred Fall
 - Benjamin F. Grice
 - George Litchfield
 - Reinaldo L. Montes
 - Andrew Noronha
 - Samuel B. Setliff
 - Louis B. Thomas
 - William G. Trice
 - John T. Watt
 - James A. Winget
- USPHS HOSPITAL SEATTLE, WASH.**
 - Michele Candelieri
 - J. Heidt
 - Sverre Johannessen
 - W. A. Johnston
 - Foster J. Rochon
 - William J. Rose
 - Olav W. Rosenberg
 - George J. Wanka
- USPHS HOSPITAL NEW ORLEANS, LA.**
 - Salvatore Manciano
 - P. B. Bommarito
 - Charles E. Brady
 - Lyles D. Brunson
 - Adie Coleman
 - Salem Cope
 - Glen M. Curl
 - John Doyle
 - Hal R. Ellis Jr.
 - Fred R. England
 - Henry L. Falgout
 - Leo Fontenot
 - Alfredo Garcia
 - William Grimes
 - E. T. Hardeaman
 - Eugene V. Hayden
 - Frank Johnson
 - Konstant N. Kain
 - E. G. Knapp
 - Leo H. Lang
 - Thomas E. Maynes
 - Lionel B. Miller
 - Alfonso Olaguibel
 - Herman F. Ostberg
 - Kenyon Parks
 - R. A. Ratcliff
 - M. J. Rodriguez
 - J. E. Rounsavall
 - David H. Rucker
 - Joachim D. Saik
 - Benjamin C. Seal
 - Henry S. Sosa
 - G. J. St. Germain
 - James W. Sumpter
 - Charles L. Terry
 - Lonnie R. Tickle
 - Marion C. Vester
 - Dick Visser
 - Billie C. Ward
 - James E. Ward
 - Paul J. Wilkinson
 - Edward L. Woods
 - David A. Wright

Tax Dep't A Pushover—Sometimes

What to do when you are supporting four parents. Claim exemption on all four of them! Which is exactly what one Seafarer did when he learned through the Union that he was entitled to do so.

Not all the tax problems that Seafarers bring to Welfare Services are as odd as the above example. But in any case, Seafarers who have tax headaches with Uncle Sam, and there are many of them because of the nature of the seagoing profession, can get proper professional advice through the Union office.

The case of the four parents is simple enough when you boil it down. The Seafarer's parents had divorced and both remarried. Since both parents were elderly as were their spouses, the Seafarer wound up with a father, mother, stepfather and stepmother all of whom required his support.

He had been deducting just for his natural parents and was pleased

to learn that he was entitled to an extra \$1,200 for the step-parents as well.

In a similar but less complicated case a Seafarer had been the sole support of a widowed mother. But because she was receiving small monthly payments from Social Security he was under the impression he could not claim her as a dependent.

File Amended Return

He was informed that he could do so, and what's more, could file an amended return for three years back to get back the extra taxes he had paid because of his error in neglecting to claim another deduction.

Then there were a couple of interesting cases involving New York State's income tax. A Seafarer who was a non-resident alien got a letter from the state tax department claiming back taxes for several years on the grounds that he was a "resident" of New York. He came to the Union with his problem and a letter was sent to the State tax department on his behalf. The letter offered to pay New York State taxes if the tax department could arrange for him to be a citizen of New York. Nothing more was heard from the tax people on the subject.

Another Seafarer, this one a citizen, had been working on the SS Florida on the Miami-Havana run for a period of over four years. During all that time he had been on articles. Nevertheless, the New York State tax department requested him to file a delinquency return for a period of three years. When he was able to show that he was on the Florida continually for the entire period, the tax department dropped the claim.

Failed To File

A more recent case involved a Seafarer who had neglected to file returns for the past five years as the result of an honest error. The Seafarer had his home in a southern state but shipped mostly out of New York. His withholding tax forms had been sent back home and he assumed, incorrectly, that the family was filing for him. Actually, this cannot be done as the tax returns have to be filed by the individual involved.

Once he learned of the error, he hotfooted up to the Union where he was told to file as well as to send in an affidavit explaining the circumstances and offering pay-

ment of back taxes plus interest. It is believed this will be acceptable to tax authorities. Otherwise, he would be liable for heavy penalties of between five and 25 percent for each month's delinquency, plus six percent interest.

If anything, he had a rather large refund coming to him probably will wind up with additional cash from Uncle Sam.

Other problems peculiar to Seafarers involve wives and families living overseas. In these cases, the wife is deductible but dependent children are not. If a Seafarer himself claims residence in a foreign country for the tax year he does not have to pay US taxes. Or if he is working in a foreign country on a long sign-on and spends 17 out of 18 months out of the States, he does not have to pay US income taxes.

3-Mile Taxfree

Non-resident aliens shipping out of the US have an entirely different problem. They have to pay tax on time spent in US territorial waters, but not on earnings outside the three-mile limit. Nor are they entitled to any of the deductions which residents have except for the \$600 personal deduction. The shipping company has to supply them with two separate earning statements accordingly.

The complications of US tax laws are so involved as to go on and on endlessly. Seafarers who have any questions in mind as to whether they are following the correct procedure would do well to check up before the April 15 tax deadline.

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:

John Kosmas, 48: Brother Kosmas died of a heart attack aboard the SS Eugenie on February 7, 1955. Burial took place at sea. Brother Kosmas joined the Union in 1951 in San Francisco and had been sailing in the steward department. He is survived by his wife, Margaret Kosmas of San Francisco, California.

Stork's 2nd Visit To Guidry Family



Albert Raymond Guidry, Jr., joins big sister Martha, 2, in Guidry family portrait. Both children, of course, were greeted by a \$200 SIU maternity benefit plus \$25 US defense bond.

Allan G. Brown, 31: On January 10, 1955, Brother Brown died of a heart ailment aboard the SS Bloemfontein. Burial took place at Oak Grove Cemetery in Hyanis, Mass. Joining the Union in 1943 in Boston, Brother Brown had been sailing in the deck department. He is survived by his mother, Mrs. Anna W. Brown of Hyanis, Mass.

How To Get Disabled Pay

Any totally disabled* Seafarer, regardless of age, who has been employed for seven years on SIU-contracted ships is eligible for the \$25 weekly disability benefit for as long as he is unable to work. Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Avenue, Brooklyn 32, NY.



"... Barataria Bay was the hideout of most pirate operations. From there the goods were floated to New Orleans for sale."

The 'Gentleman Pirate' —Louisiana's Jean Laffite

Among the ranks of famous pirates, Louisiana's own Jean Laffite surely ranks as the number one "gentleman." He was also one of the best diplomats and most successful organizers the piracy business has known.

Unlike the traditional picture of a pirate, Laffite made nobody walk the plank, carried no knives in his teeth and probably died peacefully in bed. As a matter of fact he would no doubt be a bit hurt to have himself described as a common garden-variety pirate. He was simply a businessman who found it more convenient to operate without bothering about little things like customs duties, laws, and ownership of merchandise.

Versatile Operation

At one time or another in his career he was a US marshal, a Mexican federal official, a Spanish intelligence agent, a leader of auxiliary troops for the US Army, a slave trader, a smuggler, a pirate and a commander of pirate enterprises. Sometimes he was several of these things at one and the same time.

Nobody is quite certain where Laffite came from, or where he went after he dropped out of sight in 1821. Apparently he was a native of France. Nor can anybody explain why he spelled his name differently than any one of the Louisiana Lafittes. (Despite what Waterman Steamship Company has on the bow of its C-2 of the same name, the pirate spelled it with two "f's.")

Louisiana Pirate Base

In any case, the Laffites, Jean and his older brother Pierre, came into prominence sometime after the US bought Louisiana Territory from France in 1803. At that time the Louisiana coast was a favorite base for pirates who preyed on Spanish ships in the Gulf of Mexico. Barataria Bay was the hideout of most pirate operations. From there the pirates unloaded

stolen cargo onto pirogues and took their goods on back-country streams and bayous to New Orleans where they were offered for sale.

For a while the Laffite brothers were in the employ of the US Government as marshals whose assignments were to capture smugglers. A short stay on the side of virtue convinced the brothers that there was no percentage in working for a meager Government salary. They switched sides and entered the more profitable smuggling operation.

Apparently the brothers had a genius for business organization because in 1811 the pirates of Barataria Bay asked them to take leadership over their operations. A business combine was formed with Jean Laffite at the head, replacing the independent ventures that had existed before.

Became French Ships

Among the first things Laffite did was to have the ships legally accredited to the French flag. Foreign-flag transfers were easily done those days, too. That took the stigma of piracy off his operations since France was at war with Spain and the French could raid Spanish commerce legally. Of course, the little problem of smuggling still remained. But Laffite's operations were seldom disturbed since he had connections with prominent local New Orleans merchants who were only too glad to take his merchandise off his hands in short order and dispose of it. Within a year though, compli-

easily evaded this by using different routes through the trackless bayous.

Finally, the exasperated government got out a warrant for Laffite's arrest, and he was picked up while strolling down a busy New Orleans street one day. He didn't stay in jail very long. Bail was arranged, and Laffite escaped further penalties by simply jumping bail.

Slave Auction

In 1814 Laffite got so brazen that he openly advertised a sale and slave auction. A group of armed men headed by a revenue officer was dispatched to prevent the sale and arrest the ringleaders. The small force was far too feeble to contend with Laffite's men. One man was killed and two others wounded before the fight was over. The rest were bought off and told to go home and behave like good boys.

At about the same time Laffite's brother Pierre was picked up and held without bail in New Orleans. But the war drums were beginning to beat louder as a British force prepared to invade the delta and capture New Orleans. Knowing of Laffite's reputation and his knowledge of the bayous, the British sent an emissary to him who offered him the rank of captain and \$30,000 in cash, a tremendous sum in those days, if he would bring himself and his pirates into British service.

However, instead of selling out to the British, Laffite sent word to New Orleans of the impending British attack on the city. The next day his brother "escaped" from jail. It was a fair enough transaction as far as all were concerned. Perhaps if Pierre Laffite had been free at the time, Jean would have reacted differently to the British offer.

Ships Seized

In any case, Laffite's valuable information didn't stop the authorities from cracking down on him. A large expedition was sent out to destroy his fleet and seize his base. Laffite realized it would be disastrous to attempt open warfare with the Government. All of his vessels in port were seized and all his men fell prisoner while he and his brother went in hiding.

By December, 1814, the city of New Orleans was in critical danger as British forces took control of the waters of Lake Borgne. All able-bodied men were pardoned

and enrolled in General Andrew Jackson's defense forces.

Subsequently, the pirates played an important role in the Battle of New Orleans and the defeat of the British, for it was their devastating and accurate fire that destroyed the British artillery and softened up British troops.

As a result of the pirates' exploits, the Laffite brothers were granted full pardons by President James Madison. For a while they continued living in New Orleans, attempting to regain their ships and property that had been seized by the authorities. They were unable to do so and were forced into bankruptcy.

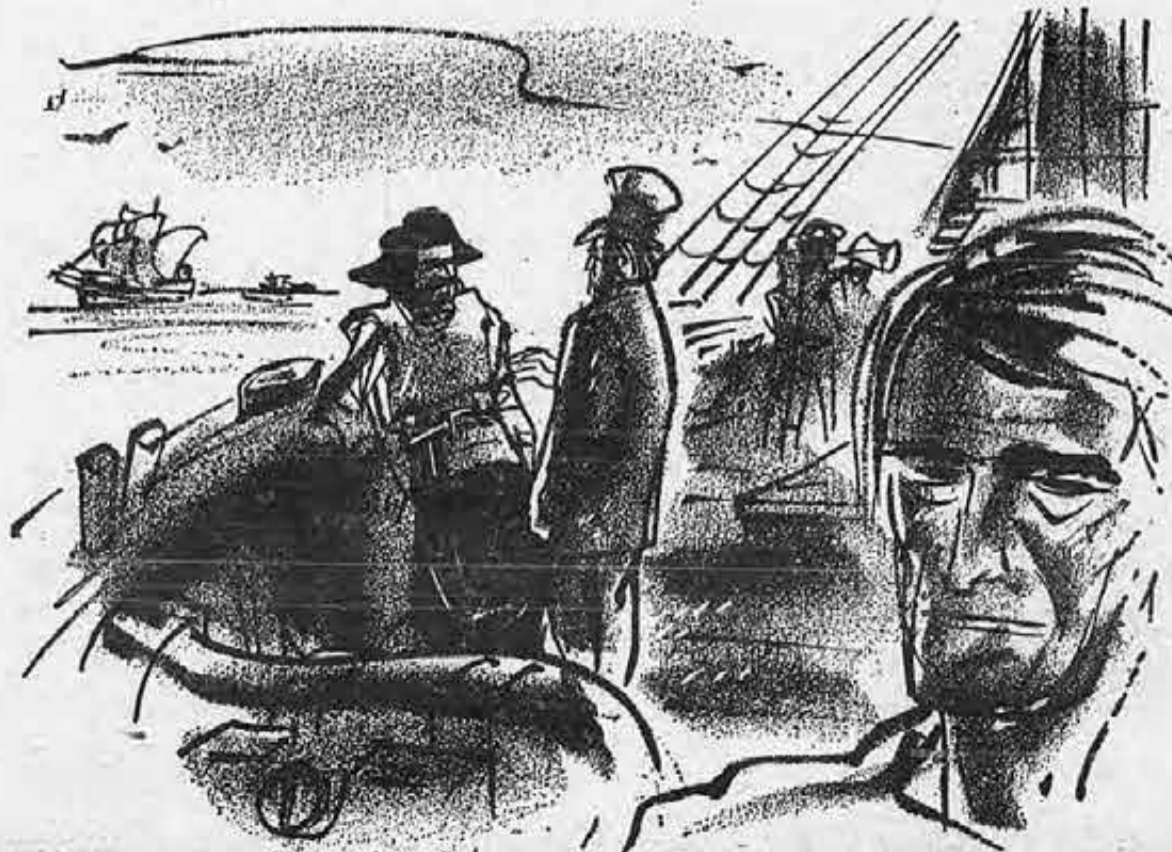
Became Spanish Agents

But the resourceful Laffites were far from washed up. Jean Laffite made contact with Spanish government agents and was put on the payroll as a Spanish intelligence agent against pirates and Mexican revolutionaries. But while he was supposed to be working for Spain, he was back at his old tricks of raiding Spanish ships, this time from a new base—Galveston Island.

The island was uninhabited at the time, so Laffite simply set up shop there, building homes, warehouses and docking facilities for his ships and for his 1,000-man force. Before long he was back in business with his old partners in New Orleans on a larger scale than ever before. No doubt the finances for his venture came from these same sources.

All was quiet, peaceful and prosperous for a couple of years until the Federal Government got into the picture. The US was interested in taking over Galveston Island and the surrounding area and Laffite was politely asked to leave in 1818. He ignored the request and wrangled an appointment as "Governor of Galveston" from the Mexican government, something he was in fact, if not in name, for several years before. Meanwhile he was still supposed to be serving Spanish intelligence against Mexico.

But Laffite could not hold out indefinitely. In 1821, the US served a second, and final, notice on him to get out of Galveston, and sent a Navy ship to enforce the order. Laffite put all his shore-side installations to the torch and sailed away. That was where his trail disappeared. The best of evidence has it that he died in 1826.



"... the British offered Laffite \$30,000 and a commission to join forces with them."