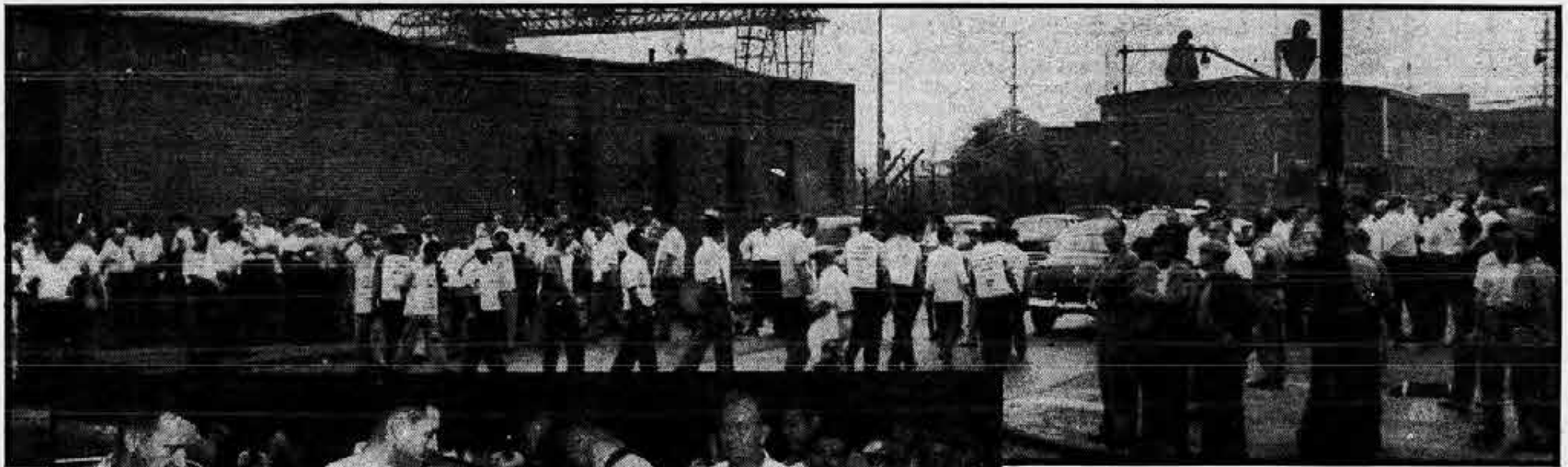


# UNION PICKETS KO BUCKO TANKER CO.

## Win Agreement, Kill \$300G Suit

Story On Page 3

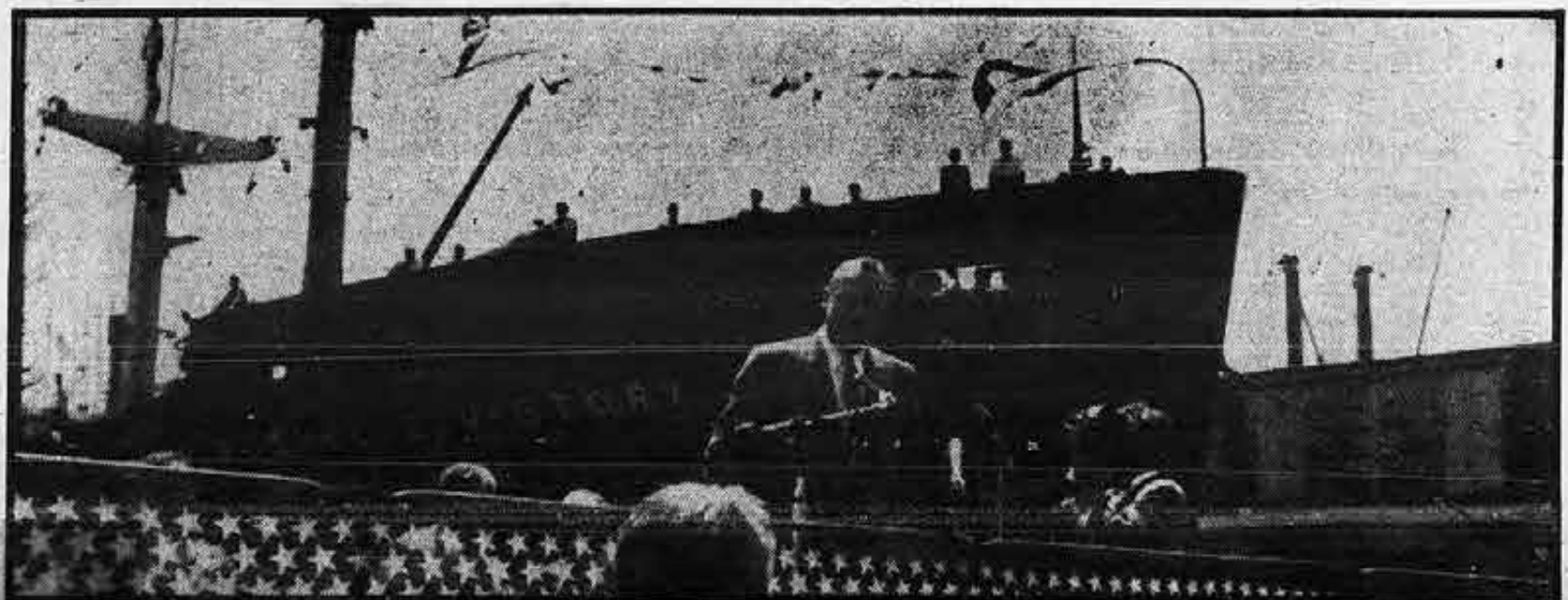


**On The Bricks.** Shipyard workers stay out as a fully-manned Seafarer's picket line (above) outside the Bethlehem Shipyard in Brooklyn protests refusal of Valentine Tankers to hire SIU crewmembers. At left, coffee and doughnuts are distributed to pickets coming off the line. Company yielded after nine days of round-the-clock picketing and agreed to sign contract with the Union for its tanker operations. (Story On Page 3.)

### Aid For Korea.

Seafarers aboard the New Rochelle Victory look on as US Senator William Knowland of California speaks at ceremonies marking the first shipment of food under the new Korean aid program. The vessel, operated by the SIU-contracted South Atlantic SS Co., is carrying a cargo of 8,000 tons of rice.

(Story On Page 2.)



# New Basic Shipping Law Seen Likely: Sen. Potter

By Senator Charles E. Potter, Chairman Special Subcommittee on Maritime Subsidies

Long before the birth of this nation as a free and independent republic, the dependence of the American colonies upon merchant shipping was fully recognized. One of the earliest acts of the Congress of the young nation was the enactment of legislation to assure the maintenance and, therefore,

the availability in time of need, of domestic shipping. And beginning with the Merchant Marine Act, 1920, with reaffirmation in the preamble to the 1928 act, and careful spelling out in the preambles to the Merchant Marine Act, 1936 and the Merchant Ship Sales Act of 1946, the Congress has made it clear that as a matter of national policy the United States must have a strong and efficient merchant marine sufficient to meet the needs of our water-borne commerce. A merchant marine that would also be capable of expansion in time of war to meet our national defense requirements and "composed of the best equipped, safest, and most suitable types of vessels, constructed in the United States and manned with a trained and efficient citizen personnel."

## LOG EXCLUSIVE!

Proved in War  
The soundness of these expressions of policy was plainly proved in World War II when a modest but modern nucleus maritime industry, of ships, shipbuilding facilities and trained management with the highly essential skills of our American shipbuilding and seagoing labor was available for quick expansion to meet the unprecedented shipping and shipbuilding demands of the War. We were able to serve not only our own military supply needs but most of those of our allies as well.

In the more recent history of Korea, there was never a ton of cargo seriously delayed because of a lack of merchant shipping. Our pre-World War II planning and our wartime expansion had equipped us for the Far Eastern emergency. The same was true in the carrying out of the rehabilitation programs for the devastated countries of Europe and Asia who were able to build their war-damaged merchant marines



Senator Charles Potter (left), chairman of the Special Senate Subcommittee on Maritime Subsidies, presides at a meeting of his committee. At right is committee counsel John Drewry.

Senator Charles E. Potter, chairman of the Special Senate Subcommittee on Maritime Subsidies and author of the adjoining article, has had a distinguished career in the armed forces and public life. He first attracted widespread public attention in a special 1947 Congressional election in Michigan, when despite the loss of both legs in World War II he campaigned energetically and successfully on the Republican ticket for a seat in the House.

Senator Potter at 37 is one of the youngest men to serve in the Senate. He entered the US Army in May, 1942, as a private. He was seriously wounded three times in combat in Europe, the third injury making necessary amputation of both his legs.

After being discharged with the rank of major he was elected to Congress twice, in 1948 and 1950, and in 1952 was elected to the US Senate.

The special counsel for the subcommittee, John Drewry, has a wide background in the maritime field. From 1935 to 1939 he was connected with a New York admiralty law firm, a position he left to serve in the legal division of the old Maritime Commission for eight years.

In 1949 he resumed Government service as assistant counsel and later counsel for the House Merchant Marine Committee, from January, 1949, to February, 1953. He has been special counsel for the Potter subcommittee since April of this year.

through the purchase of our war-built ships and in addition received substantial services from our own United States flag shipping.

The record looks fine. But there are unmistakable signs that our American merchant marine can stand a long, hard look right now—before it is too late.

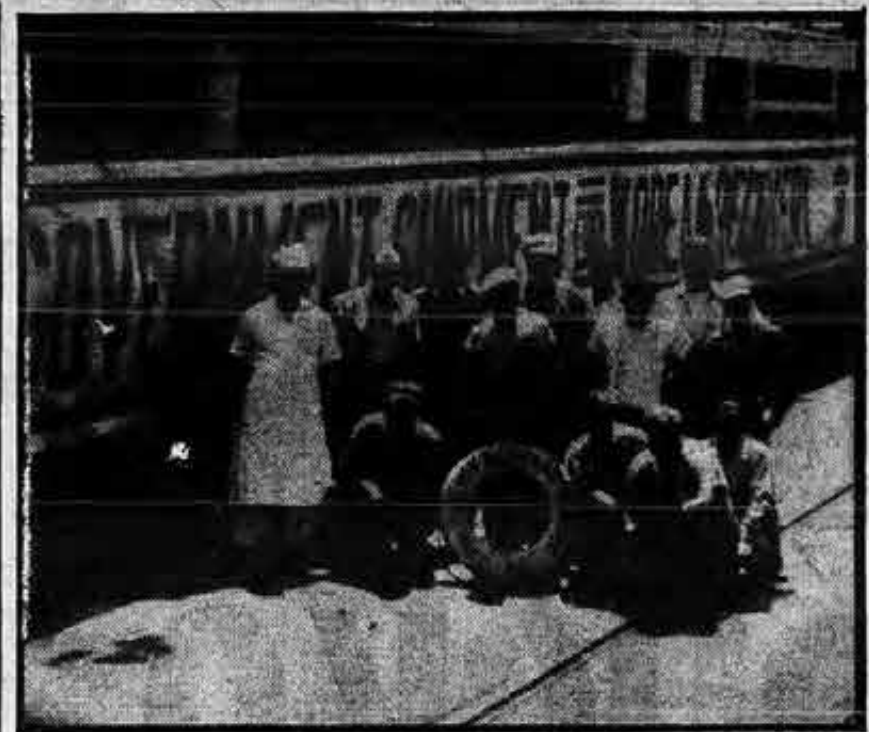
It was in the light of these signs that the late distinguished junior Senator from New Hampshire, Hon. Charles W. Tobey, Chairman of the Senate Committee on Interstate and Foreign Commerce, appointed a special subcommittee, of which I am proud to be chairman, to make a comprehensive study of the overall maritime situation. The other members of the subcommittee are Hon. John Marshall Butler of Maryland and Hon. Warren G. Magnuson of Washington, both of whom are intensely interested in the problems of our merchant marine. Counsel to the subcommittee is John M. Drewry who served during the 81st and 82nd Congresses as counsel to the House Committee on Merchant Marine and Fisheries.

Since its first hearing in May, the subcommittee has made much progress in the gathering of material through the testimony of many outstanding witnesses from all segments of the industry and labor, as well as from officials of the interested Government departments. No legislation has been be-

fore the special subcommittee. It was our feeling, which we believe the results to date have justified, that the important first step was to consider what kind of merchant marine the United States has and what it ought to have for our security and essential commerce. Not until such a quantitative and qualitative analysis of the size and composition of our national maritime requirements is made, can we intelligently determine what kind and how much aid should be provided by Federal legislation.

### Are Laws Adequate?

The next major series of hearings before the subcommittee will be on the subject of existing legislation and its effectiveness as an instrument to meet our national goals. The basic shipping act implementing our national policy is the Merchant Marine Act, 1936, (Continued on page 17)



A group of crewmembers from the New Rochelle Victory pose dockside with SIU San Francisco port agent, Tom Banning (standing, third from left). Banner along ship's side proclaims its mercy mission to Korea.

## SIU Ship Carries 1st Korea Relief

OAKLAND, Calif.—With US and Republic of Korea flags hanging from her bridge, the SIU-manned New Rochelle Victory left Oakland with the first load of food for Korea. The Government-owned Victory ship, chartered to the South-Atlantic Steamship Company, carried a cargo of 8,000 tons of rice to help relieve critical food conditions in the war-torn country.

US Senator William Knowland, Republican of California, headed a group of dignitaries, including representatives from the armed forces, at pier-side pre-sailing ceremonies on Tuesday afternoon, August 11. Speakers at the ceremonies reiterated this country's determination to follow through on a reconstruction program for the South Korean republic.

### Congress Voted Aid

The New Rochelle Victory's cargo is part of a \$200 million allotment voted by the US Congress. Industrial equipment and other

supplies will be included in future shipments, although food is the most pressing need at the moment.

Oakland's Mayor, Clifford E. Rishell, presided at the shoreside ceremony. The audience was addressed by consul general Young Han Choo, and C. Tyler Wood, American economic coordinator in Korea.

In his remarks, Senator Knowland cited the shipments as proof that the US is prepared to back up its words with deeds. Similar sentiments were expressed by Wood.

The Korean consul general thanked the US for the gift and pointed out that there were ten million Koreans in dire need of food and other supplies to keep going and reestablish themselves.

## AFL Council Suspends Longshoremen's Union

CHICAGO—The Executive Council of the American Federation of Labor has voted the suspension of the International Longshoremen's Association for failure to carry out a proposed clean-up of its ranks in New York City. The suspension recommendation was issued on Tuesday, August 11, after the Council heard a report by the ILA leadership on steps that had been taken up until now to eliminate the taint of crime and racketeering from the New York City locals of the dock union.

It appears certain at this time that the Executive Council's action will be sustained by the coming AFL convention, scheduled for September 1.

At the same time, President Eisenhower has signed a bill passed by Congress, authorizing the states of New York and New Jersey to take control of longshore activities in the Port of New York through a bi-state agency. The agency will begin operating on December 1 of this year.

Suspension of the ILA was an outgrowth of orders issued by the Executive Council's mid-winter meeting last February. The Council then instructed the ILA to clean up the port of New York or face suspension from the AFL. In suspending the ILA now, the Council indicated that it was not satisfied with steps taken thus far to improve conditions in the port.

Should no major change take place in the situation by the time the convention rolls around, it has been predicted that the AFL will expel the ILA and issue new charters to those local unions of dockworkers who want to stay with the Federation, eventually forming a new international union in the field.

## NO LAWYERS NEEDED

The SIU Welfare Plan office wishes to remind Seafarers and their families that no lawyers are needed to collect any SIU Welfare Plan benefit. Some cases have arisen in recent months in which lawyers were engaged. The only result was a delay in collection of benefits and a charge against the benefit for lawyers' fees.

It's emphasized that the Welfare Plan was designed from the beginning to provide simple and speedy payment of all benefit claims, so as to bypass lawyers and legal fees. Any application for benefits should be made directly to the Seafarers Welfare Plan at 11 Broadway, by the individual involved.

## SEAFARERS LOG

Aug. 21, 1953 Vol. XV, No. 17

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

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Norwegian Hospital doctor (top photo) helps Seafarer Aussie Shrimpton into emergency ward after Shrimpton was run down by Valentine Tankers' port engineer's car as he was walking on the SIU picketline. Shipyard workers (above) talk over the SIU's beef as they stand outside the gates, refusing to cross the SIU picketline.



Law and order is in evidence as a section of the SIU picketline makes a turn in front of the gate of the Bethlehem Shipyard in Brooklyn. The CIO Shipyard Workers refused to cross the mass SIU picketlines, refusing to enter the yards to do any work as long as the picketline remained.

# New Tankship Co. Defies SIU; Tamed By Solid Tie-Up

The Seafarers International Union, Atlantic & Gulf District, smashed its way through to a complete victory this week over a newly-organized tanker operator who pulled every trick in the book to keep from signing an SIU contract. The Valentine Tankers Corporation threw in the sponge and agreed to sign an SIU contract after it became clear that a last-minute contract with the National Maritime Union, CIO, would

not save it from bargaining with the SIU. Likewise futile against the SIU were a

company \$300,000 lawsuit, charges before the NLRB and the running down of two SIU pickets by a company representative's car.

An important factor in the nine-day around-the-clock picketing victory was the solid support of the rank-and-file CIO shipyard workers, AFL tugboatmen and other maritime unionists. They refused to touch the company's ship—the Val Chem—as long as the SIU had pickets outside the gates of the

Bethlehem shipyard in Brooklyn where the ship was being overhauled.

The Valentine Company, which operates a fleet of tugs and barges, purchased the tanker a few months ago from Socony and was having it remodeled for use as a combined petroleum and liquid chemical carrier, the start of a new type operation in the tanker field. The SIU had been in touch with the company and had been assured that when the company started operations it would hire an SIU crew.

However, while the company was readying the ship for service, it stalled the SIU repeatedly on hiring Seafarers for the crew and rejected Seafarers who applied for jobs with the company. When it became evident that the company was giving the Seafarers the run-around, the Union's picket apparatus swung into action. The call went out for pickets and more than enough men came forward to keep the lines fully-manned at all times.

### Workers Stay Out

As soon as pickets appeared, CIO shipyard workers coming in on the next shift balked at going through the lines. This situation held throughout the strike despite intense pressure applied on the shipyard workers by the Bethlehem Company and by Valentine. The 500 rank and file workers in the yard refused to a man to go into the yard and touch the ship. Similarly, harbor tugmen, members of the United Marine Division, indicated that they too would not put a line aboard the ship as long as SIU pickets were there.

Meanwhile the SIU's picket machinery was working with well-oiled precision. A full complement of pickets was maintained at all

(Continued on page 17)

## Stage Set For New Pact Talks

Union and company representatives prepared to enter full-scale bargaining sessions in the near future after a preliminary meeting held in Union headquarters, Monday, August 10.

As in previous years, arrangements have been made to deal with the freight companies first. Tanker negotiations will in all probability be taken up after the freight talks are well under way, or have been completed.

SIU-contracted dry cargo shipowners have selected a committee of five to represent them in negotiations with the Union. The committee consists of Max Harrison, Waterman Steamship Company; R. Schilling, Alcoa Steamship Company; Captain Milton Williams, Bull Line; Charles Logan, Mississippi Shipping Company, and Donald Smith, Seatrain Lines.

### Procedures Set

The first meeting between the Union and the operators dealt in the main with the procedure to be followed in the negotiation sessions. At future meetings the Union will present its demands which are currently in the process of preparation.

Last year, the Union re-wrote both its dry cargo and tanker agreements and standardized them. As a result of the sweeping revisions of the contract then, it is expected that this year's negotiations will center on wage rates and various fringe benefits, as well as on those clauses in which hitches have developed, such as the one covering money draws in foreign ports.



Paul Hall (right, at table), SIU secretary-treasurer, and Sonny Simmons and Joe Algina (left and center at table) SIU asst. secretary-treasurers, address the group of shipowners called to a meeting to open negotiations for a new SIU contract. The meeting set a program for negotiations, which will deal with dry cargo matters first, and then with the tanker contract.

**Bridger Crew Pays Off In Union Hq**



Usually a crew pays off on the ship, but when the Fort Bridger (US Petroleum) tied up in Curacao and the crew was flown home, the payoff was held right in the Union's Brooklyn headquarters. At left, Seafarer Edward Barbey, AB, gets his money from the company paymaster. At right, several more crewmembers wait their turn (left to right), Phil Nadelberg, AB; Harry Saltzman, MM; Fred Shuler, AB; Ed Morgan, FOW; S. A. Forsolos, AB; George Harris, AB.

**Reader's Digest Lauds SIU**

A laudatory portrait of the SIU, Atlantic & Gulf District's operations, entitled "The Amazing Seafarers Union" is appearing in the September issue of the nationally and internationally-read magazine "The Reader's Digest," on sale on the newstands tomorrow.

The article, introduced by the statement "Here's a labor organization that is run for its members by its members—and they've made it off bounds for gangsters," was written by the nationally-syndicated columnist, Victor Riesel. It praises the SIU's democratic operations, its efficiency and its militant activities on behalf of rank and file seamen.

**Frame-Up Attempts**

It wasn't easy for the SIU to arrive at its present status, the article points out. Both the Communist waterfront apparatus and other illicit waterfront outfits have attempted to block and destroy the SIU, but without success. One such attempt took the form of a frame-up of SIU Secretary-Treasurer Paul Hall by planting nar-

cotics in his car, a frame-up which failed to take. "On the morning of January 21, 1949," the article states, "the Bureau of Narcotics in New York received an anonymous telephone tip that 50 ounces of smuggled heroin was hidden under a sofa pillow in Hall's living room."

"The agents drove out immediately. In the glove compartment of Hall's car they found two envelopes filled with heroin worth \$2,000. A lengthy investigation proved that the dope had been planted..."

The SIU's record as "one of the nation's cleanest and most democratic unions" comes in for considerable praise. "Seafarers' leaders," the article states, "constantly urge their own followers to vote,

to question their officers on the disbursement of union funds, to accept or reject the leaders' reports.

**Self-Nomination**

"The Log actually informs each AFL sailor that he can nominate himself at any meeting, held mandatorily every two weeks in all ports, for membership on a committee to investigate the leaders or any of the union's policies, activities or expenditures. Before each meeting a statement of their rights is read to the sailors."

Furthermore, it emphasizes, the Union assures proper management of its affairs by hiring trained accountants and experts. "The Seafarers business department resembles the accounting division of a large corporation. The comptroller, a former business executive, has a staff of accountants, legal aides, efficiency experts."

While making every effort to keep its own house clean, the Digest readers are told that the SIU has made efforts to eliminate undesirable conditions existing elsewhere on the waterfront. The Union "proposed a ten-point program, the first item of which was a 'Guarantee of Internal Democracy in All Local Unions' for every international labor outfit on the waterfront. Union membership meetings would be held 'at least once a month,' with written financial statements and secret balloting. Any union official caught demanding or receiving kickbacks from maritime workers, stealing cargo, or terrorizing dock-walloper or seamen into borrowing money from loan sharks... would be expelled... Jobs would be handed out on a rotating list, not at the whim of a foreman..."

**Training Classes**

It's pointed out that the SIU encourages seamen who have leadership qualities to attend classes in public speaking, parliamentary procedure and labor relations at the Union's headquarters. "Thus men are trained not only to lead in union affairs but to cope with any emergency at sea."

The SIU's subsidiary operations, including the cafeteria and Sea Chest come in for praise, as well as the Union's building program and the rotary hiring system, designed to insure distribution of jobs on a first-come, first-served basis.

**As I See It . . .**

*Paul Hall*



IN RECENT YEARS YOUR UNION HAS NOT OFTEN FOUND IT necessary to make use of its full economic strength in its dealings with shipowners. Most of the operators accept the fact that the SIU is here to represent their crewmembers and deal with the Union accordingly, aware that they are doing business with a militant organization that will protect the rights and privileges of its membership at all times.

However once in a while we run into a company that attempts to avoid relationships with the Union. Behind such a company, maneuver is an obvious attempt to side-step Union conditions and weaken the Union's position in the industry. It's easy to see that your Union, or any other union for that matter, could not let such a challenge pass without taking action. That's the kind of situation the SIU was faced with in our beef with Valentine Tankers.

**Sets Up a Pattern**

As you know now, we won that beef and our brothers are now manning the ship in question. While this may appear on the surface to be just a wrangle with one company, it's actually a lot more important than that. What happens in one situation seems to set up a pattern that has widespread effects throughout the industry.

The one thing that this beef proved without a doubt, was that the SIU was ready to take action when the moment for action came. Some people might have thought that we would be a little rusty because your Union hasn't had too many beefs of this kind recently. But as the record shows in this case, we can handle a beef just as well, or better, now as we could at any time in the past. We're by no means rusty as Valentine has learned. And any other outfit that might be tempted to try us out at one time or another will find that we are equally prepared to go to the mat with them when it comes to matters affecting the well-being of seamen represented by the SIU.

That's because your Union has always been aware that protection of the membership is a 365-day a year job. The SIU is always maintaining its machinery in a state of readiness for anything that might arise. We're quite confident that wherever it is and whenever it is, we'll be able to take care of it in solid SIU style.

**A GREAT DEAL OF EMPHASIS HAS BEEN PLACED BY YOUR**

Union on the importance of maintaining the hiring hall system. And rightly so, because the rotary hiring hall is the basis of any democratic method of awarding jobs in an industry like ours. Whether it's in maritime, construction work, or any other field in which a man normally goes from one job to another, a fair system of rotary hiring is absolutely essential.

Without such a system, a worker often finds himself at the mercy of some kind of hiring boss, who has control over the man's opportunity for employment. And since the man goes from job to job, that kind of control can rest pretty heavily on the shoulders of the man in question.

There's plenty of Seafarers around who remember the days when the crimps, boarding house keepers and shipping masters had the jobs under their thumb, and the average seamen had to shell out plenty for the privilege of making just one trip. When he got off the trip, he had to go back to the crimp again or forget about working. The result was it was the crimp who made a living while the seamen sweated trip after trip to pay off the burden.

**Answer To Hiring Problem**

In the maritime industry particularly, the hiring hall has proved to be the answer to the industry's problem of getting competent professional seamen to crew the ships, while giving every working seaman equal opportunity for employment. Even the author of the Taft-Hartley Law, the late Senator Robert Taft felt that maritime, the building trades and other industries of like nature should have a hiring hall. Others in positions of authority have expressed the same idea. As a matter of fact, the Congress has just recently passed legislation approving a Government hiring hall system to be operated by the states of New York and New Jersey on the docks in the port of New York. And this legislative action was taken with the full knowledge and approval of the state governments involved.

Of course your Union has been strongly opposed to any state or federal government control of the hiring of workers in any industry. But while we disapprove of the role of the state governments in this instance, the fact remains that what they are setting up is a hiring hall system to solve the problems of employment on the docks.

Many efforts have been made from time to time in various areas to do away with the hiring halls in industries of this kind. Every such attempt to operate without a hiring hall has broken down to the detriment of the workers and the industries involved. Those who are looking for the correct answer to the hiring problem in maritime can find it nowhere but in the hiring hall and the rotary hiring system.

**RECENTLY A PASSENGER ABOARD THE ALAWAI, ONE OF THE**

many dry cargo ships that carry passengers, wrote warm words of praise about the kind of service she received from Arthur Rummel, the steward, and the entire stewards department. When it came to food, service and general all around efficiency, this passenger said there was nothing to beat the treatment accorded her by the Seafarers on that vessel.

Further, she wrote, her sentiments were shared by all of the other passengers on the trip into the West Coast from the Far East. As a result all concerned had a very pleasant voyage, and left the ship with warm memories of the fine service they had received.

The SIU has always been proud of the fact that its ranks consist of competent, professional seamen who are specialists at their trade and who can handle their jobs as they should be handled. It all goes hand in hand with the fact that the SIU offers the best of shipboard working and living conditions, contracts and shoreside facilities for Seafarers.

**BROTHER CHAIRMAN!**

Mobile's recording secretary at their last membership meeting was Charles D. Merrill. He joined the SIU in Philadelphia on November 28, 1942, and usually sails as AB and bosun.



Merrill

Merrill, who is a native of Alabama, makes his home in Mobile. He is married and has one child. Being a married man, he is particularly enthusiastic about the Union's Vacation Plan which gives him and other Seafarers the opportunity to spend more time ashore than they could otherwise.

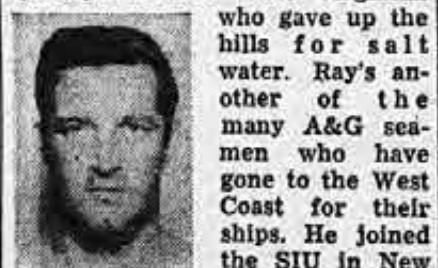
There's quite a few father and son combinations sailing with the SIU these days, and one-half of such a combination, Seafarer Eugene Wilson, served as recording secretary of the Seattle membership meeting on July 29.

Wilson's father was one of the charter members of the SIU, and the son followed in the father's footsteps virtually as soon as he was old enough to go to sea. He started with the SIU in 1946 and sailed East Coast for about four years. Then he went West in 1950 and now ships regularly out of

Seattle, although he still has a soft spot in his heart for all the boys back in Philadelphia.

Wilson sails in the engine department, holding ratings as fireman-oiler-watertender. He will be 26 years old this coming August 28.

The reading clerk at that same Seattle meeting was Seafarer Ray Queen, a native West Virginian



Queen

who gave up the hills for salt water. Ray's another of the many A&G seamen who have gone to the West Coast for their ships. He joined the SIU in New York in 1943 but in the past two years has stayed close by the West Coast for good shipping, good weather and fat payoffs. Queen is 29 years old, and sails in the deck department.

Handling the reading clerk's chores in Philadelphia was Jimmy McPhaul, a veteran Seafarer who sails in the steward's department. Jimmy was born in Florida 34 years ago, and joined the SIU on July 24, 1939 in Jacksonville. He and his wife now make their home in Philadelphia.

# New Hall Takes Shape



The entire character of the outside of the building which will be the new SIU Baltimore hall is changing as work progresses on what will be one of the most modern union buildings in the country.

An entire new roof structure (picture above) has been added to provide shelter for what will be used as a glassed-in, sheltered sun deck at the top of the building, while windows are being closed up and ripped out to fit in with the entirely new design that is planned for the structure.

As the work proceeds, and it is right on schedule so far, SIU officials such as Earl Sheppard, Baltimore port agent, check the blueprints and specifications. At right, Sheppard (left) checks with one of the supervisors on the job.

It is expected that most of the electrical and mechanical installations will be completed in the near future.

The new Baltimore hall is part of the Union's program of supplying comfortable facilities for the members on the beach.



# Atlantic SIU Men Voted Union Welfare Coverage

Atlantic tankermen received their first installment on the promised benefits of an SIU contract, when membership meetings in all ports voted to extend SIU welfare benefits to all SIU members sailing in the Atlantic fleet. The benefits, will be underwritten by the SIU pending the signing of a contract with the Atlantic Refining Company.

As a result, the SIU men in the fleet are now eligible for the \$15 weekly hospital benefit, the \$200 maternity benefit, the \$25 weekly disability benefit and the \$6,000 four-year scholarship award. Their beneficiaries will be able to collect the \$2,500 death benefit in the event of death. All of these benefits will be retroactive to June 2, 1953, the date that the SIU formally petitioned for recognition as bargaining agent for Atlantic tankerman.

Benefits will continue for those tankermen who remain SIU members in good standing. When Atlantic signs an SIU contract, or when the individual SIU member goes into the employ of another SIU company, he will be covered by these same benefits through the SIU Welfare Plan.

The resolution covering SIU

men in Atlantic, was submitted to the membership by SIU Secretary-Treasurer Paul Hall and was adopted unanimously. The action by the membership is in recognition of the many sacrifices being made by SIU members in sailing under the inferior conditions offered to Atlantic tankermen by the company and its stooge union, the Atlantic Maritime Employees Union. Not only were these men denied the advantages of SIU welfare benefits up until now, but they have had to be content with inferior working conditions and take home pay as compared to conditions on freighters and tankers under SIU Union contract.

Several SIU members in Atlantic have received SIU welfare benefits in the past because of time they spent sailing on SIU ships. The latest step by the SIU extends this coverage to all SIU members in the fleet, whether or not they ever worked aboard any SIU-contracted vessel.

Atlantic men are urged to get in touch with SIU organizers for the purpose of filling out beneficiary cards. If any of them have been in the hospital since June 2, or have become father's since that date, they can get information on applying for benefits due from shoreside SIU organizers and representatives.

# Army Fines SIU Man \$150 For Tardiness

The first reported case of a Seafarer court-martialed and fined under new regulations governing shore leave in Korea has come to light. Seafarer Anthony Nottage was given a drumhead court-martial and fined \$150.00 in lieu of 150 days of hard labor in the port of Pusan, Korea, for being ashore a few minutes over the 10 p.m. curfew.

News of Nottage's case follows upon the story in the SEAFARERS LOG of July 24, revealing that the Navy in Inchon had posted regulations providing fines and court-martials of seamen up to \$150.00 for every hour of leave over-stayed—the fine to be worked off at hard labor at the rate of \$1 a day.

### Had To Sign Statement

Apparently the armed forces in Pusan are applying a similar regulation, although in this instance they took Nottage's money in lieu of confinement at hard labor. Nottage in fact, had to sign a standard form, LCPM Form 412, dated June 3, 1953, authorizing the wage deduction "as payment of a fine in lieu of confinement at hard labor incurred by me as a result of Army Court-Martial."

Nottage, a member of the crew of the Cuba Victory, was picked up by the Military Police a few minutes after the curfew. First Lieutenant John Willis of the MP company imposed the fine.

When Nottage complained that it was a pretty steep fine for such a minor offense, the lieutenant told him that he had a copy of the ship's crew list showing how much wages and bonus each crewmember had coming to him. The Army fined, he said, according to what the man made and not according to what the offense was.

Since Nottage was sailing as 2nd electrician, one of the best-paid ratings on the ship, he was hit with a stiff fine according to the Army's way of figuring things.

### Resented Civilians

Apparently, Nottage reported, the lieutenant seemed to resent the fact that seamen are earning a good living as civilians and was looking for any excuse to take it out on any civilian.

To add to their rough treatment, the Army juggled Nottage overnight and all the next day in an old Korean jail cell. There were no blankets, no sheets and no sanitary facilities, for him and the other men confined in the prison.

The SIU has taken up the question of mistreatment of merchant

seamen by the armed forces with defense officials in Washington, but so far has received no satisfaction on that score. The Union's Washington office is making every effort to get a sympathetic hearing on the issue, so as to try to square away this problem.

# US Charges Aliens Own 2 SIU Ships

Federal agents have seized two SIU-manned vessels, the Coe Victory and the Longview Victory, claiming that the ships are owned and operated by aliens representing themselves as US citizens. Both ships, operated by Victory Carriers, Inc., and were seized in California ports.

US Attorney Lloyd Burka charged that when the Coe Victory was sold to Victory Carriers in July, 1949, under the Ship Sales Act, it was purchased in violation of the law by persons representing themselves as Americans. Actually, he said, they were fronting for "certain alien interests."

### Onassis Named

He included among the alien interests supposedly in control of the vessel the multi-millionaire Greek shipowner, A. S. Onassis. Onassis is reputed to have ownership of more than 300 merchant ships under various flags. He recently purchased the Monte Carlo gambling casino.

Apparently the charges on the Longview Victory are the same as those in the case of the Coe Victory.

The two seizures were the 25th and 26th of a series of similar seizures by the Department of Justice and the Treasury Department in an effort to regain American flag vessels supposedly under alien control. In previous seizures, the ships have been permitted to continue sailing, subject to Government approval and final court decisions on the seizure cases.

## YOU and the SIU CONSTITUTION

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

From Article XXVIII

"Officers and job holders, whether elected or appointed, as well as all other employees of the Union, may be required to be bonded..."

This provision is designed to protect your property—the Union's cash and possessions. Bonding of officers and employees who handle the cash means that the Union, and the membership, are fully insured against possible misuse of these funds.



# Cornhusker Cut In Two, Stern Saved

PUSAN, Korea—Salvage crews attempting to save the grounded Cornhusker Mariner from total destruction have cut the ship in half and towed the stern section into a nearby anchorage.

The bow of the SIU-contracted vessel remains firmly aground on Lighthouse Rock after being blown onto the rocks in a storm 43 days ago. Part of the rock has jutted through the bottom of the ship, making it impossible to pull her off via conventional tug salvage operations. All crewmembers have long since been removed from the ship and flown back to the United States.

It had been reported that Army and Navy salvagers would attempt to save the ship by blasting the rocks away from her bottom with explosives.

The grounding took place on the Cornhusker's third trip for Seas Shipping Corporation, to which she had been chartered by the Government.

## SIU In Gulf Hits CP Via Radio Show

NEW ORLEANS—A series of radio programs designed to acquaint the public with the menace of Communism is being sponsored in this city by the SIU New Orleans branch in conjunction with other AFL trade unions in New Orleans. The SIU's own role in fighting Communist infiltration on the waterfront is also being publicized through the medium of this radio show.

The series, called "I Was a Communist for the FBI" deals with the experiences of Mat Cvetic, who worked on behalf of the FBI in the Communist Party for many years in and around Pittsburgh. Cvetic was one of the many FBI undercover men in the Party who later came out in the open to testify against Communist leaders on trial under the Smith Act.

One of the programs sponsored on Radio Station WDSU, a National Broadcasting Company affiliate, was introduced by remarks about the SIU's battle against the waterfront section of the Communist Party.

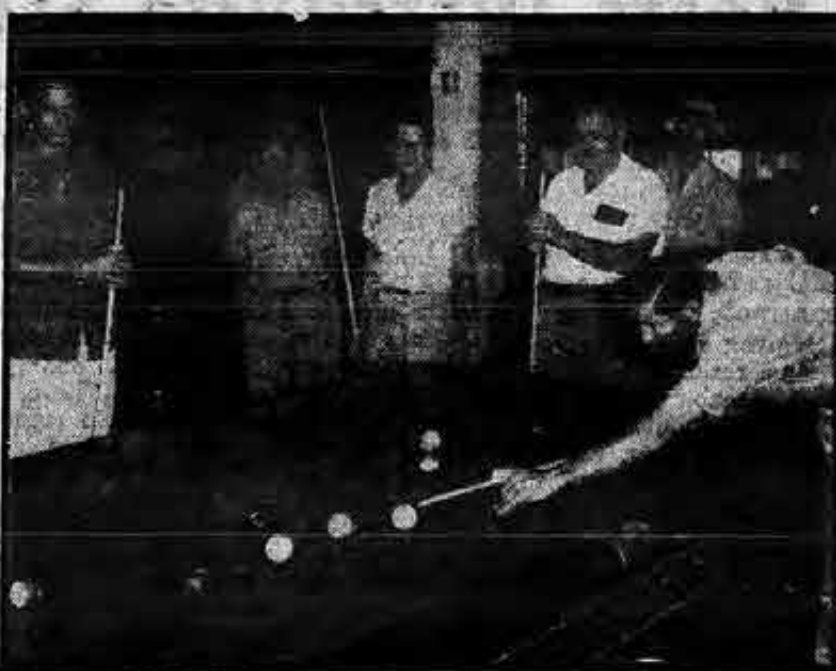
"We of the Seafarers International Union," the commentary pointed out, "are perhaps a little closer to the day-by-day reality of Communism in action than most groups."

"Over the years, we have endeavored to bring to the attention of all our citizens the discouraging fact that it knows no rules, respects no rights and moves ahead on the weaknesses inherent in an orderly system of government."

"It is our hope that these programs will serve to make us all a little more aware of the underground activities of the Kremlin in the USA so that we all may effectively help to halt its frightening advance."

Well-known screen star Dana Andrews portrays the leading role.

## Christening NO Facilities



Seafarer W. Chapman takes a shot as he and some fellow Seafarers try out the new pool tables recently installed in the New Orleans SIU hall for the enjoyment of the members.

## Zielinski Killed By Car, Was On Disability List

Veteran Seafarer Benno "Dutch" Zielinski, one of the Union's original members died in Kings County Hospital last week after being struck down by an automobile outside the

Union's headquarters, after a general membership meeting. Zielinski was hit at 2:25 AM the morning of Thursday, August 13, and died in the hospital two hours later. The driver of the car was held for questioning and then released.

Zielinski, who was 64 years of age, had been inactive recently due to a heart condition. For the past several months he had been receiving the SIU disability benefit. His last ship had been one of the sand dredges operated by Construction Aggregates, the Sand-captain. It was in the Tappen Zee working on the construction of the

new Thruway bridge across the Hudson River.

A native of Danzig, Zielinski was one of the first seamen to join the fledgling SIU when it was launched in the fall of 1938. He



The late Benno "Dutch" Zielinski addressing recent SIU meeting.

got his book as a member of the Gulf District in New Orleans on December 21, 1938, and sailed all ratings in the engine department.

Since his retirement, the well-liked seafarer could be found almost any day at the SIU headquarters hall in Brooklyn, near which he lived, passing the time of day with other old shipmates who were also on the disability list.

In accordance with Zielinski's last wishes, the Union has made arrangements to have his body cremated. Authorization has been received from his next of kin, a sister living in California, to go ahead with the cremation ceremony. The Union's \$2,500 death benefit will be paid his sister.



Larson

sisting of N. Larson, J. Z. Markham, R. W. McIlveen, J. Ringo, William Wells and Carl DeMarco, testimony was presented that the man had walked off a ship in Longview, Washington, just as the lines were being let go. The skipper held up the ship three-quarters of an hour pleading for the man to come back, but he refused, leaving the ship sailing shorthanded. No replacements were available as the Seattle hall was cleaned out and men had been flown from San Francisco to fill vacancies.

On another occasion, the ship's delegate of a different vessel had complained that the man had missed his watches several times and then quit the ship without notice. On a third vessel, he had been unable, or unwilling, to turn to on three separate occasions and was also drunk and disorderly at the payoff.

Hearing all the evidence of present and past misbehavior, the committee recommended that he be expelled from membership in the Union. In notifying the member of the action taken, notice was given of his right to appeal.

## SIU COMMITTEES

### AT WORK

The severest penalty that can be invoked by a trial committee is expulsion from the Union. The constitution provides that expulsion can be invoked only in certain serious offenses, such as being an informer against the Union, making false charges against a fellow Union member, deliberate refusal to join one's ship and misconduct aboard ship, and similar items.

Most of the offenses for which a man is expellable also provide alternative, lighter penalties which are invoked in most instances. Expulsion is reserved for the most serious cases, or for a repeated series of expellable offenses.

#### Several Offenses

A case of this kind came up in the port of Seattle recently, involving a man who had run up a whole string of offenses that included deliberately walking off the ship on two occasions, failure to stand watches, misconduct aboard ship and at the payoff, and similar behavior.

At the trial proceedings, which were heard by a committee con-



Markham

## SIU NEWSLETTER from WASHINGTON

Despite the fact that Congress has enunciated a policy over the past several years of having at least 50 percent of aid cargoes shipped via American-flag vessels, officials of the Department of State and a sizeable group within Congress itself continue to take pot shots at the American merchant marine, claiming that a 50-50 shipping provision amounts to another subsidy for American shipping lines.

On the other hand, luckily, many Congressmen recognize that the US has a choice of giving business to its own ships or, in effect, subsidizing the ships of Britain, Greece, Panama or some other foreign nation.

A federal policy of having 50 percent of cargoes, financed by the US Government, shipped in American bottoms is keeping in line with the policy of the 1936 Merchant Marine Act. That law recognizes the necessity for maintaining and keeping an adequate American merchant fleet.

During the past six years the cost to the American taxpayer of subsidizing farm products has amounted to well over a billion, while, during the same period, it cost the Government, through maritime subsidies, only 268 million to support the American merchant marine.

The above, and undoubtedly other cases, would indicate that the maritime industry needs a much better public relations campaign. Recently, a group of Senators, who do not want their names divulged, recognized this. They declared that entirely too many people are brought face to face with the existence of the merchant marine during war periods, and, therefore, think of the maritime industry purely from the defense aspects. This group suggested that the economic aspect of a merchant fleet, together with the matter of prestige of having US-flag ships in ports throughout the world, should be stressed more.

During the past three-month period, a total of 1,449 charges of unfair labor practices were filed with the National Labor Relations Board, of which number 1,174 were charges brought against employers.

Of the 1,174 charges against management, AFL affiliate filed 583, CIO affiliates 240, independents, 62, while 289 were filed by individuals.

A serious question continues to exist as to the future use of the Mariner-type ships. Negotiations are under way for the sale of about three of these ships for \$4½ million each, while feelers have been received by the Government for 3 or 4 more. However, this still leaves 29 Mariners which are not ticketed at this time for immediate sale to ship operators.

Although the US Navy currently is in need of some refrigerated store ships, a special House subcommittee, headed by Representative Bender, Ohio, has decided not to recommend the conversion of Mariners to Navy reefers.

The suggestion to convert at least two Mariners for Navy use was made to the US Navy and the Department of Commerce by the House Appropriations Committee. However, both the Navy and Commerce are opposed to any such conversion on the grounds that it would not be economically feasible, nor militarily advisable.

The position of the Navy is three fold in opposition to the proposed conversion, namely, that (1) the converted Mariners would not serve the Navy's purpose as well as new ships; (2) the cost of conversion would be prohibitive; and (c) the security of the country would be adversely affected by withdrawing two Mariners from our dry cargo fleet.

Despite the high cost of constructing the Mariners, it is still the aim of the Government to integrate the ships into the commercial fleet. However, the Federal Maritime Board admits that because the Mariners are bigger than other type ships, this would tend to increase the operating subsidy bill assumed by the Government. The Mariners that are not sold will be put in lay-up or chartered out to the Military Sea Transportation Service.

More and more American tanker companies are becoming alarmed over the expanding operations of the Military Sea Transportation Service. MSTs has been operating some 63 Government-owned T-2 and T-3 type tankers under service agreements with four private operators. Some private tanker lines are taking the view that the abnormal growth of MSTs in the tanker field, at the expense of independent American tanker owners, may sound the death knell for the American tanker fleet.

As of this writing, MSTs is acting under a directive from high-level authority to consider putting the 62 Government tankers in inactive status and using private tonnage wherever possible.

According to the National Federation of American Shipping, a shipowner group operating out of Washington, more than 82,500 seamen are currently employed on US flag ocean-going vessels. The report shows a sharp reduction in the past five months in the number of men working on tankers, resulting from the lay-up of many privately-owned petroleum carriers. However, the tanker employment reduction was off-set by the increase in the same period of men operating on dry cargo vessels.

According to this maritime labor report, the shipboard employment as of August 1, 1953 is 9 percent below that of the same time last year, and 25 percent below the postwar peak of early 1952 when more than 110,000 seamen were working on American ships.

About 80 percent of all cargoes to Korea were carried to privately owned American-flag ships. It required 17,000 tons of equipment to put one American infantry division into battle. At Hungnam, merchant ships helped the Navy to rescue 105,000 fighting men, 100,000 civilians, 17,500 vehicles and 350,000 tons of material in what was called an "incredible feat" of evacuation.

Your SIU Washington Reporter

# Top of the News

**BERIA TO GO ON TRIAL**—A full dress trial of former Soviet secret police chief Lavrenti Beria is in the offing. Preparations are going ahead for a public performance in which it is expected that Beria will confess to being an agent for the Western powers. Announcement of a trial is taken as an indication that Soviet Premier Malenkov is now firmly in the saddle.

**GERMAN FOOD AID ENDS TEMPORARILY**—Distribution of food parcels to residents of East Germany has come to a temporary halt as the West German government prepares for more efficient and a semi-permanent food distribution system. Over 2,200,000 parcels of American food surplus stock were given to hungry East Germans who defied Communist travel bans and the chance of arrest and imprisonment to come to Berlin for the parcels.

**KOREA PW'S REVEAL DEATHS, IMPRISONMENT**—US prisoners of war being returned by Chinese and North Koreans under the armistice have revealed the death of thousands of American GI's in forced marches and in prison camps. They also stated that other officers and men had been imprisoned just before the armistice and that some were staying behind voluntarily. Evidence that the Communists were withholding large numbers of American and South Korean prisoners led the US to warn that retaliatory measures would be taken if all prisoners were not returned. The Chinese radio later admitted that there were more prisoners than first accounted for.



Cpl. Richard Davis of Nevada is lifted into an ambulance after returning from a Communist prison camp.

**PUBLIC WORKERS STRIKE IN FRANCE**—Attempts by the new French Government to economize by laying off some government workers and raising retirement age limits for the rest have been met with a wave of strikes in postal, railroad and other public services. Other groups, including miners, have also gone out. Both Communist and non-Communist unions are involved in the strike action.

**LIBERALS WIN CANADA VOTE**—The Liberal Party, which has been in power in Canada for the past 18 years, won an overwhelming election victory which assures it another four years in office. The Liberals took 171 out of the 265 seats in the Canadian House of Commons and 48 percent of the total popular vote as against 31 percent for their nearest opponents, the Progressive Conservatives.

**EISENHOWER ORDERS ECONOMY**—With Congress refusing to raise the US debt limit ceiling above \$275 billion, President Eisenhower has ordered all Federal agencies to whittle down their spending, and to reduce their requests for funds in the 1954-55 budget. Failure to keep expenses down will force the President to call a special session of Congress to raise the debt limit. Debt levels are expected to rise to \$277 billion by December.

**QUAKE TAKES BIG TOLL IN GREECE**—A series of earthquakes on a group of small islands off the coast of Greece has leveled whole towns and cities and run up a death toll in the thousands. Food and water shortages followed, with hungry citizens battling for scanty food supplies dropped by airlift and distributed off US Navy ships and merchant vessels in the vicinity. A great many deaths resulted when hospital were collapsed by quakes.

# Ports Distribute SIU Libraries

Distribution of SIU shipboard libraries is now well underway with three more Atlantic Coast ports due to receive their quotas of books this week. Shipments of the 50-book assortments have gone out to Boston, Baltimore and Philadelphia for placement aboard vessels sailing out of those ports.

In the following week, the Union libraries will be available in the Gulf and South Atlantic port areas. West Coast ports of Seattle, San Francisco and Wilmington will get their allotments one week later.

The first ship to receive a SEAFARERS LOG-sponsored library was the Bull Lines' Beatrice, with the SIU Sea Chest Corporation putting a library aboard her on August 5. Since then all vessels signing on in the port of New York have received their quota of 50 books for a three month period, or 100 books if the ship is scheduled to be out longer than three months. In any case each SIU ship will receive four 50-book libraries a year.

All of the libraries are paperback books supplied by Pocket-books, one of the largest distributors of paper-bound editions, with thousands of fiction and non-fiction titles to choose from. Each 50-book library contains a varied assortment of popular reading matter, including crime fiction, westerns, popular novels and humor. The books are all new ones, and each successive assortment placed aboard a given ship will consist of entirely new and different titles.

The SIU Sea Chest Corporation is handling the distribution from its central warehouse in New York and will place books aboard in all outports where it has facilities for delivering slopcheats. In other ports, the distribution will be taken

care of by port agents and patrolmen. The cost of the program is being carried by the SEAFARERS LOG fund. All books are identified as coming from "Your SEAFARERS LOG shipboard library."

The decision to supply libraries to the ships grew out of the long-felt dissatisfaction of Seafarers with available reading material. While volunteer organizations have for some time now been collecting books for placement aboard ships, much of this material consisted of old, worn and torn volumes on specialized subjects of no particular interest to seamen. Old school textbooks and technical manuals more often than not, made up the bulk of these collections.

As a result, many ships' crews made efforts to get their own libraries, financing the purchase of books through a voluntary ship's fund. This had drawbacks in that a ship's fund didn't always have money available for a decent library, and some crewmember had to give up hours or a day of preci-

ous shore leave hunting around for a store in which he could get a decent supply of books and magazines.

## Need W2 Forms For Organizing

Seafarers in all ratings whose income tax withholding statements (W2 forms) would show continuous employment with one company for a full year or more are urged to send these in to SIU headquarters for possible use in the Atlantic tanker drive. The Organizing Department has issued a call for these as another means of showing Atlantic seamen the wage-earning potential they can enjoy on SIU ships, whether they homestead one ship or company or ride a dozen. The W2 forms should be sent c/o the SIU Organizing Department. They will be returned upon request.

## Actor And Seafarers



Movie star Glenn Ford (right) poses on the Del Mar with Bob Spears, DM; Roy Harper, storekeeper, and Joe Collins, DM; left to right. Ford, who the crew says is "one swell guy" will make a movie in South America.

## Odds Stacked, Car Union Says

**DETROIT**—A booklet listing the odds against the bettor in all forms of gambling is being prepared by the CIO United Auto Workers as part of its campaign against gambling in auto plants.

The booklet aims at convincing auto workers that the odds are stacked in favor of the professionals and bookmakers and against the average customer. It will list the odds against winning on horse races, numbers, baseball pools, and other common forms of gambling.

# YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

### Price Gouge on Household Drugs

One of the worst overcharges to which wage-earners are subject is the high price they pay for simple household remedies and proprietary drugs sold under heavily-advertised brand names.

You may actually pay 500 per cent more for the same product under one name than under another.

Want proof? Take the case of aspirin. You can buy it at Macy's department stores, or any one of a number of other retailers as just plain "Aspirin, USP". But if you buy it under the name of Bayer or Squibb, you pay 59 or 62 cents for it. Take milk of magnesia. You can pay 60 cents a quart for it under the famous "Phillips" name, or only 26 to 41 cents under the private label of various retailers.

But are these cheaper brands really as good as the well-known ones? Yes. The tip-off is those three little letters, "USP", which this department has mentioned before.

#### Official Quality Standard

Those letters stand for United States Pharmacopoeia, which is the official set of formulas for various common drug products. If a label carries those letters, it means the product meets the official standard. Or if the label says "NF", meaning "National Formulary," you can also feel assured it also meets the official standard. Moreover, you can often yourself compare the ingredients listed on the label. If a well-known high-priced brand of milk of

magnesia contains approximately 38 grains of magnesium hydroxide per fluid ounce, as the label says it does, and a retailer's private brand is labeled with the same content why pay more? As further assurance that you can safely buy the lowest-priced drug product labeled "USP" or "NF," all drugs in interstate commerce are subject to Federal inspection.

If people only knew how much extra they pay for a famous name. Recently a Massachusetts druggist, Edmund C. Dickson, writing in Expose magazine, revealed that Empirin compound sells for \$1.35 up, while the equivalent APC tablets (aspirin-phenacetin-caffeine) sell for 55 cents or less; that Digitora wholesales for \$2 per 100 while an equivalent digitalis costs 36 cents, a difference of \$1.64 that becomes a difference of \$2.50 or more in the retail price; that one type of adrenalin sells for \$3.50 while the equivalent epinephrine hydrochloride solution sells for \$1.

#### Same Pill — Different Label

Similarly, some years ago a Congressional committee found that manufacturers charge several times as much for drugs sold under advertised brand names as for the same products under their chemical designations. For example, a druggist paid 57 cents an ounce for phenobarbital, but \$6.90 an ounce under the name of Luminal; acetylsalicylic acid was 13 cents an ounce, but under the Bayer Aspirin name the public paid 75; acetphenetidin was 21 cents, but under the brand name of Phenacetin it cost 63.

Much of the situation results from doctors themselves. As Mr. Dickson pointed out, they are continually visited by the "detail men" (promotional representatives) of the big drug companies, who sell them on the merits of their products and tell them what various drugs can be prescribed for. So nowadays doctors tend to rely more on the easy method of prescribing some well-known brand name, rather than rely on their own pharmaceutical knowledge.

What can you do about it? At least for the household remedies you buy yourself—like calamine lotion, witch hazel, cod-liver oil, aspirin, etc.—shop by the "USP" label. Many department stores, mail-order houses like Sears and Ward, the drug chains and neighborhood druggists, too, now have their own private brands. Ask for the private brand. Look for the "USP" or "NF" letters. Compare the ingredients listed on the labels.

#### Shop Prescriptions Too

You're perfectly entitled, too, to take a prescription a doctor gives you and ask several druggists how much it will cost to fill. The prices of prescriptions have been found to vary noticeably in several surveys conducted by impartial experts.

But most of all, if possible have the doctor give you the name of the product to buy, rather than get a prescription. One survey found a prescription for sodium salicylate pills cost 95 cents to \$1.25 in various stores, while the same pills sold over the counter without an Rx for about 50 cents.

# Future MD Aided By Scholarship \$



SIU scholarship winner Miss Alma Iris Jimenez is shown with her parents, Mr. and Mrs. Pedro Jimenez of Rio Piedras, PR.

A promising career in medicine is in the offing for Miss Alma Iris Jimenez, daughter of Seafarer Pedro Jimenez, thanks to the SIU scholarship award. And if past performance is any indication, Miss Jimenez is likely to go through medical school with flying colors.

Miss Jimenez and her parents were overjoyed at the news that she was one of the winners of the four year \$6,000 scholarships offered by the SIU. "I am de-

lighted with the scholarship," she wrote, "and I am very proud that my father is an active member of the Seafarers International Union."

At 21 years of age, Miss Jimenez has already received her college degree from the University of Puerto Rico's College of Natural Sciences. She has enrolled in the University's School of Medicine for the fall term, which got underway on August 14, 1953.

**Has Fine Record**

Miss Jimenez, who was born in Puerto Rico on March 25, 1932, and makes her home in Rio Piedras, a few miles outside of San Juan, showed exceptional ability in both her high school and college studies. She finished 17th in a graduating class of 396 students at the Central High School of Santurce.

Her college record was equally scintillating. Carrying a program of scientific and mathematic sub-

This is the last in a series of features concerning the four winners of the 1953 SIU scholarships. Each of these stories has introduced one of the winners, so that the members may learn a little about the persons that their Union Welfare Plan will be sending to college for the next four years.

jects such as quantitative analysis, botany, analytic geometry, calculus and similar weighty items, she rolled up an A-minus average.

As a result of her distinctive achievements in college, Miss Jimenez was listed in the Who's Who in American Universities and Colleges, a roster of outstanding students throughout the US and its territories.

Miss Jimenez has long had the ambition to study medicine, and had been planning to attend medical school if it were financially possible for her to do so. Now with the aid of the SIU scholarship her ambitions will be realized.

Her father has been sailing with the SIU for the past six years. He started in the engine department, but recently transferred his book to the stewards department.

Authorities at the University are of the opinion that Miss Jimenez will do very well at the School of Medicine. "I am confident," Dr. E. Harold Hinman, dean of the university, wrote, "that Miss Jimenez will be a real credit to the Seafarers International Union."

# Captain All For Union's Slopchests

The job that the SIU Sea Chest is doing in supplying merchant ships with first-quality slop chests, has drawn high praise from Captain L. Lindquist, master of the SIU-manned Oceanstar. The Sea Chest service, the captain said, has put an end to the squabbles and complaints that resulted when the ship was supplied by the waterfront ship chandlers.

Captain Lindquist is one of a growing number of company officials, ships' captains and pursers who have written the Sea Chest praising the price and quality of the Sea Chest's merchandise. In the six months that the Sea Chest has been engaged in large-scale supply of ships on a competitive basis, it has won approval from many who looked askance at the idea of a Union-owned and operated corporation entering the slop chest field.

The Oceanstar captain's letter reads as follows:

"As master of the SS Oceanstar, I am very pleased that the Seafarers International Union has taken over the job of supplying the slop chest aboard their contracted vessels.

"We have been plagued in our dealings with slop chest vendors with inferior goods, unknown brands and seconds in name brands of many items. If we were given name brands then high prices prevailed.

"All this foregoing was a cause for many squabbles, beefs and led to many headaches for the master. Now under this new set-up we find that this is now all behind and passed us as master of these vessels. I wish to go on record for my complete cooperation with the Seafarers Sea Chest Corporation."

# SEAFARERS CASH BENEFITS

## SEAFARERS WELFARE, VACATION PLANS

### REPORT ON BENEFITS PAID

From August 3, 1953 To August 14, 1953

No. Seafarers Receiving Benefits this Period	1080		
Average Benefits Paid Each Seafarer	6383		
Total Benefits Paid this Period		68,933	24

### WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	6180	-	
Death Benefits	2500	-	
Disability Benefits	1175	-	
Maternity Benefits	5800	-	
Vacation Benefits	53278	24	
Total			68,933 24

### WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	357135	-	
Death Benefits Paid Since July 1, 1950*	641317	61	
Disability Benefits Paid Since May 1, 1952*	16765	-	
Maternity Benefits Paid Since April 1, 1952*	151000	-	
Vacation Benefits Paid Since Feb. 11, 1952*	2425716	82	
Total			3,591,934 43

\* Date Benefits Began

### WELFARE, VACATION PLAN ASSETS

Cash on Hand - Vacation	520286	48	
Cash on Hand - Welfare	251129	96	
Estimated Accounts Receivable - Vacation	274636	-	
Estimated Accounts Receivable - Welfare	244961	-	
US Government Bonds (Welfare)	1,807,078	82	
Real Estate (Welfare)	373,603	58	
Other Assets - Training Ship (Welfare)	97,913	05	
TOTAL ASSETS			3,843,237 89

### COMMENTS:

The winners of the scholarships have all been accepted for admittance to the schools of their choice. The winners and their schools are as follows: Charlane Holden; Richmond Professional Institute - Robert Goodwin, University of Oregon Dental School - Alma Jimenez Colls, University of Puerto Rico and Elizabeth Lomas, Barnard College in New York.

Some applicants are not sending in the complete information necessary for the benefits to which they are entitled. As a result of the lack of information, some benefits are being delayed. When in doubt about qualifying for a benefit, contact the nearest SIU Port Agent.

Submitted August 17, 1953 Al Kerr, Assistant Administrator

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

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



# UNION TALK



By KEITH TERPE

The capitulation of the operators of the tanker Val Chem and their agreeing to sign the standard SIU tankship contract offers a good moral for the uneasy guiding lights of the Atlantic Refining Company to study. Acknowledging the superiority of SIU conditions by running out on prior promises and signing a last-minute pact with the National Maritime Union (CIO), the Val Chem's operators chose the hard way to prove a point which the SIU has maintained for years.

This Union has safeguarded its top position in the industry because it assures its membership that it can provide job opportunities for all Seafarers when and where they're wanted, and the best conditions in maritime along with them.

### Reneged On Pledge

The Valentine Tanker Corp. decided to play games with the SIU and fenege on its pledge to hire SIU men, but it didn't figure on the solid might of the SIU in any beef, plus the support from other trade unionists, CIO shipyard workers, AFL harbor tugboatmen and other marine crafts wouldn't touch the ship, despite the constant pressures put on them, because, like all legitimate trade unionists, they respect another union's picketline in a legitimate beef.

The fact that Valentine ran to the NMU when confronted with the fact that it would have to put SIU conditions aboard the Val Chem is the best indication anyone could ask for on who's really out front in the matter of take-home pay, working conditions and other benefits. Shipowners look out for the best deal for themselves only.

It's not unlikely that Atlantic, which was probably aware of the goings-on, watched closely. It knows that the day is not far off when it too will have to fall in line and sign the SIU standard tanker contract, and in fact will have a mandate from the overwhelming majority of its tanker seamen to do so, when they express their preference for SIU representation in the coming NLRB election. We hope Atlantic takes notice. It may save a lot of unnecessary trouble for all hands later on.



The extension of all SIU welfare benefits to SIU bookmembers in the Atlantic fleet is already drawing enthusiastic comment from the tankermen, who realize now, if they never did before, that the SIU can deliver on its promises to provide the best conditions and benefits for its members in Atlantic. Just last week, the SIU membership in all ports approved this step, in order to show their brother members on Atlantic ships what some of "the best in maritime" is like.

The comprehensive welfare coverage they can now enjoy at no cost to themselves is just one of the gains assured them as soon as Atlantic is brought under SIU contract.

### Receive Same Benefits

As the plan is set up, any SIU bookmember in Atlantic who has filed a beneficiary card for the death benefit and has had that fact noted in his book is eligible for benefits the same as any Seafarer aboard any SIU-contracted ship. This means a great deal of security to SIU members in Atlantic, with every Atlantic seaman well conscious of the need for security when you sail with a non-union tanker outfit.

Although the turnover in the fleet through firings of SIU supporters is nowhere near the astronomical figures reached in the Cities Service drive, many of the tankermen would have no means of earning a livelihood today if not for the SIU's healthy book-to-job ratio and the Union's ability to provide jobs for them.

Atlantic apparently learned some lessons from the Cities Service case, and one was not to indiscriminately fire every man who looked like he used the word "union" in his vocabulary. The company has fired a great many men but it added what appears to be a calculated effort not to fire in some cases. Instead, it's relied on tactics which are designed to harass a man to the point where he either quits or goes loco. That's the new method. Fortunately, Atlantic guys are wise to it and they play along. They know that the real straitjacket cases are the manipulators of the company union, who had the notion they could keep on fooling Atlantic seamen about their own set-up forever.

# SIU-SUP Men Team Up On Novel

A former SUP deckhand has just had his second novel "The Alaskan" published with the aid of his Seafarer-literary agent, Robert Lund, now an engineer, is represented in his literary endeavors by Seafarer Carl Cowl, who sails as electrician on SIU ships when he isn't dealing with publisher's representatives.

The theme of "The Alaskan" deals with the life of a seaman who goes ashore in Alaska in the '30's to live in that then largely undeveloped country. Lund drew on his own experiences as a seaman, longshoreman, and backwoodsman in Alaska for much of the material in the novel. The book has been published jointly by The John Day Company in New York and by Harrup's in London. It will also appear in a paper-back edition that will be put out by Bantam Press.

### Sailed Steamers

Lund started going to sea out of Seward, Alaska, in 1935 on a small mail and passenger ship. After that he sailed on steamers, American President Lines and other SUP ships. However, eye trouble forced him to quit sailing on deck and he became an engine room man, getting his license just before World War II. He now holds a chief engineer's ticket and just got off the new superliner, the United States.

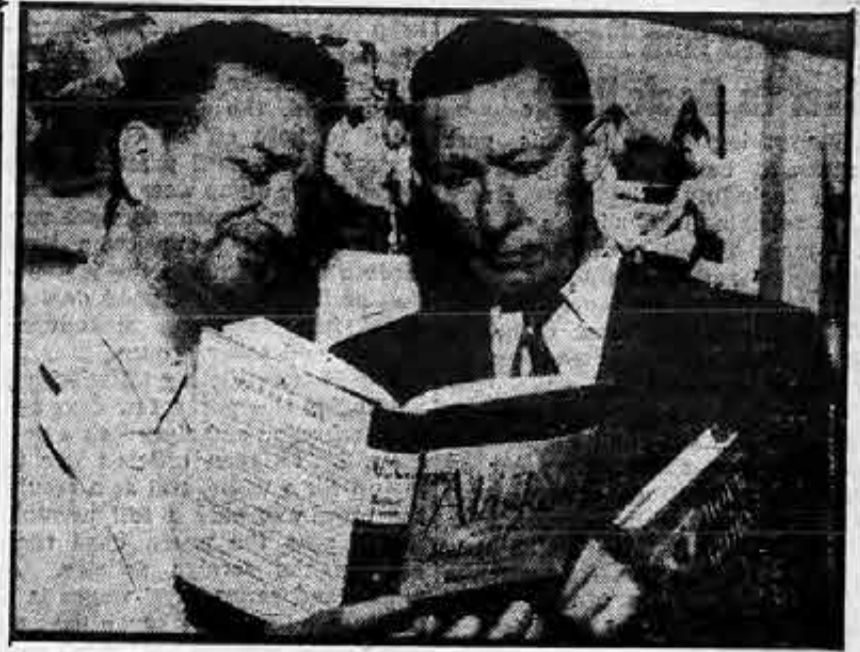
He came to a sea-going career by a round-about route. His great grandfather, Christian Lund, was a shipping man out of Copenhagen who operated three sailing ships. His grandfather was a member of the original Mormon congregation that trekked from Illinois to Utah and helped found Salt Lake City.

### Seeks Seaman-Novelist

Cowl, who has been a member of the SIU A&G District since 1939, has been operating a literary agency for the last eight years at 516 Fifth Avenue, New York.

"In the eight years that I've been in this business," he said, "I've had hopes of getting a great novel of the sea from a seafaring man. So far, Lund is the only novelist with a sailing background that I've come across."

Lund's first novel, "Hour of Glory" was also published by John Day and by Pocketbooks in the paper-back edition. It is an historical novel about an ex-seaman, who was beachcombing in Guam when the Americans took over the island in 1898, and appointed him temporary governor. His next published work will be a group of short stories that he wrote some years back.



Seafarer Carl Cowl, left, who is also a literary agent and Robert Lund, former SUP member, look over Lund's second novel, "The Alaskan." In between novels, Lund sails as an engineer.

# MSA Has Stuck To 50-50 Cargo Law, Says Report

A special report by the Mutual Security Administration which is in charge of the country's foreign aid program, shows that the agency has lived up to the requirements of the "50-50" law in handling dry cargo and tanker shipments.

The report, covering the year from July 1, 1952, to June 30, 1953, shows that American-flag dry cargo vessels carried 56 percent of 2,200,000 tons of dry cargo shipped by the Mutual Security Administration on regular liner services. During the same period US tankers carried 52 percent of all such tanker shipments.

Included among the areas receiving such shipments were Europe, the Near East, Africa, South Asia, the Far East and the Latin American republics.

On military items, which are shipped under the Mutual Security program and are included in the above totals, the figures show that 67 percent were carried on American flag vessels. Homebound cargoes of strategic materials covered by the program were carried on

American liners to the tune of 80 percent of total shipments.

The "50-50" law calls for 50 percent of all foreign aid shipments, financed by US taxpayers, to be carried on American-flag vessels.

### 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.

# Cartoon History Of The SIU

Winning More Porkchops

No. 44



The A&G District started 1948 by sparking an all-out drive to increase wages. Under a special clause contained exclusively in SIU contracts, the Union opened wage negotiations. The spiraling cost of living made wage boosts imperative, and the Union told the operators it intended to get more porkchops—not promises.



By March 12, the Union had forced a number of operators to agree to wage hikes averaging from 6.3 to 14.2 percent. The Union also won higher OT rates. This broke the solid front, and the other operators soon swung into line. The increases set a new pattern for the industry, and other maritime unions were soon asking the same gains.



On the organizing front, the A&G District made the big break into the unorganized tanker field when the Cities Service tankermen voted 83.15 percent for the SIU. The SIU was certified, but the NLRB refused to certify ships added to the fleet during the election. The Union went back to work on these new ships and proved successful again.

# PORT REPORTS

## Tampa:

### Iberville Has Running Beef In Deck Dept.

Everything here in this port seems to be going along pretty well, including shipping. Every ship touching the port is calling for men. Two Waterman vessels, Antinous and Iberville, came in this week and each ordered five men. That's the most coastwise ships have taken in some time.

The Carpenters are on a continuous meeting in Tampa. There is a wage beef, but the unions here do not strike. They go on continuous meetings or sometimes all hands go fishing. There is a matter of twenty-five cents an hour across-the-board in differences.

The Iberville, in Monday, had her usual beef in the deck department.



Carter

over. Seems the mate wants his pie and wants to eat it too. The ex-delegate was the bone of contention this time. When the mate fired him, he couldn't replace him, so he agreed to take him on again. The Antinous, on the other hand, is a ship without a beef. It runs along as smoothly as an SIU ship should run.

The Cuban Government opened fire on the one of the banana boats from Tampa this week. Three of the crewmembers were injured. Also, the Cuban Air Force turned to and fired several hundred rounds of ammunition at this ship. All these boats, owned by Hamilton Brothers, are under foreign flags.

Oldtimers around are Gus Taylor, Aaron Varn, Paul Carter, Tony Sosa and Frank Land. Most of these fellows have only been in a few days and are hanging around home until ready to ship again.

Ray White  
Tampa Port Agent

## Mobile:

### Seafarers Crew Gets Month's \$ In Lay-Up.

Shipping in this port for the last couple of weeks remained good with 176 men shipped to regular jobs and about 70 men shipped to various relief jobs around the harbor. During the same period we registered approximately 143 men.

Ships paying off included the Pennant, Clipper, Puritan, Runner, Pilgrim and Corsair (Alcoa); and Monarch of the Seas and Claiborne (Waterman). Signing on were the Pennant, Puritan, Pilgrim and Runner, while in-transits included the Iberville and Antinous (Waterman) and Cities Service's Royal Oak. In the next two week period Waterman has the Claiborne, Chickasaw, La Salle, Monarch of the Seas, De Soto and Maiden Creek due in for payoffs and replacements. Alcoa has the Patriot, Polaris, Pointer, Roamer, Cavalier and Clipper due in as well.

### Move In Doubt

At this writing the future of the Theodore ammunition dump located right outside of Mobile is in doubt. The Government made plans to close this depot and move to a spot near the Alabama-Georgia line. This move was to be made

because the homeowners in the area put up such a bitter fight to keep the Government from acquiring more land to expand the present depot. After the Korean truce was signed, the Government decided to hold off on closing the present depot until present ammo stocks at the dump were exhausted. Opposing the homeowners are various interested groups who have made a fight to retain the installation as it provides a good deal of work for teamsters, stevedores, seamen and other groups.

The Malden Victory (Mississippi) paid off in this port a few days ago and reshipped and signed on a new crew. MSTs then ordered her to lay-up for a while, and as a result, the crew was paid a full month's wages plus the seven days they had on the foreign articles. A month and seven days' wages is a pretty good haul for seven days of work. At the moment, the ship is laying on the east bank of the river awaiting orders.

### First Mariner

Mobile also got her first Mariner-type ship this week when the Magnolia Mariner (Mississippi) was

delivered to the company and crewed up. The crew was transported to the Pascagoula Shipyard by bus to move the ship over to the New Orleans area from which point she will make her first trip out under MSTs orders.

A few of the old timers currently on the beach include Cyril Mize, Herman Butts, A. King, Donald Pool, Fritz Weidegren, J. F. Gersey, Ervin Bradley, J. Lawton, Tom E. Brown, H. E. Nichols and Richard Scheuttner.

### Hunts Alligator

For the Seafarer of the Week we nominate Brother Donald Horn, who has been a member of the SIU since its beginning. He is single and makes his home on Cedar Point Road near Mobile Bay where he spends his spare time trying to hog-tie an alligator in the creek which keeps him awake all night. Horn took a job on the new Magnolia Mariner just to see how she sails. His only regret is that his bosom buddy, Charley Spencer, did not make the ship with him.

Members are again reminded that if they want to get off any ship in the harbor they must give the 24 hours notice required by the agreement or they won't be able to pay off.

Cal Tanner  
Mobile Port Agent

## Galveston:

### Building Trade Unions On Strike Two Weeks

Shipping has been holding its own in this southern port, with two ships signing on for Japan.

Ships signing on were the Julesburg of Terminal Tankers and the Petrolite of Tanker Sag Harbor. In-transits included the Del Santos and Del Alba (Mississippi); Cantigny (Cities Service); Steel Traveler (Isthmian); Seatrain Louisiana (Seatrain); Wacosta and Jean LaFitte (Waterman), and Genevieve Peterkin (Bloomfield).

During the past period, any beefs that arose were minor and were squared away on the spot in true SIU-style.

Oldtimers on the beach at this time include Jimmy Wall, R. Clark, H. Rosecrans, W. McCarthy, J. Vaughn, T. Saustaire, W. Mitchell and Earl "Tiny" Wallace. Men in the hospital are K. Nikander, H. Forbes, W. Lipscomb, F. Burns and J. Markopolo.

As far as the labor front here is concerned, all of the building trades locals in the city have been out on strike for the past two weeks. They are demanding 25 cents-an-hour raise. Can't tell how they are going to do in their beef, but hope they make out all right.

Keith Alsop  
Galveston Port Agent

## Lake Charles:

### Lure Of Orient Calls As Men Head For Japan

Reporting from down in the garden corner of Louisiana, where all is not gold that glitters; some of it is oil. Things have been moving along at a rapid pace in this town. Shipping was very good for the past two weeks as we shipped a total of 78 men in all departments.

Causing this rush were the Ford Island, French Creek, Logans Fort, Winter Hill, Council Grove and Chiwawa (Cities Service), and Petrol Tanker's Bull Run.

On the labor front the Office Employees Union (AFL) won their strike against the construction firms with a nice contract and secured almost all of their demands. The main one was union recognition which they now have, also an increase in wages. This victory was



Reinckuck



Villar

won by a combined effort of AFL outfits in this town, refusing to cross a picket line. The contractors yelled their heads off about losing money, but they finally came around.

We had the Lone Jack (Cities Service) in here to sign on for Japan and taking quite a few men. More of the boys wanted to get out on her. Must be the lure of the Orient.

With the rush of shipping and all our bookmembers shipping out, we were unable to hold a meeting this past week. Maybe we'll be able to scare up a quorum next time if shipping isn't so all-fired hot.

At present on the beach we have Charles Seymour, O. Pedersen, E. Lerma, J. P. Blackman, R. Boyd, H. Blanchard, H. Granger, T. Jones and L. Reinckuck, who has just taken himself a bride. We wish them both a lot of luck.

Leroy Clarke  
Lake Charles Port Agent

## Miami:

### We're Still Hunting For More Rated Men

The shipping picture remains just as bright as ever here, since we still don't have enough men on the beach, and have to go searching to fill some of the jobs that we get. We expect the shipping picture to remain just as bright for the future, since we are very short of rated men down here.

We paid off the Florida (P&O) on continuous articles and had the following ships calling in here: the Ponce (Puerto Rico Marine), the Wacosta, Afoundria, Mobilian, Yaka and Warhawk (Waterman), and the Alcoa Puritan (Alcoa).

We had some beefs on some of the intercoastal ships, but got these all squared away to the satisfaction of the crew, and everything else was smooth, except for a few performers on these ships. The membership has gone on record to take care of these characters.

J. Caldwell dropped into the hall to say hello, and then took off for a vacation in Havana before we had a chance to talk him into shipping out again. Jose C. Villar is in the Veterans Hospital in Coral Gables, and is doing so well that he expects to be out in a couple of weeks.

Eddie Parr  
Miami Port Agent

## New Orleans:

### Crew Gets Two Days' Lodging On Heat Boof

Shipping down here is at a steady pace and from the latest report will be pretty good for the coming two weeks, we have several ships due in here from the Far East and are due to go out again on the Far East run.

We had five ship payoffs during the period, six sign-ons, and 14 in-transits. Ships paying off included Del Alba and Del Mar (Mississippi); Antinous and Chickasaw (Waterman); and National Navigation's Catahoula. Ships signing on were Del Santos, Del Mar and Del Oro (Mississippi); Genevieve Peterkin and Marie Hamill (Bloomfield); and Oceanstar (Dolphin).

Ships in-transit included: Alcoa's Cavalier, Pennant, Clipper and Pilgrim; Isthmian's Steel Traveler; Mississippi's Del Santos and Del Oro; Seatrain New Jersey (Seatrain); Claiborne and Monarch of the Seas (Waterman); Genevieve Peterkin and Marie Hamill (Bloomfield), and Evelyn and Mae (Bull).

### Crew Gets \$

Had several beefs since the last report and all were settled to the satisfaction of the crews involved. On the Del Mar (Mississippi) a dispute came up down in Buenos Aires as to who should have turned on the heating system and how much temperature should have been maintained. No one could seem to agree on who was responsible so the crew collected two nights lodging for not having sufficient heat in the quarters.

The crew followed this beef through from start to finish in fine SIU style by getting it recorded in the log book at the time the quarters were cold, so it was not too hard a beef to collect. It may sound like a minor beef, but two nights lodging for the entire crew of 103 unlicensed men ain't hay. All crews should follow the example of this crew. When there is no heat or water or anything else due the crew under the agreement, have a record made at the time in the official log book and the beef will be paid.

All members are urged to take advantage of the new clarification committee set up in headquarters. When something comes up that is to be clarified mail it in or turn it in to any of the officials in the respective ports and they will see that it is submitted to the committee for clarification in order that the beef will not come up any longer. This committee meets regularly and hands down clarifications on beefs that come up involving the contract.

### Blood Donors

A fine Union spirit and consideration of others was once more demonstrated in this port during the past week. A request came from the USPHS hospital for blood donors for veteran Seafarer Johnny Murry. Frank Piecykoin, Sal Lafuentes and Jack Moore immediately volunteered. A second call was received for the blood replacement for the wife of Seafarer Baldy Bollinger. Bob Ferrell and Tim Brown responded.

Danny Thomas, Bob Adams, Dick Suttle, Buster Wells and Arthur Langevin are among the newly hospitalized members. Each appears to be progressing nicely.

Lindsey Williams  
New Orleans Port Agent

## SIU HALL DIRECTORY

### SIU, A&G District

- BALTIMORE ..... 14 North Gay St.
- Earl Sheppard, Agent Mulberry 4540
- BOSTON ..... 276 State St.
- James Sheehan, Agent Richmond 2-0140
- GALVESTON ..... 308 1/2 23rd St.
- Keith Alsop, Agent Phone 2-8448
- LAKE CHARLES, La. .... 1419 Ryan St.
- Leroy Clarke, Agent Phone 6-5744
- MIAMI ..... Dolphin Hotel
- Eddie Parr, Agent Miami 8-4791
- MOBILE ..... 1 South Lawrence St.
- Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS ..... 523 Bienville St.
- Lindsey Williams, Agent
- NEW YORK ..... Magnolia 6112-6113
- 675 4th Ave., Brooklyn
- STERLING 8-4670
- NORFOLK ..... 127-129 Bank St.
- Ben Rees, Agent Phone 4-1023
- PHILADELPHIA ..... 337 Market St.
- S. Cardullo, Agent Market 7-1633
- PORT ARTHUR ..... 411 Austin St.
- Don Hilton, Rep. Phone 4-2341
- SAN FRANCISCO ..... 450 Harrison St.
- T. Banning, Agent Phone 2-5475
- Mary Brethoff, West Coast Representative
- PUESTA de TIERRA, PR. Pelayo 51-La 5
- Sai Collis, Agent Phone 2-5990
- SAVANNAH ..... 2 Abercorn St.
- Jeff Morrison, Agent Phone 3-1725
- SEATTLE ..... 2700 1st Ave.

- Jeff Gillette, Agent Elliott 4334
- TAMPA ..... 1500-1611 N. Franklin St.
- Ray White, Agent Phone 2-1323
- WILMINGTON, Calif. .... 505 Marine Ave.
- John Arabasz, Agent Terminal 4-2874
- HEADQUARTERS ..... 675 4th Ave., Bklyn.
- SECRETARY-TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS Robert Matthews Joe Algina Claude Simmons Joe Volpian William Hall
- SUP
- HONOLULU ..... 16 Merchant St.
- Portland Phone 5-8777
- PORTLAND ..... 522 N. W. Everett St.
- Beacon 4-336
- RICHMOND, CALIF. .... 257 5th St.
- Phone 2599
- SAN FRANCISCO ..... 450 Harrison St.
- Douglas 2-8363
- SEATTLE ..... 2700 1st Ave.
- Phone 5-0260
- WILMINGTON ..... 505 Marine Ave.
- Terminal 4-3131
- NEW YORK ..... 675 4th Ave., Brooklyn
- Sterling 8-4671
- Canadian District
- MONTREAL ..... 634 St. James St. West
- Plateau 8151
- HALIFAX, N.S. .... 128 1/2 Hollis St.
- Phone: 3-8911

- FORT WILLIAM ..... 118 1/2 Syndicate Ave.
- Ontario Phone: 3-3231
- PORT COLBORNE ..... 163 Durham St.
- Ontario Phone: 5591
- TORONTO, Ontario ..... 372 King St. E.
- Empire 4-5719
- VICTORIA, BC. .... 617 1/2 Cormorant St.
- Empire 4531
- VANCOUVER, BC. .... 505 Hamilton St.
- Pacific 7834
- SYDNEY, NS. .... 304 Charlotte St.
- Phone 6346
- BAGOTVILLE, Quebec ..... 20 Elgin St.
- Phone: 845
- THOROLD, Ontario ..... 52 St. Davids St.
- Canal 7-3202
- QUEBEC ..... 113 Cote De La Montague
- Quebec Phone: 2-5078
- SAINT JOHN, NB ..... 177 Prince William St.
- Phone: 2-5222
- Great Lakes District
- ALPENA ..... 133 W. Fletcher
- Phone: 1236W
- BUFFALO, NY. .... 160 Main St.
- Phone: Cleveland 7391
- CLEVELAND ..... 734 Lakeside Ave., NE
- Phone: Main 1-0147
- DETROIT ..... 1038 3rd St.
- Headquarters Phone: Woodward 1-0857
- DULUTH ..... 531 W. Michigan St.
- Phone: Melrose 2-4110
- SOUTH CHICAGO ..... 3201 E. Grand St.
- Phone: Essex 3-9410

# PORT REPORTS

## New York:

### Top Union Shipping Keeps Port Humming

The Port of New York has been humming for the past two weeks. We had a very busy period as far as the shipping end of our business is concerned. Shipping still held up good for all departments, but engine department ratings are still in the greatest demand.

We paid off a total of 24 ships in the past two weeks, signed seven on foreign articles and service 13 in-transit ships. The following ships paid off: Frances, Ann Marie, Beatrice, Suzanne, Angelina, Mae, Elizabeth and Binghamton Victory (Bull); Seatrans New Jersey and New York (Seatrain); Dennison Victory, Afoundria, Lafayette and Azalea City (Waterman); Archers Hope, Government Camp, French Creek and Cantigny (Cities Service); Seathunder (Colonial); Northwestern Victory (Victory Carriers); Robin Tuxford and Robin Gray (Seas); Steel Artisan (Isthmian), and Fort Bridger (US Petroleum).

#### Sign Hoosier Mariner

Signing on were the Northwestern Victory; Steel Recorder and Hoosier Mariner (Isthmian); Schuyler Otis Bland, Lafayette and Fairland (Waterman), and the Robin Sherwood (Seas). Ships in transit were Alcoa's Pointer, Planter and Ranger; Seatrans Texas, Georgia, New York and Louisiana (Seatrain); DeSoto and Iberville (Waterman); Marymar and Penmar (Calmar); Bull Run (Petrol Tankers), and Isthmian's Steel Admiral.

Claude Simmons  
Ass't. Secretary-Treasurer

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## Seattle:

### Highlights Of Week For Seattle: Iko, Seafair

Though shipping has been a little slow the past two weeks, the holiday season has been at a peak in Seattle with various social events and entertaining activities going on. Seattle has been celebrating its annual Seafair week with lots of beautiful girls from which to choose the Seafair Queen and princesses for the year. Shirley Givens, representing a labor union, was chosen as Seafair Queen for 1953.

We had the honor of having President Eisenhower here attending the Governor's Conference. The Gold Cup boat races were held here last week with "Slo Mo Shun IV" winning again for Seattle. In addition to this, the weather has been ideal for this time of the year.

Ships in-transit include the Seavigil (North Seas); Hastings and Keystone Mariner (Waterman); Yorkmar and Alamar (Calmar); and The Cabins (Cabins Tanker).

#### Clean Up Ship

In a discussion aboard the Seavigil, the captain agreed that the ship was in foul condition and needed a lot of cleaning up in the crews' quarters, officers' quarters and galley. We informed him that SIU ships were clean ships and we certainly didn't want this one to be an exception. Further, it was a must with the crew that the ship's quarters and galley be cleaned up. To make a long story short, the captain authorized sanitary equipment and the sougeeing of the stewards department, galley, messhall and quarters on an overtime basis. We didn't hear any further beefs on her after we left, so we assume another clean SIU ship is on its way.

The Keystone Mariner was six

hours beyond the International Date Line loaded with Army supplies bound for Korea and Japan when the Army turned her back after peace talks concluded in Korea. She is now in Bangor, Me., discharging the cargo which will take about three weeks.

Oldtimers on the beach include Nels Larsen, B. Roll, J. Kismul, J. Ringo and R. Queen, while two Seafarers in the hospital are M. E. Newman and L. E. Twite.

Jeff Gillette  
Seattle Port Agent

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## San Francisco:

### Don't 'Forget' To Put In For Your OT

Shipping out here has been very good during this past period, and we expect to have good shipping out here for some time in the future, especially if things hold up the way they have been going.

We paid off the Young America (Waterman); the Lewis Emery Jr. (Victory Carriers); the New Rochelle Victory (South Atlantic); and the Seapender (Seatransport).

The Young America, Lewis Emery Jr. and Seapender signed back on, as well as the Young America, Jean LaFitte and Choc-taw (Waterman).

Calling here in-transit, we had the Alamar (Calmar), the John B. Waterman, Hastings, Kyska and Raphael Semmes (Waterman), and the Coe Victory (Victory Carriers).

We had a beef on the New Rochelle Victory about some disputed overtime and some OT for restricted time, but found that some of the crew fouled themselves up as far as the OT was concerned, by not putting in their OT sheets for it.

Some of the OT for restriction to ship was as good as gold, since the skipper restricted the crew to the ship on only a verbal order. However, many of the men in the crew did not bother to put this OT down on their overtime sheets.

We had the pleasure of seeing the SIU first again, when the SIU-manned New Rochelle Victory sailed from here with the first cargo of grain to go to Korea under the new Rehabilitation Act for Korea. Quite a few important persons boarded the ship and an impressive ceremony was held to mark the sailing of this first cargo.

T. Banning  
San Francisco Port Agent

## Baltimore:

### Lots Of Interest Here In The Atlantic Drive

Shipping in this port has been good for the past two weeks, and we expect that it will remain that way in the future. At the same time, the beefs have been few and far between.

Work on the new building has slowed down somewhat due to some additional work that is being done, but this will mean even more extended facilities for the membership here in Baltimore, so it is well worth it. At the present time, the work is going along on schedule on the top three floors. All of the steel is in the top and items such as windows and so forth should be completed within the next few weeks.

#### Atlantic Drive

The top of the new discussion here in Baltimore is the Atlantic drive right now, with all the membership showing great interest in the new developments in the fleet. The men are all hoping that the Atlantic men will have an SIU contract very soon.

Ralph Whitley is one of the men on the beach here right now. He sails as steward and has been in the SIU since 1947. He is one of the sidewalk superintendents we have had with the new building, and since he sails as steward, he has taken special interest in the plans for the galley and cafeteria facilities in the new building.

#### Payoffs

During the past period, we paid off the Kathryn, Ines and Evelyn (Bull); the Massmar (Calmar); the Bents Fort and Salem Maritime (Cities Service); the Bienville (Waterman); the Oremar, Marore, Cubore, Steelore, Baltore and Venore (Ore); the Robin Sherwood (Robin); the George Lawson (Pan Oceanic), and the Holystar (Intercontinental).

We signed on the Sweetwater (Metro); the Steel Vendor (Isthmian); the Kathryn, Ines and Evelyn (Bull); the Bethore, Oremar, Marore, Steelore, Baltore, Cubore and Venore (Ore); the Julesberg (Terminal Tankers); the Bents Fort and Salem Maritime (Cities Service); the Bienville (Waterman); the Massmar (Calmar), and the Mary Adams (Bloomfield).

The ships calling here in-transit included the Antinous, Wacosta,

Fairland, Chickasaw and Afoundria (Waterman); the Steel Admiral (Isthmian); the Hilton (Bull); the Robin Sherwood and Robin Tuxford (Robin); the Perolite (Tanker Sag Harbor), and the Chiwawa (Cities Service).

Earl Sheppard  
Baltimore Port Agent

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## Wilmington:

### Collect 1,535 Hrs. OT Beef On Cuba Victory

Shipping is so good out this way that if we get any more jobs we'll have to ship out the patrolmen. What's more, the outlook is so bright, we have sent wires to Mobile and Galveston advising them to come and get it.

Ships paying off and signing on were the Ames Victory and Coe Victory (Victory Carriers); Cuba Victory (Seas), and The Cabins (Cabins). In-transits included the Sealegend and Ocean Ulla (Ocean Trans.); Sunion (K ea); Calmar, Yorkmar and Seamar (Calmar); Seagarden (Pen. Nav.); Hurricane, Raphael Semmes, John B.

Waterman, Bucyrus Victory and Morning Light (Waterman); Republic (Trafalgar); Marven (Int'l Nav.); Michael (Carras); North Platte Victory (Mississippi); Sea Comet II (Ocean Carriers); General Patton (Nat'l Waterways); Steel King (Isthmian), and Clarksburg Victory (Eastern).

#### Restricts Crew

Ran into the usual beefs which are expected, however the Cuba Victory was a little different. Seems like the captain had a lot of faith in his typewriter and half-sheets of blank white paper. He restricted the crew in two ports and limited the shore time in another. At the payoff he produced two of these half-sheets, one for Inchon and one for Pusan, supposedly signed by MSTs restricting the crew to the ship.

Needless to say, none of these were acceptable, as MSTs is not the port government authority.

The crew wound up with 1,535 hours restricted shore time which cost the company \$2,190.27 in lieu of launch service expenses to take the crew ashore. Collected another \$136 for the 34-man crew for launch service not provided in still another port.

John Arabasz  
Wilmington Port Agent

## Philadelphia:

### Union Clears Up Beef With De Soto Chief

Beefs on various ships coming into port during the past two weeks have kept us on the go. One in particular concerned the chief engineer on the De Soto (Waterman). It seems this chief was running around with a gun and a blackjack, ready to give it to everyone. He got so menacing, the captain finally had to take them away from him.

We went down to the ship and brought this fellow up on the carpet. It seems his whole beef was something personal against the SIU. The company asked us not to cause any trouble and it would take care of him. However, I think the talk we had with him was much more effective.

The De Soto has one of the finest crews sailing. The stewards department deserves especial praise for fine work. However, we have to make sure the chief stays in line.

#### Far East Run

One of the regular boys who just came back to port is William F. McDonald. He has been absent from the Port of Philadelphia for about a year, running Far East. He expects to settle around Philadelphia for the next month or so on vacation. He has been sailing with the Union for two years. Originally, he came from Atlantic, but he thinks there is nothing like the SIU.

Steve Cardullo  
Philadelphia Port Agent

~ ~ ~

## Boston:

### Propeller Club Head Lauds Yarmouth Crew

Arnold T. Polley, of the National Shawmut Bank and treasurer of the Propeller Club here, visited us recently. He looked over the Yarmouth and said he was very impressed with the heads-up SIU crew that he saw in action and the cleanliness of the ship.

#### Ship Payoffs

We paid off the Council Grove (Cities Service), and signed her on again. We had the DeSoto and Iberville (Waterman), and the Robin Tuxford (Robin) here in-transit.

All the payoffs were clean, and it seems that the membership policy of warning performers and gashounds to steer clear of SIU ships has kept them away from this port, since we have had little trouble on that score.

We have had some activity in this area with Atlantic ships during the past couple of weeks. We had the Atlantic Importer up in Revere, the Atlantic States in Providence and the Atlantic Dealer in New Haven.

The men in the Atlantic and the Seafarers up here are still talking about the way the AMEU chairman failed to even show up at the forum in Philadelphia, and just sent a letter instead. Some of the guys say that the AMEU is so used to "representing" the men in the fleet by just sending a letter to the company—if they even bother to mention anything to the company—that the AMEU chairman just couldn't get used to the idea of going any place in person to represent his membership.

James Sheehan  
Boston Port Agent



Kent



Whitley



Joseph

## A & G SHIPPING RECORD

### Shipping Figures July 29 to August 12

PORT	REG.		REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
	DECK	ENGINE						
Boston	40	23	16	79	10	13	15	38
New York	215	173	120	508	134	131	100	365
Philadelphia	61	39	32	132	42	49	39	130
Baltimore	124	98	82	304	111	99	73	283
Norfolk	13	18	10	41	10	3	4	17
Savannah	15	17	11	43	1	4	5	10
Tampa	7	11	17	35	7	9	10	26
Mobile	46	49	48	143	61	63	52	176
New Orleans	92	81	89	262	84	88	78	250
Galveston	26	17	18	61	44	34	24	102
Seattle	17	12	10	39	6	5	3	14
San Francisco	54	45	49	148	54	45	44	143
Wilmington	50	42	23	115	46	34	25	105
Totals	780	625	525	1,910	610	577	472	1,659

# IN THE WAKE

The dancing fish, according to many people, is just a fantasy out of Alice in Wonderland, but the little grunion, a native of Californian waters, actually does perform a kind of dance every spring and fall. When the time comes for her to lay her eggs, the female swims ashore with the waves and, balanced upright on her tail, whirls around in the sand in the moonlight. By this dance-like motion she digs out a hole in which she can lay her eggs. With the next wave she is carried out to sea again, leaving her fertilized eggs buried in the sand, and with the next incoming tide, salt water breaks the shells of the tiny eggs and the little grunions follow their mother out to sea.

High seas never meant the size or violence of the waves past the three-mile limit. In its oldest sense, high seas means the same as highway—a public thoroughfare which may be used by all who wish to travel on it. "Under the weather," a term which can now mean feeling sick either ashore or at sea, started off as a seasick expression, when the new sailor, not as chipper as he might be, and buffeted by the wind, curled up beside the bulwarks on the windy or weather side of the ship.

Many of the most common articles of clothing worn by the man of today owe their popularity to the first World War. When he took off his khaki uniform in 1918, the American male decided he liked the trench coat, and added it to his civilian wardrobe, as well as such everyday items as the wrist watch, a muffler, woolen socks, slacks and soft collared shirts.

That the tide affects the death of human beings is a belief which existed among the ancient Romans, who, along with such notables as Shakespeare and Dickens, thought that more human beings died when the tide was ebbing than at other times. "To go out with the tide," usually about midnight, is a superstition which is especially strong among people who live along the

seacoasts, but there has never been any definite proof as to whether or not this is actually true. Some scientists assert that the number of deaths during any given day is evenly distributed over the 24 hours; others maintain that more people die "when the tide goes out"—that is, between midnight and the very early hours of the morning—than at any other time.

The longest fishing line in the world—36,000 feet, and made of steel, was used, not by an enthusiastic fisherman, hoping for a prize haul, but by sea scientists on a scientific expedition aboard the Galathea, a Danish flag ship. Unreeling their giant line till it touched the ocean's bottom, 6½ miles below the surface of the water, the scientists were able to lure aboard such fabulous creatures as the six-foot larva of an eel (this means that the fully grown eel would probably stretch 130 feet in length) and other creatures, which live so far below the surface of the water that no light from the sun ever reaches them, and which survive in their water world, under pressures as heavy as 15,000 pounds every square inch.

Mal de mer, or, to be unpleasant about it, seasickness, may be a universal illness, but statistics have proved that men take this kind of misfortune more bravely than women. For every five male victims of seasickness, there are eight women.

A long swallow of beer was as welcome to an ancient Egyptian as it is to us today. As far back as the year 5,000 BC, Babylonians drank beer which they brewed from barley. The Greeks and Romans, however, who depended on wine to quench their thirst, scorned the barbarous drinking habits of their Egyptian neighbors, but the lowly habit seems to have stood the test of time pretty well. The original invention of beer is attributed to the goddess Isis, and even today, many people believe that blowing on the foam of their beer will influence the goddess to bring them good luck.

# THE INQUIRING SEAFARER

Question: Do you ever pass time by tossing a line over the side and fishing while on a trip?

Joe Miller, ch. stwd.: Sure, that's one of the things I really like to do when we're anchored off someplace and things are dull. Once, while we were anchored off the Southeast coast of Africa, I threw a line over and landed a good-sized shark. Man, was that fun catching.



J. Behar, MM: Sure, and I like to catch stuff that I can cook and eat. Once when we were outside Panama, I started fishing and caught six dolphins, all in a couple of hours. They were really running good. And then we cleaned them up and the crew loved them.



Charles LaRosa, OS: No, I never do much fishing when I'm on a trip. I guess it's too dull for me. I just like to stretch out in my sack or on a cot up on deck and read to pass the time. That's a lot more relaxing and restful than holding a piece of line hanging over the side.

M. Reid, ch. stwd.: Sure I like to fish, especially when we're on a long trip and there's nothing to do aboard ship. When we're around Panama, I always throw out a line and try to hook some of those Green-jacks. They make great eating when they're cooked right.



Joe Farrell, FWT: I never bother with fishing. When I was on the Robin Tuxford, I used to stretch out on a cot up on deck and read while Johnny Byrnes used to be over at the rail fishing all the time. He used to catch enough fish for the whole darned crew, so I never even tried!

John "Bananas" Zierels, bosun: Sure always. One time we were hove to on the old Del Mar, and we landed a shark about eight feet long off Northern Brazil. Man, what a battle he gave me. Whenever I'm around Panama, I try to hook into some barracuda. They really give a battle.



# MEET THE SEAFARER



KENNETH E. BECKERICH—FWT

Seafarer Kenneth E. Beckerich has been sailing for only five years, but in that time, almost one-fourth of his life, he has come up with a probable first with the SIU and several near misses.

The Bronx-born 21-year-old is an FWT who has been a member of the Union since 1949. He was 17 at the time and was, probably, the youngest Seafarer to sail any one of the seven seas. His other SIU distinctions come in the maternity field.

On May 18, 1951, just about six weeks after the maternity benefit went into effect for members of the Union, Ken and his wife Margaret qualified with a bouncing boy, Kenneth John Beckerich. The younger Beckerich was the third SIU baby to bring in a maternity benefit. Now, there seems evidence that the Beckerichs will be right up there among the second-time-around group to collect benefits on an all-SIU family. Wife Margaret is expecting once more, and the latest edition to the growing Beckerich family may see the light of day before this hits print. As of the latest reports, the Beckerichs stand fourth in line for second-time honors.

### SIU Organizer

Ken, who started sailing at 16 with the SIU, was an organizer on the Lake George when US Petroleum came into the SIU fold. He was with the first SIU crew to sail the ship in 1948 after the company signed up with the Union for better performance all around. He was a cog in the organizing wheels for Cities Service, too, where so many Seafarers won their spurs as organizers.

"Speaking of Cities Service," the youthful Seafarer said, "there was one trip I'll never forget. I took a lot of ribbing about it from the boys. I was supposed to be out for six weeks, but it was 13½ months before it ended."

Beckerich, he tells the story on himself, was on the French Creek eight and one-half months after signing on for a one-trip foreign run of six weeks. After missing

the ship in France because of a sailing schedule mix-up, he caught the Fort Bridger and signed on there with six of his ex-French Creek buddies who were left in the same boat. He spent five months on the Fort Bridger before paying off in Palermo, Sicily. The ship had been out 17 months when it paid off its entire personnel, unlicensed and otherwise, going into layup for awhile.

### Likes Coastwise Runs

After returning as a passenger on the Vulcania, Ken got his book before setting out on an inter-coastal run with Waterman. He ran lumber and dry cargo between Oregon and New York, and has stuck close to the US ever since his first, long foreign run which came as a pleasant and unexpected surprise.

"Not only do I like the coastwise runs," said Ken, "but I prefer the Seatrains. It is a short run with better than average pay and food, and I get a chance to see my family every other week in New York. You can't beat it for a top deal, even in the SIU."

Ken's last vessel was the Longview Victory (Victory Carriers), signing off it late in June. Right now, he said, he's waiting for a Seatrain again. The Longview ran army cargo to Antwerp, Cherbourg and Bordeaux on a European run.

### Lives In Mt. Vernon

Seatrain Lines have a special place in his heart, for he got off the Seatrain New Jersey in September, 1950, in order to get married. Didn't take him long, either. Three days after the payoff he was setting up the Beckerich family home in Mount Vernon, NY.

Ken is known among his Seafarer buddies for his prowess in weight lifting. He is also an avid cartoonist and caricaturist. However, he had to give up another one of his hobbies after he left school and got married. Ken was the lone male cheerleader, and head of the squad, when he cavorted acrobatically along with 25 girls for Bronx Vocational High School.

# The Seafarers Puzzle

- ACROSS
- 1. Kind of tide
- 4. Skip ball on water
- 7. Job for the delegate
- 12. Fruit drink
- 13. Atmosphere
- 14. Brother of Moses
- 15. It runs from Miami to Havana
- 17. Rear
- 18. Crooner
- 19. Island near Ulithi
- 21. Red or Black
- 22. Ceylon export
- 24. Semester: Abbr.
- 26. Where SIU fought for a hospital
- 30. — seaman
- 34. Came to rest
- 35. Youth group: Abbr.
- 36. Common event in tropics
- 37. Every ship has one
- 38. Most books have them
- 40. City in Brazil
- 42. Sea bird
- 43. Navy boat
- 46. Attempt
- 48. Exclude
- 52. Island WNW of Curacao
- 54. Run, as a line
- 56. Pert. to punishment
- 57. Creek
- 58. Filipino
- 59. Island North of Greenland
- 60. Long fish
- 61. Abner's pal
- DOWN
- 1. Kind of seafood

1	2	3	4	5	6	7	8	9	10	11
12			13				14			
15		16					17			
18				19	20		21			
			22		23		24		25	
26	27	28			29		30	31	32	33
34				35			36			
37				38			39			
			40	41		42				
43	44	45		46		47		48	49	50
52			53			54	55			
56						57			58	
59						60			61	

(Puzzle Answer on Page 25)

# TEN YEARS AGO

Prime Minister Winston Churchill arrived in Quebec, Canada, for a sixth conference with President Roosevelt on the conduct of the war, in which, for the first time, Canadian officials would take part. Premier Joseph St. Laurent, it was stated, is not likely to participate. . . . The Italian Government announced that "in view of repeated aerial attacks against Rome it has now been determined to declare formally and publicly without further delay that Rome is an open city and that all necessary measures in conformity with international law are being taken" . . . The SIU-SUP opened one of the most modern and attractive Union halls in the country last week in Los Angeles, Cal., to handle increased port traffic and hiring facilities for Seafarers. . . . The liner Normandie, bought by the US from France and renamed the Lafayette, was partly floated in her slip in New York City after having been burned and turned over 18 months ago.

The Navy disclosed in Washington that American and Canadian troops landed in force on Kiska Island in the Aleutians and found the enemy had departed. Presi-

dent Roosevelt and Prime Minister W. L. Mackenzie King of Canada issued a joint statement in Quebec, to the same effect. . . . Through the medium of the SEAFARERS LOG, the Union helped to explain the new withholding tax on wages which affects Seafarers. . . . A German submarine in an attack off the Sicilian north coast sank a cruiser of the Brooklyn class which was protected by destroyers, Berlin said. . . . The islands of Lipari and Stromboli, north of Sicily, surrendered to a US naval expedition. . . . An Executive Order by President Roosevelt was made public giving the WLB power to punish a balking labor union by withholding check-off dues until it comes in line, or to suspend other major labor union contract benefits.

Official announcement was made in Washington that Moscow had "relieved" Maxim Litvinoff of his post as Soviet Ambassador to the United States and appointed Andrei A. Gromyko as his successor. . . . The Union, fighting for the rights of the Seafarers, saw Matthew Dushane, Washington representative of the SIU-SUP, appointed official AFL member of the newly created maritime panel of the National War Labor Board.

# SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer

Editor, HERBERT BRAND; Managing Editor, RAY DENISON; Art Editor, BERNARD SEAMANI; Photo Editor, DANIEL NILVAI; Staff Writers, HERMAN ARTHUR, IRWIN SPIVACK, ART FRYFALL, JERRY REMER, AL MARRIN; Gulf Area Reporter, BILL MOODY.



## The Sales Tax Drive

For several months a quiet drive has been conducted by outfits like the National Association of Manufacturers and the US Chamber of Commerce to enact a Federal sales tax. The drive is simply an attempt to shift an even greater burden of taxes on to the backs of wage earners.

It is no accident that the sales tax program is coupled with a program to reduce income taxes. Income taxes are graduated; that is, a person pays more according to income. Those whose income is small, pay a smaller percentage of taxes. But a five percent reduction in income taxes means pennies for the wage-earner, thousands for the big income brackets.

The sales tax on the other hand, makes no allowance for ability to pay. Those who have to count their pennies will pay the same tax on a pound of hamburger as the hamburger buyer who shops in a Cadillac. And the sales tax burden is complicated by the fact that many states and cities already have their own heavy sales taxes.

For years, this country has held that people who can best afford to pay should contribute the largest share of the cost of government. That is the fair and democratic way. There's no doubt that a Federal sales tax would be a step backward and a blow to millions of American families.

## Army Versus Seamen

On the heels of orders imposing severe penalties on seamen overstaying shore leave in Korea comes news that one Seafarer was fined \$150 for being ashore a few minutes past the curfew. What's more the Seafarer spent the night in a lock-up which didn't even provide the crudest sanitary facilities for prisoners.

When the Seafarer protested the size of the fine, he was told that the MP's knew what he was earning and were fining him accordingly. If he wanted to skip the fine, he could work it off at hard labor, \$1 a day for 150 days.

In other words, the Seafarer was being penalized heavily, not because he overstayed shore leave, but because he was making a good living under the SIU contract. The idea of a working man getting paid his due apparently is very upsetting to the Army brass.

It may be all right for the armed forces to push their own lower orders around in the manner of domestic animals although we've heard it isn't considered good for morale. It's about time though, that the Army was reminded in strong terms about the rights of civilians.

## High Praise For SIU

An article appearing in the September issue of "The Reader's Digest," entitled "The Amazing Seafarers Union," casts quite a few compliments in the direction of the SIU. Summed up, the article describes the SIU as a democratic union, devoted to the interests of rank and file seamen, militant in defense of their rights and aggressive in seeking out ways and means to better their conditions on ship and ashore.

The SIU is proud of the fact that it has attracted this kind of praise. The Union intends to make every effort to continue to live up to the above description.

## Sea Chest Success

The laudatory letter on the SIU Sea Chest received from the master of the Oceanstar is a sure sign of the growing popularity of SIU-supplied slopcheats. The Oceanstar skipper wrote the Union that the fair prices and first quality merchandise supplied by the Sea Chest were eliminating the beefs that plagued him in the past.

This letter is typical of the reaction of a great many skippers, pursers and ship-owner representatives in recent months. Their original hostility to the idea of Union participation in the slopcheat business is rapidly dissolving in the face of the obvious superiority of the Union's slopcheat service.

In other words, the Union's experience in the slopcheat business proves what the Union maintained all along—that there was a need for an honest, reliable and fairly-priced slopcheat service to put an end to the chiseling and crookedness that have plagued this business in the past.

# LETTER of the WEEK

## Asks To Amend Taft-Hartley Law

To the Editor:

Today, the American worker is three times as productive, earns six times as much money, and has pension, health, education, medical and other fringe benefits, adding to his security, that he did not have 40 years ago.

Most of this advancement is attributed to American labor unions, which led the march from unemployment and breadlines across the nation to prosperity, full employment and security.

Despite its enormous contributions to the American way of

life, the labor movement has been losing ground since the end of the war. Only 15 million of a working force of 62 million people are union members, according to figures. Something has to be done to strengthen the union movement and to increase the security of working people.

The principal reason for this defection in the ranks of labor is the Taft-Hartley Law.

### Amend Law

Since 1947 unions have asked for the repeal of the law. Yet, willing to compromise, they are now fully cooperative with the administration, not to repeal the law, but to amend it in such a way as to better serve the interests of the people. This is a must if labor and management are to go along hand in hand making this country the strong leader it has always been. It must be revised to permit the two functions to negotiate the kind of contracts necessary without the threat of Government intervention in private industry.

Government has no business regulating health and pension plans or outlawing union security agreements such as check offs and the closed shop, at least in my way of thinking. The closed shop is the finest expression of majority rule in a democratic society. When a majority of the employees of any business or industry decides what is to be done for the working members in that particular field, it is only constitutionally and democratically correct for the dissident factions to go along with the prevailing thoughts.

### Cooperation Necessary

The Taft Hartley Law is many things to many men. To management it is an invincible weapon of coercion and retaliation, cudgeling workers and unions into line. To labor, it is an oppressive regulation aimed at destroying or hampering some of the rights for which they fought over the years.

It behooved neither party to work at counter-purposes to the other. This is not a war of diametrically-opposed ideologies. It should be an attempt between two principals on the same side of the American fence to get together to iron out their minor differences in the field of labor-management relations.

Ray Brault



Brault

## 'Let's Face It!'



## LABOR ROUND-UP

An eight-day strike of fruit canners in California ended with wage increases of eight to ten cents an hour for 35,000 members of the AFL Cannery Workers Union. The agreement covered 68 plants throughout the state and includes a health plan and other fringe benefits.

A runaway textile plant, that left Massachusetts to avoid a CIO Textile Workers Union contract, has been ordered by the National Labor Relations Board to dish out back pay and reinstatement to about 400 employees. The Mount Hope Finishing Company closed its plant in North Bighton, Massachusetts, in October, 1951, and moved to Butner, North Carolina. It's estimated that the NLRB order will cost the company a minimum of \$500,000.

Legal aid for workers in New York State deprived of unemployment insurance benefits through technicalities and red tape has been promised by the State Federation of Labor. The Federation's last convention in Buffalo was told that employers are increasingly turning to the courts to whittle away workers' rights to collect unemployment benefits.

Gunshot wounds caused the death of United Mine Workers organizer Charles Vermillion, found on a highway near Hyden, Kentucky, in his car. Several months back Vermillion and three other UMW members were wounded in a shotgun ambush following a union meeting.

Employment of 12 girls from 15 to 17 years of age on Government-contracted work has cost Barclay Home Products Inc. of Cohoes, New York, a \$6,700 fine. The firm, which was manufacturing sleeping bags for the armed forces, had been shifting girls from one plant, on civilian production, to the one on Government production by means of an overpass across the street. Federal law forbids employment of children under 18 on Government contracts.

Telephone operators employed by Illinois Bell Telephone and Wisconsin Bell Telephone have settled contract demands, while

7,000 Indiana Bell phone workers were still out on strike. Approximately 11,000 telephone employees in Illinois picked up \$1.50 to \$5 weekly increases, while 6,500 in Wisconsin got \$1.50 to \$4. All of them are members of the Communications Workers of America, CIO.

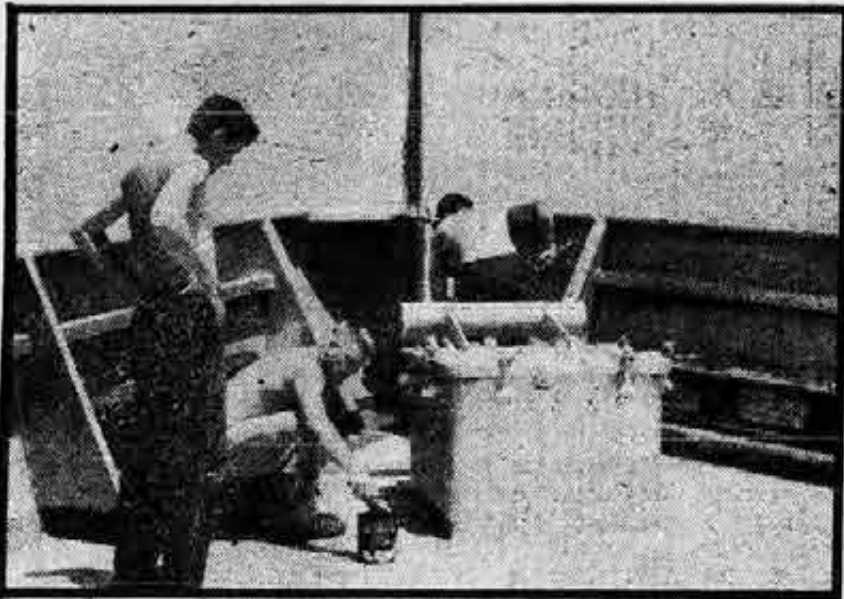
Drivers hauling baked goods in NY were awarded \$6 to \$10 weekly increases retroactive to May 1 in an agreement between Teamsters Local 550 and the New York City Bakery Employers Council. A welfare plan provided under the new contract calls for contributions of \$3 per man per week, to go to \$4 weekly after two years. The contract covers 3,000 drivers and driver-salesman in the metropolitan area.

Printers' annual earnings have more than tripled over the past 20 years according to an official report issued by the International Typographical Union. The average typesetter earned \$1,719 in 1933, while in 1953 the average was up to \$5,255. Part of the increase, of course, came from the fact that most workers were working only part of the year back in the depression days.

The strike of building construction truck drivers in New York entered its second month with no solution yet in sight. City officials have attempted unsuccessfully thus far to mediate the dispute which has tied up work on highways, schools and other city construction projects. The strikers, members of local 282 of the Teamsters Union drive sand, cement and ready-mix concrete trucks. Previously lumber haulers belonging to the same union had settled their contract with employers.

Television engineers employed by the New York TV station WOR-TV have gone on strike in a dispute over working rules. Members of Local 1212 of the International Brotherhood of Electrical Workers left their jobs, and among other things, temporarily interrupted televising of Brooklyn Dodgers home baseball games. Federal mediators are attempting to reach a solution to the working rules difficulty.

# SEAFARERS TRAVEL LOG



The Alcoa Puritan's deck gets freshened up with some paint. George Leer (center) dips into the pail while Bob Neidermeyer looks on. The bosun is to the rear.



American movies are popular in the far reaches of the world. Here Jane Wyman's photo enlivens a billboard in far off Djakarta, Indonesia. Picture taken by Seafarer John Westfall while a crewmember of the Steel Director.



Seafarers on the Morning Light (Waterman) settle down in the crew's messroom for their regular shipboard meeting. Bosun Babalek (left foreground) served as chairman for the session.



There may be no greens, but your loyal golfer is pitching and putting all the time. Nick on the Alcoa Puritan, takes his cut out on deck. Must be hard on golf balls.



Four members of the deck gang on the Steel Chemist pose for their shipmate-photographer Fred Goldsborough on the vessel's recent Far East run.



Edward Stevens, linenkeeper aboard the Delta Line passenger ship Del Norte, looks like he is in for a busy day's work as he sorts out stacks of dirty linen. Photo was taken by Leroy Rinker, the ship's photographer.



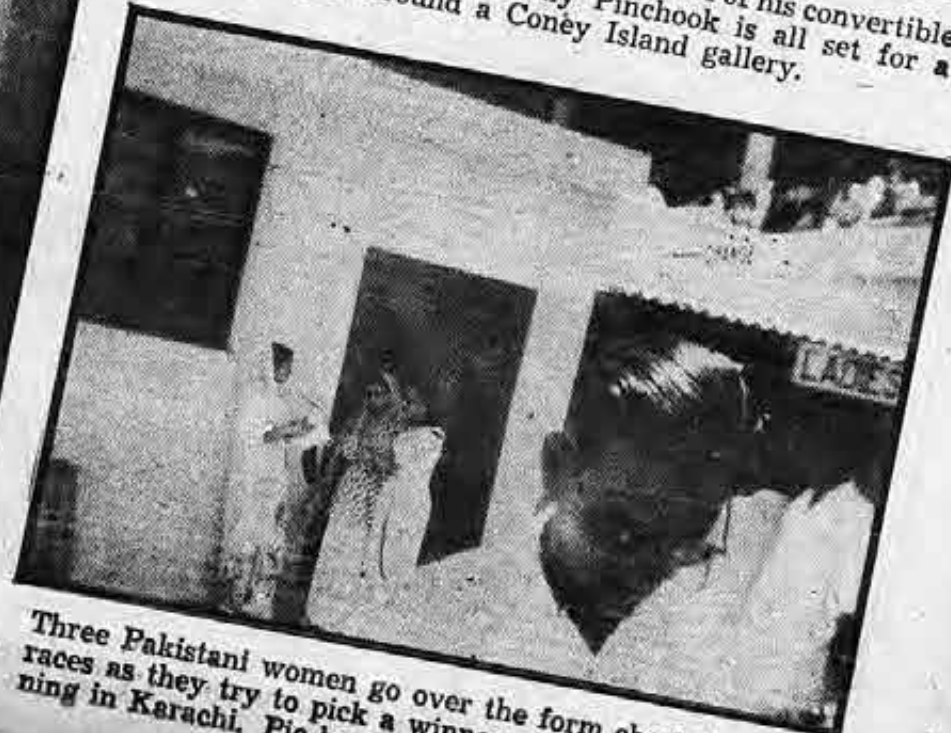
A Kochi Shang nightclub, replete with local belles, provides relaxation, refreshment and entertainment for Seafarer John Westfall ashore in the Far East.



With a cigar in his mouth and the wheel of his convertible in his hands, Seafarer Tony Pinchook is all set for a leisurely spin around a Coney Island gallery.



This "barbershop trio" of Seafarers off the tanker McKettrick Hills poses outside a hair-cutting establishment where women barbers are the rule. Left to right, Fleming, AB; Callahan, pumpman; John, fireman.



Three Pakistani women go over the form chart between races as they try to pick a winner on the next one running in Karachi. Pic by Seafarer John Westfall.

# MARITIME

Great Lakes ore carrier operators expect to break all monthly tonnage records in August with the addition of two new carriers, the Richard M. Marshall and William C. Ford, to the Great Lakes ore fleet. In July the carriers had towed just under 14½ million tons of iron ore, in itself a new monthly mark. Barring an early freeze on the upper Lakes, shipments are expected to exceed 100 million tons this year . . . The Chinese Nationalist government has released the freighter Marilu that was seized off the mainland of Red China. The Marilu's cargo has been unloaded in Formosa, and apparently is being confiscated.

The motor vessel Hampton Roads has been abandoned by its crew after being badly battered by gales off the North Carolina coast. Crewmembers were picked up by the tanker Gulf Service . . . The Kings Point Merchant Marine Academy celebrated its tenth anniversary by graduating 143 licensed mates and engineers. Twenty of them went right into the Navy, while the rest were commissioned as ensigns in the Naval Reserve . . . A new million-dollar wharf, third new facility to be opened in Houston since 1950, has been completed by the Houston Navigation District. It is designed for open-air cargo handling such as steel rails and lumber.

Concerned about the high percentage of aliens on its vessels, Switzerland has made plans to train its own merchant crews. At present only one-fourth of crewmembers on Swiss ships are Swiss nationals. The Swiss merchant marine was created in the wartime emergency in 1941. It now consists of 35 vessels grossing 200,000 tons over all . . . An Indian concern has purchased the Norwegian cargo ship Begran and is renaming it the State of Saurashtra. The new owners flew a crew of Indian seamen to the States and the vessel loaded a cargo of grain for Pakistan on its first voyage . . . Two tankers and a tug suffered minor damage when they collided in the narrow channel between Governors Island and the Battery. The tug Esso II was squeezed momentarily between the tankers Esso Lynchburg and Fort Fetterman. The Fort Fetterman then ran aground temporarily after the collision. Damage to the tug and crewmembers was minor, consisting mostly of broken glass and cuts.

The Cunard Line has announced that the liners Caronia and Mauretania will make six Caribbean and South American cruises this winter, with stops at St. Thomas and other popular Caribbean resort-towns . . . A new Gulf of Mexico cargo service between US and Mexican ports has been undertaken by Transportes Maritimos y Fluviales, SCR, a Mexican concern. The motorship Emancipacion and Veracruz will touch at New Orleans, Houston and Mexican ports, including Veracruz and Tampico . . . The keel of the second atomic sub will be laid in the Groton, Connecticut, yard of General Dynamics' Electric Boat Division. The first atomic sub, first ship ever to be driven by nuclear power, may be ready for service next summer.

Travelers from New England to the Eastern part of Long Island can take advantage of a new ferryboat service that has been opened between Saybrook, Connecticut, and Orient Point, LI . . . Several foreign nations have had striking growth in their merchant fleets in recent years. Turkey's merchant fleet now totals 552,989 tons, practically all of it developed in the last quarter century. More than half of the tonnage is controlled by the Turkish government. West Germany is in the midst of a remarkable shipping and shipbuilding boom. The fleet has doubled in the last two years, now totaling 1,841,000 tons, with another million tons under construction in shipyards. The pre-war German fleet for all Germany was 4½ million tons.

Foreign shipping is rapidly invading the Great Lakes. Canadian sources report twice as many foreign vessels this summer in Toronto as compared with 1952. Ships of eight nations are now actively trading on the Great Lakes, including vessels from England, France, Holland, Germany, Sweden, Norway, Cuba and Venezuela. Many of these vessels are staying on the Lakes full time during the shipping season, running between US and Canadian ports.

Customs and immigration agents in the port of New York had a busy day recently when seven passenger liners disembarked 6,848 passengers one morning last week. The seven ships were the Queen Mary, Liberte, America, Independence, Ryndam, Neptunia and Contessa . . . A Coast Guard cutter had to tow in the cruise ship Nuevo Dominicano when she suffered an embarrassing lack of fuel on her run from Nassau, British West Indies, to Miami. The ship ran out of fuel just sixty miles from the port . . . The Norwegian-American Line has put the new 6,400-ton motor ship Foldenjord into service. Another 8,100-ton vessel, the Norefjord, will be ready in a few days for the Norway to US run.

# SEAFARERS in ACTION

A washing machine is a fine thing to have aboard ship—when it works. But when the machine goes out of order, then the men aboard have a real headache because it means going back to the old-time washboard days. This can be real tough when you consider that the seaman may have to scrub down plenty of grimy work clothes.



Peppett

That's why Seafarer Lester Peppett received high praise from his shipmates for the work he has put in to keep the washing machine running in good shape. Peppett knows how important machines are from first hand experience since he was sailing in the days when machines didn't exist aboard ship. The 34-year-old Seafarer is a native of Massachusetts and joined the SIU in Philadelphia just ten years ago on August 11, 1943.

The importance of standing all watches on tankers and not missing the ship was stressed in a little talk given crewmembers of the Bradford Island (Cities Service) by ship's delegate Frank Flanagan. He pointed out that if men miss watches or miss the ship it often deprives fellow crewmembers of their full shore leave since they have to stand the watches of the missing men and lose out on the brief shore leave time that tankermen receive.

Flanagan has been a member of the SIU since March 13, 1951, joining in the port of New York. He was born in Virginia on February 6, 1923, and sails on deck.

A sound suggestion to help keep down the roach population in the ship was put forward by Seafarer John Carroll at the last shipboard meeting of the Azalea City (Waterman). Carroll suggested that lime be sprinkled in all garbage cans while the ship is in port to prevent infestation of the vessel. Otherwise the garbage is sure to attract a variety of undesirable creatures that will make themselves a home aboard.



Carroll

Carroll, an AB, has been sailing SIU for just a few months now, since he is one of the Atlantic tankermen who got bounced by the company for talking up SIU on the Atlantic ships.

# • On the Job •

## Handling Storage Batteries

Accidents involving the handling of the low voltage wet-cell storage batteries on board ship are rare and unusual. But there are certain precautions that should be taken because of the sulphuric acid in the batteries and the highly-explosive hydrogen gas given off by a battery when charging or discharging.

Hydrogen explosion is not to be taken lightly. The Graf Zeppelin disaster of many years back was one such explosion which killed several hundred passengers and put an end to the use of dirigibles for commercial air travel. Such an explosion can take place inside the cells proper, or in the compartment where the battery is located any time there is a concentration of about four percent of hydrogen in the air, a small amount of hydrogen in a confined space.

### Flame Can 'Ride' Hydrogen Stream

There is no way hydrogen can be ignited except by a flame from the outside, but should there be a lighted cigarette in the vicinity or an open flame the flame can travel into the cell on the stream of hydrogen and cause the battery to explode with considerable force throwing pieces of the heavy case about and squirting the area with damaging battery acid.

Since hydrogen is the lightest of all the elements it escapes rapidly and a battery compartment can be kept clear of fumes by having an overhead vent. Adequate ventilation will prevent an explosive mixture from forming in the compartment, but the hydrogen streaming from the vent holes could become ignited and the flames could travel back into the battery cells.

Even when a battery is not being used, it is discharging slightly, so that a certain amount of hydrogen gas is given off at all times.

For the ventilation system to work properly the air supply should come in to the compartment and the exhaust vent should be near the overhead where the light hydrogen gas can escape easily. Sparking should be avoided at all times in the compartment. This can be done by making sure battery circuits are dead when leads are being connected to or disconnected from the battery. Proper sized wrenches should be used on the bolts of clamp terminals since a wrench that slips might produce a spark that would be enough to ignite the gas. The further precaution of throwing a rubber or canvas sheet across cell connectors would prevent sparking in case the wrench slipped.

When connections are being made or broken, the vent plugs should be screwed tight. If at all possible, the lighting for the compartment should come from the outside and the bulbs protected by moisture proof globes. It's a good idea to keep a light wooden shelf above the tops of the batteries so that metal objects falling on the batteries could not cause sparking. The shelf, of course, would have to be hinged or removable.

### Use Rubber Aprons, Gloves

Burns resulting from battery acid splatter can be prevented by proper precautions in preparing the acid and handling batteries. Goggles, rubber gloves and rubber aprons should be worn when handling acid. When the battery acid is being prepared from the concentrated sulphuric acid and water, it's important to add the acid slowly to the water, not the other way around. When water is added to the acid, a great deal of heat is generated and the small amount of water may boil over and splatter acid on the man doing the job. By adding acid to the water, the heat is diffused through the whole quantity of water and doesn't cause it to boil.

Equal precautions should be taken when cleaning away corrosion that forms around battery terminals and surfaces. They should be brushed off by brushing away from the body. Blowing them off may cause acid particles to fly back into the eyes or on the skin, resulting in serious damage. Sometimes a good deal of corrosion deposit results from an excessive charging rate which causes acid mist to be carried out of the vents with the gas. The mist then settles on surrounding surfaces where it can corrode metal and injure the skin of anybody touching it. This condition can be avoided by proper control of the battery's charging rate.

### Baking Soda Solution

Should acid be spattered on the skin or clothes a weak solution of ammonia water or a baking soda will neutralize it. Acid in the eyes has to be washed out by pure fresh water. For that reason then, it's a sensible precaution to have a container of pure fresh water on hand in the battery compartment. The container should be a distinctive size and shape so that a man temporarily blinded by acid in the eyes will not mistake it for the acid containers.

Other general precautions that are advisable include keeping a CO2-type extinguisher readily available in or near the compartment; removing or taping over finger rings when working on batteries, as a short through the ring can cause a bad burn; avoiding use of sea water with battery acid as it will release chlorine gas and ruin the effectiveness of the acid; use of carrying devices to move batteries.

## Burly

## Asleep In The Deep

By Bernard Seaman





# Battle For Crewman's Life Proves Fruitless

The valiant, but losing battle of an SIU ship's captain and crew to save the life of a Seafarer has been described in detail by Arnold Reibus, AB, and Alf P. Sandvick, chief engineer. It was in the early part of May aboard the SIU-manned George Uhler (Southern Steamship) that Captain Ralph B. White and the crew, including the victim's own brother, made every effort to get help, only to have the Seafarer die on the way to port and a hospital.

The Uhler, Reibus said, was enroute from Bremerhaven to New York, about three or four days out at sea, when James Sturgis, 35, saloon messman, started complaining that he felt ill. He had been all right when they were in Bremerhaven, Reibus said, and had gone ashore with the rest of the gang, but a couple of days later had to take to bed with what turned out to be a severe case of pneumonia.

At the time Sturgis became seriously ill, Captain White started to treat him using the ship's medical book as a guide. Sturgis rapidly grew worse, so Captain White radioed New York for instructions. He followed them as best he could but Sturgis continued to suffer.

### Started Spitting Blood

"At the beginning," Reibus said, "he didn't seem to be very sick and wasn't running a very high fever. But later on he had a lot of trouble breathing and toward the end he started spitting blood."

Captain White then instructed the radio operator to contact the passenger ship United States which was in the vicinity. The passenger ship America, 100 miles away, also heard the call and offered to stand by. But the United States was a good 60 miles from the Uhler and the nearest vessel was the British passenger liner Queen Elizabeth, only 30 miles astern. The only trouble was that darkness had set in and the seas were rough with winds blowing up.

### Too Risky

The Uhler's motor lifeboat was put in a state of readiness in case of transfer. But after communication with the Queen Elizabeth, the captains of both vessels agreed that it would have been too risky to attempt transfer of the stricken man in the stormy seas at night.

The Captain's next step was to radio the Air-Sea Rescue Station operated by the Coast Guard at

Newfoundland, still 400 miles distant. He changed course to meet a Coast Guard cutter at an appointed rendezvous.

When the cutter came alongside, it put out a motor lifeboat with a doctor aboard. The doctor boarded the Uhler and examined Sturgis. He saw that he was critically in need of oxygen, so the cutter sent oxygen equipment aboard which permitted Sturgis to breathe easier.

Then arrangements were made to transfer Sturgis to the cutter.

Two hours later though, Sturgis died aboard the cutter. The Uhler received notice by wireless of his death.

### Stopped Engines

"At 12 o'clock, the captain ordered the engines stopped for one minute's silence. Everybody stood by on the boat deck. Then we started up the engines again and went on our way."

"Captain White did everything that was humanly possible to save him, but it just didn't help."

Sturgis' younger brother Claude, who is 21, was working as crew mess aboard the ship at the time.



Not even a driving, cold rain can stop these Seafarers as they man the picketline which tied up the Val Chem and the Bethlehem Shipyards. Just to get the chill off, they polish off some hot coffee and doughnuts supplied by the SIU strike kitchen that was set up for them.

# New Tankship Co. Defies SIU—Tamed By Picketline

(Continued from page 3)

hours of the day and night, no matter what the weather conditions. Dispatching of pickets was

organized on a rotary basis so that regular shifts could be maintained on the line.

Food needs were taken care of to everybody's satisfaction by the SIU cafeteria and by a mobile coffee and sandwich canteen on the waterfront. Each tour of picket duty stamped on a picket's card was good for a hot meal in the SIU cafeteria, with choice of all items on the regular cafeteria menu.

### Attacks Picket With Car

As it became apparent early in the strike that the picketline had completely bottled up the ship, company representatives got a little desperate. The company port engineer blew his stack and gunned his car into the line of Seafarers, injuring two men, Aussie Shrimpton and Frank Pasaluk. Both of them had to be treated at Norwegian Hospital, with Shrimpton laid up for a week with internal injuries.

Instrumental in the company's

resistance to the SIU and its reason for signing an NMU agreement at the last minute was its desire to escape meeting the first class conditions of the SIU tanker contract.

The company then wheeled up its big guns and went after a court petition for an injunction against the picketline. The company also filed a \$300,000 lawsuit and instituted charges before the NLRB. The legal moves were futile, however, and SIU picketing continued at full strength.

Realizing the futility of fighting the SIU, company representatives contacted the Union and agreed to withdraw all legal action and begin negotiations for a settlement.

After a few days' discussions the company agreed to hire SIU men whom it had previously discriminated against, as crewmembers. Arrangements were then made to sign an SIU contract. The ship has already left port on its first coastwise voyage to Texas City, Texas.

# Lakes SIU Seeks Vote For 5 Car Ferry Crews

Crewmembers of five Great Lakes car ferries will have an opportunity to vote for the Great Lakes District of the SIU as the union filed a petition for a National Mediation Board election. The car ferries, owned by the Ann Arbor Railroad Company, employ 295 unlicensed seamen in all departments.

The National Mediation Board has jurisdiction in this instance because it covers all labor matters on the nation's railroads and railroad subsidiaries. Up until now, the board has not announced the date of the election.

A three-way choice will be entered on the ballot, the SIU Great Lakes District, the National Maritime Union, CIO, and no union. Up until now, the NMU Lakes section has held a contract for the car ferry employees but SIU Lakes representatives reported the bulk of the employees were looking for SIU representation. Not the least of the attractions for these employees, they said, were the superior benefits offered by the SIU Great Lakes contract.

The ferries involved carry railroad freight cars, automobiles and passengers in between lake ports in Michigan and Wisconsin, including the ports of Ludington, Manitowoc, Kewaunee, Menominee and Manistique.

# Potter Sees New Ship Law Likely

(Continued from page 2)

enacted seventeen years ago. Its principles still appear sound in most respects. Nevertheless, in view of the violent economic and political changes, both domestic and international, which have occurred in those years, it may well be found that new approaches to the problem of achieving a merchant marine adequate to the national needs must be adopted.

### Program To Come

With the establishment in tangible terms of a clear goal and the machinery to keep it current with changing conditions, and with a careful analysis of existing legislation, we will then be able to go to our third phase, the recommendation of a program and the legislation to implement it.

It is too early to state any conclusions, but I am highly gratified with the progress made to date and the many significant indications which have developed during the series of seventeen days of hearings on the size and composition of the American merchant marine which the subcommittee held from May 14 to July 30 in Washington. Hearings in San Francisco and New Orleans during the Fall will broaden the record to form a firm base for the legislative studies to be undertaken during the second session of this Congress.

# US Reports Dividend \$ Up In '53

WASHINGTON — Despite complaints about high taxes and dire predictions of possible falling profits, the Commerce Department reports an average increase of 4½ percent in dividends paid by corporations up to August 1, 1953.

Corporate dividends in the first seven months of the year totaled \$4.8 billion with some dividends increasing as much as 16 percent over the previous year. Transportation equipment companies led the parade to higher earnings, but banks and insurance companies were not far behind. Oil refining and machinery industries also did well.

The only industries that showed declines in dividends were in textiles and leather goods.

## 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: August 26, September 9, September 23.

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

# Port O'Call

NEW LOW PRICES

AT SIU HEADQUARTERS  
4th Ave. & 20th St. • Brooklyn

OWNED AND OPERATED  
by the  
SEAFARERS INTERNATIONAL UNION  
ATLANTIC AND GULF DISTRICT A.F.I.

Swap yarns or watch the fights on television with your old shipmates at the Port O' Call—YOUR union-owned and union-operated bar. Bring your friends — where you're always welcome. And the tab won't fracture that payoff.

### Seaman Joe - Taken To The Cleaners

By Lloyd Bertrand



### Did You Know . . .

That the practice of wearing the wedding ring on the third finger of the left hand originated because the ancient Greeks thought that a vein ran through that finger directly to the heart? In fact, however, the vein that runs through the wedding ring finger does not run to the heart, but runs directly to the funny bone.

That the fastest mammal in existence is said to be the Cheetah? The Cheetah has been clocked at speeds up to 70 miles per hour for a distance of over 100 yards. For faster speeds, the birds have the field, with most hawks rated, at possible speeds of over 180 miles an hour when chasing prey. The Deer Fly, however, an insect, is said to hold the all-time speed record with some saying it can attain speeds of up to 818 miles an hour.

That the SIU's Welfare Services Department handles an average of over one request for help every four minutes from Seafarers all over the world? Set up to give Seafarers personal service on any types of problems that they may have, particularly off-the-job problems, the department now handles and finds solutions for more than 15 Seafarers every hour.

That the Oolachan, a species of fish found in the northern Pacific which average about a foot long, are so oily that the Eskimos use them for candles? The Flathead and Alaskan Indians catch these fish and then let them dry out. Once they are dry, a wick of either rush pith or inner cypress bark is pulled through the center of the fish, and then the entire fish is used as a candle.

That, with other conditions being equal, it is easier to lift a weight with a large pulley than it is with a smaller one? The larger the wheel used, the greater the mechanical advantage in overcoming friction. For this reason, a larger pulley wheel is easier to use, just as it is easier to pull a wagon with large wheels than one with small wheels when the weight contained is the same.

That washing eggs will injure their ability to keep? Clean unwashed eggs brings the highest prices, and all eggs have a natural coating on the outside to prevent or delay the entrance of harmful germs. Once washed, this coating is gone, and the eggs are likely to spoil much more quickly than they would if they were left unwashed.

### Cooking Up Some Fresh Air



Up on deck for a breath of air is part of the Simmons Victory steward department. They are, left to right, Clarence Gardner, chief cook; Bob Pierce, second cook, and Gus Skendelas, third cook. Photo was taken by James Parker.

### LOG-A-RHYTHM:

## No Greater Love

By Sam Seafarer

Were I Leander I'd swim the Hellespont  
for you,  
Or as Romeo choose death to be near,  
Or as a Byrd go see the Arctic view,  
Just to hear your voice, my dear.

I would ford the deepest rivers on a brace  
of stilts,  
Or catch quicksilver in my fev'ed hand,  
Give you the moon or the sun that wilts  
Mine own passionate glands.

I would scale the Alps, Himalayas, or  
Andes, too,  
Sail ships from Asia to the Zuider Zee,  
Conquer many lands with my legions few,  
Or renounce all poetry.

I would choose to freeze, grow warm,  
or die, as you see fit,  
Here or in any other time or clime,  
All I ask is to be left half my wit  
To make our hearts beat in rhyme.

For you so gladly would I undertake  
all these pains,  
But tonight, my sweet, I won't be over  
if it rains!

## Oriental Sleuths Crack Amersea Safe As Crew Draws Only Breath

What the crew of the Amersea (Blackchester) needed on a recent run to the Far East was a seagoing Jimmy Valentine, according to Seafarer Bill Pieszczuk. If a maritime version of the celebrated safecracker was unavailable, the crew was ready to settle for a ton and a half of dynamite.

Any or all of these would have come in more than handy for the crewmembers on that Oriental run. For the fact of the matter was that the men were without the wherewithal to add spice and flavor to the Japanese islands, while the greenbacks lay neatly ensconced behind steel walls in the captain's cabin.

This was one time steel walls did a prison make, with the captain unable to give out a draw to the men because he couldn't get the safe open.

There were desperate men among the host who favored a major prison break, thinking rather irrationally of the beer and feminine com-

panionship awaiting them on the other side of a draw. Patience and Oriental sleuths helped them a long way toward achieving both goals.

Excitement was at fever-pitch until the master called in a pair of local Charlie Chans. It took the local sleuths all of 36 hours to get the tumblers to fall into place.

No End In Sight

Sasebo wasn't the only drawless port on the foreign run. In fact, it would have been nothing short of heaven, according to the crews' needs and wishes, if the moneyless journey had ended there.

Back in Kure, Japan, the crew, already hardened to the prevailing situation, met the same sad story. Then over in Sokcho-ri, Korea, where the fare was still as foul. This time the ship was out on the hook in the stream, the men amusing themselves by swimming, fishing and reminiscing what it used to be like in days long past when shore leaves and draws came at the same time on a Far Eastern run.

### Champ At Bit

With the men champing at the bit, the sad news was relayed to them that the captain could not get any money from shoreside agents because of some monetary mix-up involving the company. All did not seem lost at the moment, however, for the skipper was ready to put out the draw from the money in the safe.

To everyone's consternation, the safe proved to have a faulty combination lock and jammed. Pandemonium reigned on the ship.



Pieszczuk

# The FOC'SLE FOTOGRAHER

By SEAFARERS LOG Photo Editor

British film manufacturers are maintaining a blistering pace in the new film speed derby. Kodak Ltd., of Great Britain has just announced a panchromatic plate with an exposure index of 500 daylight and 400 tungsten. Recommended processing is in Kodak Press Contrast developer diluted 1:3 with water with extended development in a 1:1 solution of the same formula advised for maximum emulsion speed.

### Perpetual Developer

The day may not be too far away when we will be able to replenish our photographic developers perpetually by immersing a pair of electrodes in the solution and briefly switching on the electric current. Pierre Roman of Kodak-Pathé, Paris, is doing the research work on this project. Unlike familiar developing agents which are irreversibly oxidized after acting on the exposed film, the soluble silver salts of certain metals like tungsten, vanadium and chromium are stable both in their fresh and spent forms. They can be converted from the latter to the former by passing an electric current through the solution. Roman reports that the action of the vanadium salt is so rapid that it achieves in 30 seconds the proper speed and contrast that usually require 30 minutes at the same standard temperature. Another nice thing about this new method is that the fresh vanadous solution is lavender in color, while the oxidized vanadic form is green. This permits the energy level of the developing solution to be observed and maintained colorimetrically.

### New Electronic Flash

Portable electronic-flash units powered by dry batteries are apparently here to stay. With one exception, all the manufacturers of portable equipment have dry battery outfits to offer. The biggest splash was made by the new Heiland Strobolar V which provides a lighter-weight dry battery powerpack than has heretofore been available at roughly half the weight. Although the single-unit 510-volt battery of the Strobolar V provides only 500 flashes, many amateurs who take less than 500 flash shots a year will find the cost disadvantage academic and the weight and bulk-saving advantages very real.

The shoulder weight of the entire powerpack with battery included is less than 3½ pounds. Older dry battery units employed a single 225 volt battery with a voltage-doubling vibrator powered by a small auxiliary battery, or a 450-volt battery made up of two 225-volt batteries. Some had five 90-volt units. The shoulder weight of the voltage-doubling type of powerpack is approximately 5 pounds and of the multi-unit type about 7 pounds.

### Photo Typesetting

Photography seems to be making notable inroads in the typesetting craft. The Graphic Arts Research Foundation announced the completion of a photoelectric typesetting machine that has been in the works since 1949. To commemorate the occasion Dr. Bush, a director of the foundation, presented the first book to be composed on a pilot model of the new machine to Dr. Compton of MIT. The new equipment, which completely eliminates movable metal type, employs an electronic flash mechanism to photograph type characters on a whirling glass disk bearing the equivalent of 16 fonts of type (or 1,440 characters). The characters to be photographed are selected by means of a standard typewriter keyboard. The end result of the process is a sheet of photographic process film from which the desired copy is photoengraved on plates for printing. It is expected that 75 of these machines will be completed by the end of 1953.

# Ketch Caught Far At Sea Adds Adventure To Long Voyage Home

Many's the strange sight which greets a seafaring man on his watery tours of the world. Not only on land and in the air, but on the surface of the sea as well. And it isn't often that a chance comes up to turn a buck at sea in salvage rights.

## Rest, Relaxation Aboard Steel Ranger



Relaxation seemed to be the keynote aboard the Steel Ranger as she lay at anchor near Oahu, Hawaii. Upper photo shows, left to right, K. McCullough, James Thomas and William Philip resting during coffee time, while Thomas Yablonsky and Carl White, in same order in lower photo, bask in the sun. Photos by Arnold Rosenblatt.

There's many a tale of a whale and a stormy night at sea spun in the off-watches to the tune of a lowering sky. There's talk of flying fish and ghost ships and hordes of octopi. But it isn't often that a ketch is caught far at sea, sighted in mid-ocean, running almost derelict-free.

Such was the unusual case, however, which the Seafarers of the Robin Sherwood (Seas) came across recently as the ship was outward bound from South Africa and heading for New York.

### Headed For Azores

Somewhere in mid-ocean the Robin Sherwood's crew was startled to see a tiny ketch bobbing with the waves and wind. It was sailing, carefree as a gull, tacking with the wind in the general direction of the Azores. Conjecture ran rampant through the ship as to what it was, and the curiosity about the craft extended from the foc'sle to the bridge.

Curiosity became too much for the captain as well as the powerful, inquisitive feline, and he put about to see what it was that was bobbing on the horizon. Chief among the possibilities was the probability of the craft being a derelict, and there was more than one mouth watering over prospects of salvage if the ketch proved to be seaworthy. It would not bring a prince's ransom, assuredly, but it might add to the payoff for a little extra icing on the cake. Whatever the reasoning aboard the vessel, captain and crew were glad of the chance to relieve the monotony of the long voyage home with the possibility of off-beat adventure.

### Ketch Is Manned

Approaching within a quarter-mile of the now recognizable craft, the officers and crew of the Robin Sherwood were amazed to see two men come out of a tiny cabin on deck and view the larger vessel through a pair of prying binoculars. Satisfied with the freighter's identification, the men retired to the privacy of their cabin.

The ketch was sailing free as the wind, plowing through the waves as over the ripples of any landlocked lake, according to reports, and kept on going that way after carefully scrutinizing the giant bearing down on it. Flying no colors, nor otherwise identifiable, the ketch went off in the distance by dint of sail alone. Although dreams of light-hearted adventure had been shattered, Seafarers and topside were amused all the way into port wondering about their little marine competitor.

## Languid Legumes Not Luscious, Says Brother

If someone asks Seafarer Chester Carlow aboard the Seatrain Louisiana (Seatrain) what's cooking, he is liable to tell them plenty, including the vegetables.

Carlow, it seems, is a man of simple wants. He does not want the unattainable luxuries of life. Give Carlow the simple life and he is happy. He asks but one thing: vegetables which have not been parboiled, boiled, cooked and fricaseed to a turn. What any less can man ask than palatable legumes?

The whole vegetable fiasco started when the ship was out at sea late last month. Carlow, as hungry a hard-working seafaring

man as ever sailed the briny deep, sat down in the mess hall and began to dig into his victuals with relish. Much to his dismay, he enjoyed the entire repast except for the vegetables, which were too well-cooked for his taste.

Sooner than it took to stir a souffle, Carlow marched down to the steward to give him a piece of

his mind and a few culinary pointers on legume litany.

The advice ran off the steward's back like money away from a fool, and the vegetables kept coming out of the cooking pot in the same fashion. Carlow took just about all his sensitive stomach could stand, then he attempted to breach the steward's fortress once again.

Matters stood at loggerheads until the next day things came to the boiling point between the steward and Carlow. Not so the vegetables, though. After much ineffectual complaint, Carlow finally got vegetables which were not overcooked. He would have been delighted, ordinarily, except for the fact that his vegetables were served raw while the rest of the crew had their vegetables cooked to a T.

Knowing when he's licked, Carlow backed down on his vegetarian stand and decided to eat the food however it was dished up by the steward's department. Seems that he was outvoted, too, by the rest of the crew, who liked the vegetables just as they were.



Carlow

## Don't Wait, Get Vacation Pay

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

## 'Mad Bear' Gets Set For Scalping



Wallace "Mad Bear" Anderson, right, is pictured just before cutting off the locks of fellow crewmember who is not quite sure that everything is going to come out as he planned.

## Quiz Corner

- (1) Do the trade winds always blow in the same direction?
- (2) A person who sunburns repeatedly but does not tan is called a: (a) heliophobe, (b) heliotrope, (c) heliopolis?
- (3) How many years are there from 20 BC to 50 AD: (a) 30, (b) 70, (c) 130?
- (4) How many mouths has a sponge: (a) none, (b) 100, (c) varies?
- (5) How old is written history approximately: (a) 5,000 years, (b) 10,000 years, (c) 6,000 years?
- (6) The symbol for the element, gold, is: (a) Ra, (b) Au, (c) Ag.
- (7) Is a dock: (a) the solid fleshy part of an animal's tail, (b) a wharf, (c) the place where the prisoner stands in court to be tried?
- (8) What have the pitcher plant and the venus flytrap in common?
- (9) Complete the following quotation: "I know not what course others may take . . ."
- (10) Driving steadily, motorist A drove west at 50 miles per hour, while motorist B headed in an easterly direction at 40 miles per hour. A left at 3 PM and B two hours later. How far apart were they at midnight?

(Quiz Answers On Page 25)

# Holystar Captain And Mate Treat Seafarers To Old-Time Shipping

Dredging up old tales of bucko skippers, hard-timing mates and shades of that old sea monster, Wolf Larsen, the crew aboard the Holystar (Intercontinental) knows what it means to sail under some of those conditions, according to Robert Schlagler, ship delegate.

On a trip to Yokohama and other Far Eastern ports, Schlagler and his shipmates had ample opportunity to observe the antics of the captain and the mate. Turned out to be a comedy of minor terrors aboard the vessel before it reached Baltimore for payoff.

The captain of the ship, who acted more like a commodore in Lord Nelson's day and milieu, had more ways of irritating the men than a squadron of Jersey mosquitoes.

### Low Draw

After getting stuck on one low draw in Moji, Japan, the crew made up for it partially in Yokohama a few days later when they got the same meager amount to last them for one week. The same sum couldn't go three days in Moji, but the boys left bar bills behind them in the Japanese version of the big town, and so drew the draw out in a fine, thin line.

The captain didn't leave his devices off the coast of Japan, unfortunately, and the crew was still to come in for a few surprises.

Taking a leaf from an old Navy manual, the skipper began to shake down the crew's lockers and suitcases on a personal sleuthing hunt. The crewmembers never did find out what he was looking for, because the captain never found anything. There was a sneaking suspicion aboard the vessel that he didn't know himself.

Nor did the captain stop at that, employing still other resources in his grab-bag of low tricks. On meeting any of the crewmembers in the passageways, the skipper would revert to a Bronko Nagurski and bowl over all obstacles enroute to his goal. The crew began to be shell-shocked after awhile, what with being whopped into the bulkheads at a moment's notice and the turn of a corner.



Schlagler

## Leg-Pulling On Steel Architect



Camera hounds aboard the Santa Venetia take time out from a ship's meeting to pose. Seated around the table are K. Trieman, M. Pergiment, M. Ryswyk, O. Olsen, F. Bentz, M. Badig, T. Marino and J. Allman.

The mate was doing all right on his own, too, and along with the captain he made a great Damon to the skipper's Pythias. They got to be so log-happy, they stayed awake nights thinking up offenses.

The chief mate, according to the crew, had a few tricks up his sleeve which even the intrepid captain did not think of. The mate, it seemed, had nothing better to do some days than to take a tape measure to see how much more one man painted as compared to another. Another one in which he took fiendish delight was turning the fire hose on

women and children in the boats that came alongside the ship to talk to the crew. Still later, he employed other delightful methods in routing stowaways from the holds. He would turn on the steam smothering system and drive them out that way.

All in all, it was a pretty rugged trip, but the payoff took the boys' minds off the old-time seafaring habits found aboard ship and gave them the last laugh. The skipper was last seen gnashing his teeth at the OT and paying strict attention as the patrolman gave him a lesson in officer-crew etiquette.

## Suntan Oil Stirs Tempest In Govt. Camp Coffee Cup

When a matter of grave importance comes up that affects the welfare of all the men on a ship, the only thing to do is to call a ship's meeting and discuss the problem until a solution is found. That's just what the crew of the Government Camp (Cities Service) did.

Seamen, as a group, are one of the heaviest consumers of coffee

that can be found. It's coffee at breakfast, at coffee-time, at lunch, during the afternoon, at supper, in the evening, and certainly during the night watches. As such, coffee is an important part of the life aboard ship—and when it gets to the point that everybody is complaining about the coffee served, then something has to be done about it.

The coffee aboard the Government Camp started tasting even worse than the coffee usually tastes aboard ship, so the matter was taken up at the meeting. The crewmembers started comparing notes on what the cause might be, and added up the observations of all the crew.

### Blamed On The Sun

Finally, the men decided that the cause of the whole thing was the warm, sunny weather they were having. The sun, of course, brought out a number of sun worshippers every day, and these characters had to have some protection from the burning rays of Old Sol, so they were using sun tan oil.

The only trouble was that the sunbathers were putting the sun tan oil in the coffee cups and then carrying it out on deck, where they would use it to protect their bulging muscles. The result was that some of the oil probably didn't wash out of the cups—and sun tan oil mixed with coffee is not world-renowned for its taste.

The result: a decision by the meeting and a warning that "coffee cups will be used only for drinking purposes."

## The SPORTS LINE

By Spike Martin

About six years back a gentleman named Murphy from Beacon Street in Boston got the bright idea of organizing a baseball players guild. He looked around for a likely place to begin and found it in Pittsburgh. Murphy actually got most of the players signed up and there was even talk of a strike. But the whole thing folded, leaving Murphy to go back and brood on Beacon Street.

The Pittsburgh incident, coupled with the Mexican ralds and a couple of law-suits, broke the owners into a cold sweat. They arranged for a feeble kind of ball players company union with each league to have a representative to take up players' beefs.

### Asked For A Raise

Recently the owners had meetings with their player representatives, Allie Reynolds for the American Leaguers and Ralph Kiner for the Nationals. The representatives had some kicks. They wanted the minimum raised above the present \$5,000 claiming that most rookies had to support two homes—one back home and one in the city where their ball club was. They also asked for a ban on night games the day before they had to travel to another city.

The players said too that they didn't like the idea of those twilight-night doubleheaders, which usually wound up around 1 AM.

The owners handled the requests with ease. When Kiner put the proposition for a raise to them,

they were all sweetness and light. Why, they said, no rookie ever has to worry about a raise. If he shows ability, they tear up his contract in mid-season and write a new one the very first year. Kiner swallowed that one as meekly as a good curve ball at the knees and backed out gracefully.

### Yell For A Patrolman

That wasn't all though. Even before the meetings some anonymous players suggested that maybe what they needed was a good patrolman—somebody smart and tough who could even handle Branch Rickey's four-syllable words and come back with some of his own. What was even more important, they wanted somebody who wouldn't be on some ball club's payroll and could raise a beef without having to worry about his own contract negotiations the next spring. Somebody else suggested that maybe the man they had in mind was Moe Berg.

Back in the 30's Berg was a catcher with the Boston Red Sox who achieved more fame with his tongue than his bat. He was a master of several languages, including Sanskrit, owned a Phi Beta Kappa key and could handle pitchers besides.

When the suggestion was put to the owners the temperature in the chilly. No thank you, they said, we want no part of Mr. Berg. As far as he was concerned the owners picked up their bats and balls and just wouldn't play.

## Time Out For Picture Taking



Jim Moran, left, and Ralph Muller of the Steel Architect's deck department pull the wool over shutter-bug's eyes. Picture was taken by Emil Oppice while on last trip around the world.

## GALLEY CLEANINGS

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

Sailing for over 10 years, and all of that in the stewards department, is long enough for any Seafarer to know his onions.

Baran delights in cooking and thinking up dishes pleasurable to the palate of the men with whom he sails. Cooking is second nature to him, he said, and he can do it blind-folded. It is as instinctive to him as breathing.



Baran

"I've cooked this stuffed cabbage on shipboard and at home and it goes over big in both places. My mother showed me how to make it and there was no better place to learn. My wife and kid are crazy about it, and so are the men."

Born near Wilkes-Barre, Pa., the 36-year-old Seafarer now lives in the town with his wife of 15 years, Grace, and their eight-year old son. It doesn't make any difference where he sails, said Baran, as long as he sails with the SIU.

For his prized recipe, stuffed cabbage, Baran said it is necessary to have five pounds of ground pork and beef, five heads of cabbage, one pound of rice cooked about half-done in a pot, three finely-chopped onions, six eggs beaten lightly, salt and pepper to flavor the concoction, five cans of tomatoes, and optional ingredients of three cloves of chopped garlic and two cans of sauerkraut.

To start with, Baran said, take the five heads of cabbage and steam slightly to remove the leaves. Then mix the ground meat, onions, eggs, rice and seasoning in a large pan. Place the mixture in a roll of cabbage leaves, about a galley spoonful at a time in separate rolls. After most of it is used up in this fashion, make extra layers of sauerkraut interlayered with small cabbage leaves.

After the last layer is placed in this fashion, pour on the tomatoes. Then take up the concoction, set it on the range, and boil slowly for about 2½ hours before serving to the 35 men ready and willing to devour it.

## Seafarer Sam Says



**N**OW AVAILABLE IN ALL A&G HALLS ARE COPIES OF THE NEW BOOKLET EXPLAINING THE COMPLETE SET-UP OF THE SIU WELFARE PLAN. THE BOOKLET DESCRIBES IN DETAIL ALL THE BENEFITS WON BY THE UNION AND HOW YOU COLLECT!

### Celebrates Ten Years With SIU

**To the Editor:**  
It is with great pride that I am writing to the LOG today, August 2nd, as it is my tenth anniversary with the SIU. I joined in the Port of New York at 2 Stone Street in 1943. I and a lot of other Seafarers never dreamed that we in the SIU could advance so much in 10 years, but we sure did and I am proud to belong to such a powerful Union. Right now I am on the Mobilian as BR on the intercoastal run. I am surprised that so few bookmembers take these jobs; we have mostly permits on here but we sure hit plenty of ports.

#### Wilmington Tough

We left Baltimore on June 3 for Philly, then went to Charleston and from there to the Panama Canal bound for Wilmington, Cal., where we stayed for seven days. Wilmington is a good place for seamen, only watch out for the cops if you go to Pedro or Long Beach; they are tough and pick you up for the least little thing and if you've been drinking, fine you \$25 or five days in the can. So be careful.

While in Wilmington there are a couple of bars I would recommend, as they are owned by former Seafarers and you won't get clipped. These are the Bos'n Club, (formerly Tony's) on 236 N. Avalon Boulevard, which is operated by Charles Roeder and Jimmy Dean, both Seafarers. Then the J & V Club (formerly The Gay Nineties) operated by Vince Pakuscik and Tony from our Fishermen's Union, AFL, located at 300 N. Avalon Boulevard. I would like to have you send some LOGs to both these places so Seafarers can read it while having a cool one.



Erickson

**Likes West Coast Shipping**  
I would also like to give our agents in Wilmington a lot of credit for contacting all the ships that hit the Los Angeles Harbor. They sure are doing a wonderful job. The same goes for the Seattle and San Francisco agents. It's a pleasure to be on the West Coast.

We are now on our way back to the East Coast and expect to pay off in Baltimore about August 20th. There are rumors that the Mobilian is going back on the German run again. She has been intercoastal for two trips. We hope she is going to Europe as she is a fine ship. Smooth sailing to all hands.

#### Eddie Erickson

(Ed. note: Copies of the LOG will be sent regularly to the bars you suggested; thanks for passing their names and addresses on to us.)

### Offers Advice To Draft-Age Seamen

**To the Editor:**  
This is intended for all the boys of draft age in the SIU. Once upon a time I was a happy-go-lucky AB. Now I'm a rookie in Uncle Sam's outfit where there aren't any patrolmen to handle beefs at the pay-off.

My advice to those boys of draft age would be to join the Naval Reserve. I laughed when they told me to do that, but now I'm laughing out of the other side of my induction notice. Now that I am in the Army, my sea time is shot.

#### Lose Sea Time

I've got to stay in service for two years. If I had joined the reserve I probably would never have been activated. If I had, it would only have been for two years and I would have been able to keep up my sea time.

As it is I am up the familiar creek without a paddle. So, play it cool and get in an outfit where you can keep up your sea time. I'm

# LETTERS

sure you'll like it better than crawling through the mud. Ask a man who knows.

I would like to say hello to all my friends on the West Coast Waterman scows. I would appreciate it if the LOG were sent to me regularly.

Pvt. John Hailman  
US 562052  
Co. "L" 130th Inf. Reg.  
44th Division  
Fort Lewis, Wash.

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

### Ships Fast With SIU, Not So Arco

**To the Editor:**

I would like all my friends to know that I am now sailing SIU ships. When I first went to Atlantic for a job they told me that they would call me when they needed me. Well, it took them all of 5 1/2 months before I got a wipers job even though I have my FWT ticket.

It took me exactly 15 minutes to get a ship in the SIU hall in Philadelphia. That's quite a bit of difference.

I registered at 10:30 am on July 20, and at 10:45 am I had a job as fireman on a ship going to the Far East. It would take "Double-Deal" Alcott longer than that to say "Well, I'll see what I can do for you, but I'm not sure it's much because these shoes are killing me."

B. J. Dzelak

### Three Skippers For Anne Butler

**To the Editor:**

With all the things that have been happening on this ship, I thought I might pass on a bit of interesting information to the membership about the masters of the vessel, the Anne Butler (Bloomfield).

About nine weeks ago we got our third skipper in about six months. If that's not some sort of a left-handed record, it will have to do until something better comes along to take its place. Guess we just use up a lot of masters on this vessel.

I am sending in some pictures of the crew playing softball against the Japanese shipyard workers. The games were held while the ship was in drydock after running aground.

A good time was had by all, with the crew being feted by the Japs after the ball game. We played them three tilts in all, winning two out of three by scores of 16-7 and 19-9.

Daniel Piccerelli



Victory smiles after the ball game crease the faces of Anne Butler crew. Shown, left to right, bottom row, are G. Hoensman, Harry Celkos, Eddie Celkos, Walter Zaleski and Mike Flood. Top row: Ed Mosakowski, Isadore Lader, Fred Salamon, Bill Wraubel and George Decker. Crewmembers took two games out of three.

### Still Reads LOG For News Of SIU

**To the Editor:**

I have been receiving the SEAFARERS LOG regularly ever since my induction into the Army. I enjoy reading it more now since my induction than when I was an active member, because I am kept informed of all the happenings, improvements in the Union benefits and the whereabouts and doings of my former shipmates.

I was transferred recently. I would appreciate it very much if you would continue mailing the LOG to me at my new address, also if you would say hello to all my shipmates for me and ask them to drop me a line.

I am getting along pretty well in the Army and I hope that my two years are up soon so that I can return to the good old SIU shipping and sail with all my buddies again.

Pvt. Evis J. Thibodeaux  
US 18152618  
C Co, 25th AIB  
1st Armored Division  
Fort Hood, Texas

(Ed. note: Your address has been noted and the LOG will be sent to you every two weeks upon publication.)

### Praises Book By SIU Stewardess

**To the Editor:**

I was fortunate to receive one of the original copies of "Oh, For the Life of a Stewardess," written by Mrs. Rosalie Rodrigue and after carefully reviewing same was amazed at the clear and concise way it was written.

I started reading this book and never stopped until I had finished it, it was so interesting and had so many memories to recall. Now, brothers, this book was written under adverse circumstance, and believe me, that in itself is a great credit to the author.

From the beginning to the end the book is full of interest, especially to the Seafarer who has already been to South America.

#### Has Everything

Apart from everything you have humor, romance, adventure, and lastly, an informative story of all the geographical areas in South America.

Therefore, I advise you to purchase this book. It only costs \$3, an amount you would spend on a

round of drinks in a gin mill. Get this book and after you read it, put it in your bookcase for others to peruse, because it is worth while.

I never had the pleasure of Mrs. Rodrigue's acquaintance, but I have met guys who sailed with her and they inform me that as a shipmate she is tops.

Paddy Farrell

### Fine Doc Sails With Del Sud

**To the Editor:**

We, the crew of the Del Sud (Mississippi), want to express our appreciation and gratitude to Dr. Charles Chesnutt of Little Rock, Ark., the ship's doctor for voyage No. 42 aboard this vessel, for his kind, considerate, competent and efficient services rendered.

There was not a man who was not treated to the best of the doctor's ability.

We are sorry to see Dr. Chesnutt leave us after one trip, but knowing his desire, that will be our command.

So we say thanks again, and may good health, happiness and wealth follow him wherever he may go.

Crew of Del Sud

**To the Editor:**

I wish to give my thanks and heartfelt gratitude to the ship's doctor of the Del Sud, Dr. Charles Chesnutt, who has given me his time, patience and medical skill—in which he abounds. I wish to give thanks to the ship's officers and to the personnel of all three departments for their kindness and courtesy to me since I joined the Del Sud; since my illness, especially, each and every one has offered to do anything they can, or try to fulfill my every wish.

Thank each and every one of you.

M. C. "Pop" Sweeney

### Sees SIU Ship, Gets Homesick

**To the Editor:**

I am now stationed in Germany. I was receiving the LOG while I was stationed at Fort Jackson, SC, taking basic training. At that time I asked you to discontinue sending it to me at that address. I would appreciate it very much if you would send it to me over here at the address at the bottom of this letter.

I came across from New York on an MSTs transport. It took us ten days from New York to Bremerhaven, Germany, but the first thing I sighted in the port was a little bit of home. Sitting in the harbor was an SIU ship, Waterman's LaSalle. It made me feel good, but I would have felt much better had I been on it.

Pvt. John Forbes  
US 53095188  
B Battery  
5th FA Bn. APO 1  
c/o PM, New York, NY

### Wants To Hear From Shipmates

**To the Editor:**

I get the SEAFARERS LOG every time it is published and I enjoy it very much. I would like to tell you about the time I was on a tanker. We were carrying four million gallons of bunker C fuel oil and we were hit by heavy seas about 600 miles off Guam. It was on the USS Ramapo and we were going to Shanghai, China.

I would appreciate it very much if I heard from some of the gang on that ship. My address is 37 East Fort Avenue, Baltimore, Md.

Byron R. Young

### Holyster Has No Angels Topside

**To the Editor:**

Well, this may be the last letter from the angels' home on the Holyster. It is too bad that the name of the ship and the ship itself do not match.

We have managed thus far to survive the ordeals that have taken place, and in about a week it will be all over but for the spending of the payoff.

We are now three men short and one bosun too banged up to turn to, thanks to the mate, V. H. Ross.

#### Mate Plays Tarzan

I never saw any one guy who could misinterpret the agreement the way this guy does. This is the good union man (so he says) that I wrote about in another letter.

Since he clobbered the bosun he has taken to going around with his shirt off, flexing his scrawny muscles, trying to get the deck gang to hop when he comes by. His voice has changed to a high, squeaky pitch.

The crew is looking forward to hitting the block in Baltimore and catching up on some long cool ones. A few of the handicappers plan to invest in the ponies at Atlantic City and New York. But myself, I can get rid of it fast enough around my home town.

This is about all for now. I will see you all around the hall in Baltimore.

Charlie Bedell

### Thanks Welfare Services For Aid

**To the Editor:**

I want to write just a few lines to say thanks to the Union and the SIU's Welfare Services Department for the help they gave me recently. The personal kind of service that the SIU gives its members is one of the things that makes me proud and happy to be a member of the best Union in the world.

I was having great difficulty trying to get my wife into this country. I had gone to the Government, and tried for some time before I finally contacted the Union's Welfare Services and told them what the problem was, and asked them to help me out.

Well, the Union went right to work on it, contacted the proper authorities, wrote some letters for me, and in a short while I was told that everything is all set, and I will be seeing my wife in the very near future.

C. A. Gardner

### Desert Calls To An SIU Sheik

**To the Editor:**

I am enclosing a picture of myself, which was taken by Lars Neilson while our ship, the Steel



Vendor, was in Arabia. Right now I am aboard the Royal Oak tanker on a South American run. The ship will be in New York soon and I hope to see all the brothers around the hall.

A. P. De Marco

### Clarksburg Men Cooperate Fully

To the Editor:  
This ship, the Clarksburg Victory (Eastern), is practically loaded with green hands and sea-going recruits. Among these are a few from the southland, mostly Carolinians.

Whenever you get a group of southerners and northerners on board the same vessel, the battle of Gettysburg, Bull Run and Appomattox Court House are reenacted. The southern boys are trying to fan the dead embers of the Civil War.

Most of the guys, especially some Brooklynites, are holding their own in this latter-day battle. It's all in good fun, anyway, with all the men showing signs of exceptional allegiance to the spirit which has made the SIU strong. They are cooperative, willing, ready and eager to make this trip a success. Thus far it looks anything but boring.

M. Daniels

### Former Seafarer Owns Laundry

To the Editor:

I just want to get this off my chest because I have been thinking about it for a long time and I think the devil should get his due.

Of course, there's no devil involved. This is just a plug for a former SIU member, now retired, who's set up his own shoreside cleaning establishment. Maybe it is because he was a Seafarer himself, or maybe it's because he knows what he's doing, but he sure does a fine job on our clothes. Just about the best any cleaner and dryer has ever done with sailing gear.

His name is Leonard Bolton, Book No. B591, retired, and the name of his establishment is the La Velle Cleaners and Dyers.



Bolton

enth Street.

It's really a good deal, guys, and Bolton knows what he's doing when he's taking care of Seafarers' gear. No more missing buttons, torn shirts and dirty trousers. This guy learned how to do a job in the SIU and hasn't forgotten.

Chester E. Mazuk

### Urges Workers To Join Union

To the Editor:

In all the world I can't think of one fair-minded employer who has ever, voluntarily, increased the working man's "cost of living" bonus when it had to be choked out of him in the first place. In America, we have what the Middle Ages called "benevolent despots" parceling out crumbs to the working class.

When are we going to wise up and realize that no one has ever succeeded in getting nothing for nothing. White collar workers, the aristocracy of the laboring class, as they would have it, will never get anywhere as an unorganized labor force. I don't know who said it, but it should have been "In unions there is strength," with the emphasis on the plural rather than the singular, and directed toward the American labor movement.

Why is it incongruent for the working man to establish a bargaining force to help him fight other unions? I'm talking about such "unions" or confederations as the NAM and AMA. If they're not a group of men banded together to

protect their own highly specialized interests, I don't know what is.

This is a plea for the white collar worker to part company with his pal, the ostrich. It's time for him to get his head out of the sand and take a good look at reality. American economy is no babes in the woods affair. It's time to unionize.

James (Pop) Martin

### Alaska Run Is Cool And Quiet

To the Editor:

Here on the Lawrence Victory, the "Goose Bay Ferry Boat," it's a lot cooler than in New York. I can't figure out why they named this place Goose Bay. No geese, no sea gulls, no beer, no women, no OT, no shore leave, no mail, no nothing. But she is a feeder. We have a swell crew on here. The steward is a good Joe as well as the chief mate and the old man. The bosun is ace also. I can't leave out the purser, who gives you a draw whenever you want it.

One Louse Aboard

Of course we have to have one stinker in the crowd. It is not an SIU man, but The Kid himself, chief engineer, Edward Stephenson again, who is still thinking and implying that he is God. Not in a religious way, though I don't think he worships anyone besides himself.

He sure puts the heat on for the electricians, especially the first assistant. He haunts them from bell to bell, insisting that they work and stay on deck regardless of the weather, while working cargo around the clock, eight hours on and eight off. He is always tinkering with electrical work himself. He thinks he is another Rocky Graziano and offers to take anyone out on deck to prove it.

This character was warned by the patrolman in New York, who made a special trip to Norfolk. He also is on probation with the marine superintendent of the Mississippi Steamship Company, Captain Spicer. But if it is in one to be a louse it always comes out. There is no cure.

So electricians, beware if you meet this guy on any ship. You knew what to expect, as he will want to revise any rules of the agreement we have.

H. Magnamio

### Dutch Seamen Help Fight Fire

To the Editor:

At one of our recent shipboard meetings, we, the crewmembers of the Steel Artisan (Isthmian), gave a vote of thanks to the captain and crew of the Netherlands ship, Zeelander. They played a major part in helping this crew put out the fire which broke out aboard ship while we were in Dammam, Saudi Arabia.

Crew of Steel Artisan

### Old Shipmates Together In Pusan



Old shipmates together in Pusan aboard the Sea Monitor include: (l. to r.) Frenchy Michelet, Cpl. B. R. Kazmierski and Cal Wilson. John Macarek is in boat at top. Kazmierski is waiting to get out of the Army before shipping SIU again.

# LETTERS

### '3 Young Wives'

The Union sympathizes with you in your distress, yet must admit there is little it can do in this type of problem. The current procedure is according to law and for the Union to insist on a more strict system would cause us not only to violate the law, but also to infringe on the individual member's right to privacy in his personal affairs.

### Warns Crews To Watch OT Sheets

To the Editor:

As stewards department delegate on this ship, the San Mateo Victory (Eastern), I have come across a seemingly new angle on overtime worked by the purser.

As I understand it, overtime is either good or bad, with the bad subject to debate by the company and the Union. The purser on here has a cute trick. He doesn't dispute OT. He merely puts a question mark against what he thinks is wrong, then enters it on a separate sheet. It has a way of getting lost from that point.

Unless a delegate is on the job when the men pay off they are liable to find that they have been short-changed and a few hours have been chopped off their time sheets. If they don't catch it at the payoff, there's little use in crying about it. A promise to pay by the master or company after the ship has paid off and completed another voyage is rather a pretty risky chance to take.

We have men on this ship at the present time who have submitted OT to me and to the ships delegate for the past trip. The patrolman who boards this ship will be presented with these items, but what happens after that remains to be seen. I think such OT should have been settled long ago. The patrolman has enough to do on a current payoff without caring about past beefs.

When the patrolman boards us for the payoff, I think he is going to have some news for the purser and the captain about this question-mark-OT.

John Jellette

### Members Welcome At Pa. Speedway

To the Editor:

I'd like to let some good shipmate friends of mine know what I'm doing, so if they pass through Pittsburgh, Pa., between now and the fall, I can expect them to stop by and be my guests.

When I arrived here in Pittsburgh, my home town, in the spring, I invested in the Green Valley Speedway. I'm a quarter partner, with one of the state's better drivers, Buddy O'Connor, who has taken several championships each year he has been racing.

Last year it was the West Virginia State Championship. The racing season will end in the fall and I won't be able to get away until then. So far the race track is about even, but would show a profit if it wasn't for the taxes.

So I hope Nick Tater, Jonnie Seastick, Bobby Melay, Tommy Self, Wally Kahut, Guy Pagano, Jack Dunn, E. B. Macaulay or Frank McCormick, and any of the other fellows I know who happen to be passing through, will stop over at the track and be my guests.

One driver, who has been in several smash-ups, said to me one night, "I can't understand how you fellows risk your lives day in and day out on those ships; supposing they sink?" This from a guy who risks his neck every time he makes a lap on the track! You figure it out. Lots of luck.

Barney McNally

### Gone 4 Years, Sees Big Change

To the Editor:

Four years ago, in 1949, I had to stop shipping with the SIU and go back home to the Netherlands because of troubles in my family. I hadn't intended to stay away from the SIU that long, but after I got back my father died, my wife had to have an operation, and some of my children living there were sick.

Each time I was ready to go back to the United States something else would come up.

Finally when I got ready to come back, I ran into a little trouble getting my papers straightened out. So I wrote to the Union and the Welfare Services Department notified the American consul back home that everything was okay and I would be able to ship.

When I got back to America, I was really amazed to see all the changes that have been made in just four years. First of all, I had never seen anything like our new headquarters building, since when I left the Union was still on Beaver Street. Certainly I never dreamed that a Union of seamen like ourselves would ever have a building of this kind.

That wasn't all that was new to me. When I went away the Union did not have the Welfare Plan or the Vacation Plan. All of these benefits did not exist then. They are certainly wonderful things for seamen to have.

The wages and conditions on the ships have changed a great deal too. They are far better than they were in 1949. I'm only sorry now that I couldn't get back earlier so that I could take advantage of the many things the SIU has won for its members.

Both my son, Jan J. Beye, Jr., and myself are proud of the fact that we are members of the SIU and sailing with the best union in the seafaring industry.

Jan J. Beye, Sr.

### Master Praises Crew's Action

To the Editor:

The captain of the Fairisle (Waterman) praised the crew for their action when the ship ran aground in the Straits of Shimonseki, Japan. Bosun Paris, too, was praised for his emergency action. There was very little damage to the hull.

### Knows Top Night Spot For Crews

To the Editor:

I have a pretty good suggestion for the members of the Union who are in San Juan, Puerto Rico, for a few days and who do not want to hang around the waterfront.

I would like to pass the word around about a very good place to go. That would be "Don's," a night club. The owner is a former seaman and knows just what the guys want in some decent entertainment and refreshments.

Robert Lasso

### Grateful to SIU For Kind Care

To the Editor:

Just a note to thank Al Thompson of the SIU Welfare Services Department for the wonderful care and service he gave me while I was in the Staten Island USPHS hospital.

I'm an SUP bookmember who got hurt on the Southwestern Victory and wound up in the hospital here in Staten Island. I had a fractured cartilage, torn ligaments and a few other injuries. When Thompson came around it didn't make a bit of difference to him whether a man was SIU or SUP. They all got the care and attention they needed.

I'd like the SIU members to know that I certainly appreciate what he did for me, acting as a representative of the Union.

George M. Waggoner

### Thanks Seastar For Helping Him

To the Editor:

I am writing to extend my sincere thanks to the crewmembers of the Seastar (Mercador) for their kindness to me while I was on board that ship as a non-working workaway from Yokohama to Oakland, Cal.

Owing to injuries received on board the Greenstar (Traders) I was put in the hospital in Japan on April 13, 1953. When released from the hospital I was sent home on the Seastar. When I went on board the captain informed me my credit was not good for slopchest or draws, but the crew saw to it that I got what I needed.

When I arrived at Oakland on July 3, 1953, the company agent could do nothing for me until I reported to the hospital. I was flat broke but once again the crewmembers, both SIU and SUP, did their part. They took up a collection after the payoff and I got enough money to keep me going until such time as I got fixed up with the company agent.

I want to thank these brothers for helping me out. A lot of credit should be given to Kenneth "Scotty" Collins, ship's delegate on the Seastar, for the fine job he did in getting better conditions on that ship. He goes after what he wants in Union style. He is not afraid to talk to topside. He makes his demands according to the agreement and he gets good results. Credit also goes to Brother Banning, the San Francisco port agent, for the fine job he did in getting all beefs and OT settled to the satisfaction of the crew.

I wish to thank the crewmembers of the Greenstar for sending signed statements in regard to my injuries on that ship. Thanks a lot, C. H. Andrews, AB; A. Carter, AB; F. X. Phelps, AB.

I would like to get information from the crewmembers of the Greenstar about some souvenirs I left behind. I received a few items from Mike Sirkorsky, AB, and would appreciate hearing about the rest of these things.

John J. Barney

# Museum Holds Some Reminders Of 'Frisco's Old Shipping Glory

Few cities in the world owe as much to the development of their waterfront as does the California metropolis of San Francisco. A sleepy little fishing village of 800 people when it was taken over by the Americans at the end of the Mexican war, its famed bay quickly became the terminus for thousands of gold seekers during the 1848 gold rush, giving it a head start as a shipping center that it has never lost.

San Francisco's shipping history, including the relics of many a famous clipper, lumber schooner and whaler that called the city their home port, is housed in the Maritime Museum, a modern structure suitably located on a hill overlooking San Francisco Bay. In recent years the museum has been building up an impressive collection of displays of the city's seafaring traditions.

### First Iron Clipper

Included among the exhibits is the unusual figurehead that graced the bow of the clipper Roderick Dhu. The Dhu was the first of several iron clippers built by the British firm of Mounsey and Foster in 1873 and the years thereafter. Subsequently she became the nucleus of the now-famed Matson fleet. San Francisco's growth as a port was in large part synonymous with the development of the clipper ship, because the city became

the terminus for trade with the Orient and Australia which clipper ships monopolized for many years in the 19th century.

Originally designed to house immigrants in her 'tween decks on a run between the US and Melbourne, Australia, the Dhu quickly proved her designer's claims both as to speed and cargo-carrying capacity. In 1888, while engaged in the jute trade, she made a record run of 88 days from Liverpool to Calcutta. In 1891 she beat all comers in a race from Liverpool to San Francisco.

For a while the Dhu stayed in the California grain trade until Captain Matson bought her for use in the sugar trade with the Hawaiian Islands. When the ship was 25 years old it celebrated by setting a new record of nine days and three hours for the Honolulu-San Francisco run.

### Ran Aground

However, the day of the clipper ship was fast ending, and two years later in 1900 she was converted into a towing barge. She came to an inglorious end in 1909 when she ran aground on a reef off Point Pinos while bound for Monterey, California, out of San Francisco.

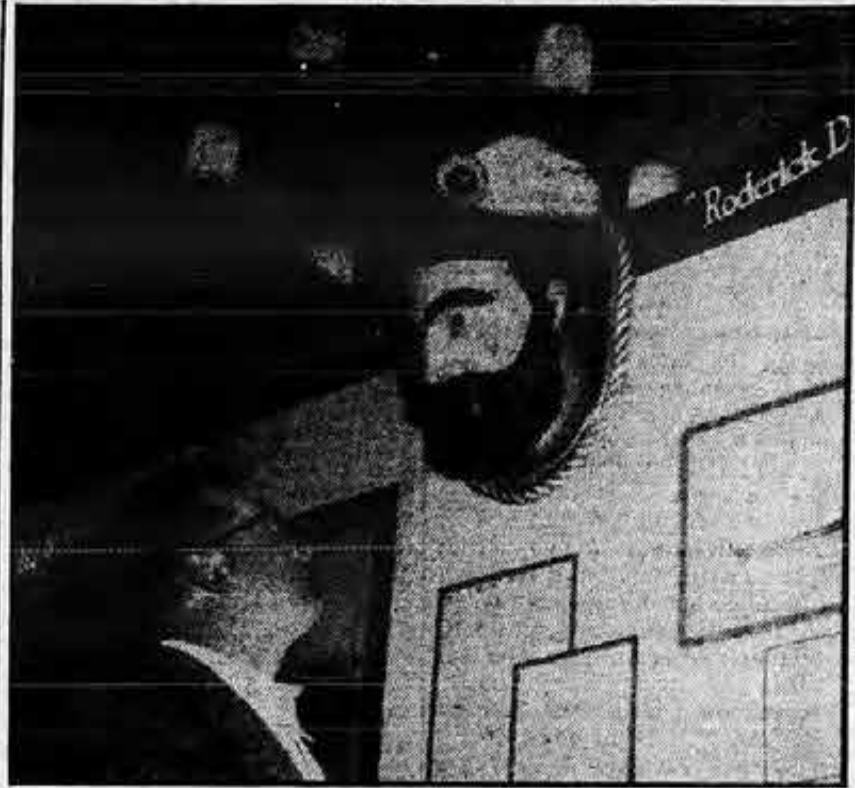
Clippers were not the only ships that crowded San Francisco's waterfront in those years. The city also served as a center for the Aleutian whale fisheries during the post-Civil War years. The maritime museum consequently contains numerous relics of the whaling days.

### Whalers

The transfer of whaling activities to the West Coast spurred the development of steam whaling. Steam whalers were about three times as expensive to build as sail whalers and operating expenses were also higher due to use of coal and the need for stokers and engineers. Consequently it became the practice for steam whalers to spend longer and longer periods of the year in northern Pacific whaling waters.

When the ships returned with a full load of oil and whalebone they had no time to make the long run back east. The cargoes were unloaded in San Francisco and shipped overland by rail.

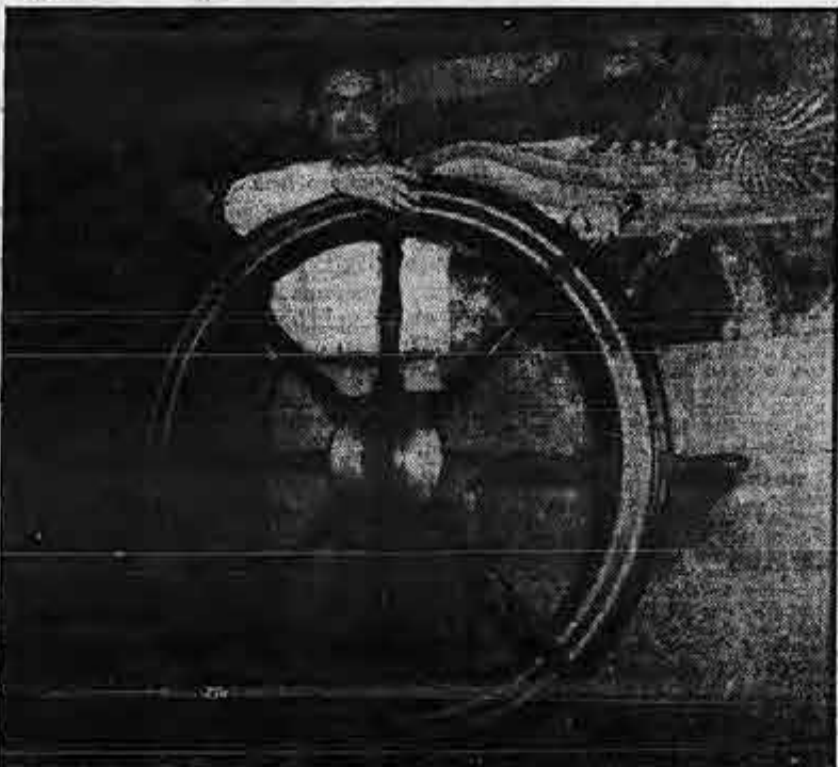
Other exhibits at the museum include a wide variety of ships' bells salvaged on the Pacific Coast from vessels active in the area 50 to 60 years ago.



Seafarer George Hildreth, bosun, looks into the eye of the stern visaged figurehead of the famous iron clipper ship, Roderick Dhu (above). Below, Hildreth examines harpoons used by steam whalers.



Hildreth tries the bell of the SS Savan, a steamer built in London in 1896, one of a collection of old ships' bells in the maritime museum. The bell was found in the locker of a tramp steamer in 1937.



This huge wheel came off the USS Kearsarge, a Federal ship that sank the Confederate ironclad, Alabama, during the Civil War.

## All The World Loves A Lover

By Aussie Shrimpton, Steward

Skee the bosun was the acknowledged Casanova of the SS Steel Girder. He was a rugged, virile young buck who took his love life where he found it. Quite a few of the joints he managed to find it in, were, to put the matter mildly, somewhat unorthodox.

By no stretch of imagination could Skee be termed a God-fearing citizen. Nevertheless, he firmly believed in the biblical exhortation of "sow thy seed and be plentiful." By the same token, he was a past master of the very difficult art of successfully rotating his pastures. Wonderful and most exciting adventures in the fertile fields of love just naturally happened to Skee. He was a good Union man too. In his book, all weekends were blanket overtime in port!

His shipmates passed through all the various stages of doubting, scoffing, and finally envying the proven prowess of this paragon of passion. By the time the Girder had reached the half-way mark of her round-the-world crawl, the entire unlicensed personnel had come to regard their amorous boson as something akin to a barometer of love.

### Up River To Nowhere

Some eight weeks out of New York, the Girder crept slowly up a dirty yellow river and cautiously dropped its hook off the squalid collection of mudshacks that were dignified with the name of Koh-si-Chang. The crew lined the bulwarks and viewed the dismal shoreline with the usual jaundiced appraisal of sailormen. It was the general consensus of opinion that even their champion was going to be hard pressed to maintain his record in this dump.

Immediately after supper that evening Skee showed up at the



Shrimpton

gangplank resplendent in his best go-ashore gear. His descent into the waiting launch was accompanied by a rousing cheer from his shipmates who had mustered to a man to see him off on his adventure.

At turn-to the following morning lover-boy staggered aboard hollow-eyed and decidedly wobbly around the knee section. Sure enough Don Juan had done it again. His Koh-si-Chang Venus turned out to be a local gal whose father was a customs inspector. This, Skee felt, added a certain scintilla of respectability to the affair. Everything was fine he reported, except for one very minor problem.

It seemed he was expected to act the gay Lothario in a mud-hut where the only form of privacy was a thin strip of burlap suspended from the thatched roof. As his girl friend had quite a large collection of brothers and sisters Skee complained that the set-up made him rather nervous. He said he didn't mind the barely-hidden audience, but his real beef was that he had neither bed nor mattress whereon to rest his waiting launch.

Accordingly, he duly cornered Gloomy Gus and put it up to the steward to donate a spare mattress

towards the comfort of his Koh-si-Chang love-nest.

That same night, down the gangplank went the lover of the Girder, with a crew mattress firmly strapped across his back. All hands accorded him a terrific ovation.

Hearing the racket, the skipper came out on deck to see who was being murdered. When he glimpsed his bosun heading for the dirt with a ship's mattress across his back, the old man blew a gasket, and promptly sent for the steward. Gloomy Gus poured out the entire tale of Skee's dilemma, whereupon the captain dashed for the bridge, and blew three long blasts on the siren as a signal for the launch to return to the ship.

As it came alongside Skee was prepared to give battle royal against all comers for the retention of his bedroom furniture.

"Hey bosun," bawled the skipper, "For fifty years now, man and boy, I've been going to sea. Many times I've heard tell of sailors going ashore with their mattresses on their backs, but by the Good Lord on crutches, this is the first time I've ever set my lamps on it. Here, bosun, catch these with the company's compliments, and if you're not aboard by turn-to tomorrow morning I'll log you every cent you've got in the ship." And down into the launch thudded two blue and white striped pillows.

You have got to hand it to that guy Shakespeare. He sure knew what he was talking about when he said "All the world loves a lover."







# Morticians Inflate Burial Cost

Recently it has come to the attention of the Union that some of the families of Seafarers have been taken for extra-heavy funeral expenses by undertakers who knew of the Union's \$2,500 death benefit. The families had little left over to tide themselves over as the result of the loss of a breadwinner.

Such conditions are not uncommon. Other unions who established welfare funds and death benefits ran into the same difficulties.

This kind of situation can be avoided by the use of a little restraint and caution. It's not necessary to tell an undertaker all about financial circumstances and money coming in from the Union, just as it isn't necessary to tell a doctor or a hospital about the \$200 maternity benefit. By doing so, the Seafarer or his family is tempting these people to charge him more for services rendered, or to involve him in unnecessary expenses.

It's only advisable to give out information about the benefits in-

olved where such information is needed to establish proof of ability to pay.

While one purpose of the death benefit is to assure the Seafarer a decent burial, that is not its only objective. The other one is to provide the family with a cushion until they can get settled and take care of their own financial needs.

### Ask About Assets

It's the normal practice in the undertaker business (which after all, is a business run for profit like any other enterprise) for the undertaker's representative to ask first of all how much cash, insurance and other assets the family has.

The undertaker will start out by offering the low-cost funeral

but will then suggest that perhaps it's "not good enough" for the deceased. The family will be asked if it wants the coffin lined in silk or satin. Whichever it chooses becomes the higher-priced. They are told that silver handles on the coffin are not enough. They should be gold.

The best thing for a family to do under these circumstances is get a third party to make the arrangements for them, somebody who is sympathetic but can consider the matter sensibly and not be carried away by a highly emotional appeal. Welfare Services has found that the price of the funeral has little or nothing to do with the attractiveness or dignity of the funeral.

# in the HOSPITALS

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

- USPHS HOSPITAL STATEN ISLAND, NY**  
Rocco Albanese, Stanley Lesko  
Edwardo Balboa, John MacInnes  
Melvin Bass, Robert E. Miller  
Frederick Burford, Luther R. Milton  
Benito Centeno, Frank Nering  
Clarence Crevier, Jerry J. Palmer  
Sixto Escobar, Joe Ferreira  
L. Franklin, Edgar A. Platt  
Burton J. Frazer, Carlos M. Ponce  
Estell Godfrey, John Rekatik  
Joe Carl Griggs, John Roberts  
J. W. Hamilton, Jesus Rodriguez  
John Hamilton, Santiago Rosario  
Floyd M. Hansen, J. Sampson  
Herman Hass, Virgil Sandberg  
Samuel Jones, Juan M. Soto  
Oscar Jones, Walter Sudnick  
Leon Kane, George W. Thayer  
James J. Kelley, Thor Thorsen  
A. Kingssepp, Harry S. Tuttle
- USPHS HOSPITAL SAVANNAH, GA.**  
W. W. Alfred, J. Littleton  
R. Carrollton, L. T. McGowan  
Leonard N. Evans, H. E. Mathes  
F. W. Grant, J. P. Neveraskus  
Joseph Isaits, Randolph Shedd  
C. E. Johnson
- USPHS HOSPITAL GALVESTON, TEX.**  
W. M. Adams, W. W. Lipscomb  
F. H. Burns, Thomas E. Lowery  
Howard W. Forbes, J. E. Markopolo  
C. U. Francis, Karl Nikander  
Glenn W. Hines, T. A. Spencer
- USPHS HOSPITAL MOBILE, ALA.**  
Clarence Jones, John E. Ziegler
- ST. AGNES HOSPITAL PHILADELPHIA, PA.**  
Clyde Clarke, Thomas Driscoll
- JOHN HOPKINS HOSPITAL BALTIMORE, MD.**  
Leland McMillan
- US NAVY HOSPITAL JACKSONVILLE, FLA.**  
Lloyd L. Jenkins
- USPHS HOSPITAL MEMPHIS, TENN.**  
Charles Burton
- USPHS HOSPITAL NEW ORLEANS, LA.**  
L. H. Allaire, J. B. Holsenbeck  
T. L. Ankerson, John Homen  
L. Bailly, Philip Horowitz  
James E. Belcher, Gustav Hoyzani  
S. L. Biondo, Ramon Izazary  
Vernon Bolton, J. H. Jones  
Percy J. Boyer, E. G. Knapp  
E. Braceway, John J. Knowles  
E. G. Brewer, D. Korolia  
Donald S. Brooks, Leo H. Lang  
J. S. Capps, A. Langevin  
William E. Carroll, A. J. Laperouse  
William S. Cato, Theodore E. Lee  
Jessie A. Clarke, R. Lumpkin  
J. T. Collins, Milton J. Mouton  
Jose A. Colls, John T. Murray  
S. Cope, Albert W. Nelson  
Adion Cox, Kenyon Parks  
Rogelio Cruz, Abram A. Sampson  
Robert G. Dewey, J. Santiago  
Thomas L. Dugan, Luther C. Seidis  
Henry Durney, T. R. Stanley  
Edward J. Gillies, A. E. Swenson  
Jack H. Gleason, J. D. Thomas  
Paul Goodman, J. F. Thornberg  
Louis S. Grab, Lonnie R. Tickle  
John Hine, J. E. Ward  
Harry T. Hanke, Virgil E. Wilmoth  
C. M. Hawkins, Richard Worley  
John T. Hicks, A. J. Wyzenski
- SAILORS SNUG HARBOR STATEN ISLAND, NY**  
Joseph Koslusk
- USPHS HOSPITAL SEATTLE, WASH.**  
Donald Gilbo, M. E. Newman  
Alfred Johansen, L. E. Twite
- USPHS HOSPITAL CHICAGO, ILL.**  
Eutimio Melone
- SEASIDE GENERAL HOSPITAL LONG BEACH, CAL.**  
Samuel J. Brooks
- LONG BEACH NAVAL HOSPITAL LONG BEACH, CAL.**  
William J. Turk
- FIRLAND SANITORIUM SEATTLE, WASH.**  
Emil Austad
- USPHS HOSPITAL PORT STANTON, NM**  
Bruno Barthel
- USPHS HOSPITAL DETROIT, MICH.**  
Tim Burke, Harry J. Cronin
- BEEKMAN HOSPITAL NEW YORK, NY**  
Jens Grangaard
- USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY**  
Victor Arevalo, James J. Lawlor  
Walter Chalk, James R. Lewis  
Charles M. Davison, Francis F. Lynch  
Emilio Delgado, H. F. McDonald  
John J. Driscoll, A. McGuigan  
Jose G. Espinoza, C. A. Markell  
Bart E. Guranlek, Vic Milazzo  
Peter Gvozdich, Alfred Mueller  
John B. Hass, Eugene T. Nelson  
Thomas Isakson, G. E. Shumaker  
L. Kristiansen, Henry E. Smith  
Frederick Landry, Renato A. Villata
- VA HOSPITAL CORAL GABLES, FLA.**  
J. C. Vilar
- BRUNSWICK GENERAL HOSPITAL AMTUVILLE, LONG ISLAND, NY**  
Kenneth Marston
- NEW YORK MEDICAL COLLEGE NEW YORK, NY**  
Edward C. Marton
- USPHS HOSPITAL NORFOLK, VA.**  
William H. Harrell, Herbert W. Lamm
- DAMAS HOSPITAL PUERTO RICO**  
Charles R. Miller
- USPHS HOSPITAL BOSTON, MASS.**  
P. Albano, T. Mastaler  
Edward V. Burke, J. M. Pinkus  
John J. Flaherty, Oscar Smith  
S. R. Greenridge, Paul C. Turner
- USPHS HOSPITAL BALTIMORE, MD.**  
Thomas R. Bach, Edgar L. Krotzer  
Roland Bell, Ben J. Lawson  
Clyde Clarke, G. Lightfoot  
B. S. Conway, C. T. Liverman  
Antonio Cospito, Gustave Loeffler  
Jeff Davis, Thomas V. Logan  
A. DeFillippo, William Mitchell  
Leo Gillis, Ralph L. Nixon  
Gorman T. Glaze, Ralph R. Nay  
Joseph F. Goude, Thomas Nicholas  
H. Greenwald, Teodoro Roman  
Allen Heddings, R. T. Shields  
John W. Jones, David F. Sykes
- USPHS HOSPITAL SAN FRANCISCO, CAL.**  
Mike Dikun, Raymond T. Sparks  
John C. Ramsey, Joe Wakin  
Peter Smith, P. D. Broderick  
D. K. T. Sorensen
- USPHS HOSPITAL PORT WASHINGTON, TEX.**  
Joseph P. Wise, Thomas Liles Jr.
- Byron Sidney Bruno**, born June 27, 1953. Parents, Mr. and Mrs. Joseph S. Bruno, 33 Holly Drive, Gretna, La.
- Theresa Bojko**, born July 15, 1953. Parents, Mr. and Mrs. Stanley Bojko, 3018 "D" St., Philadelphia, Pa.
- Julio Febles Olivera**, born June 4, 1953. Parents, Mr. and Mrs. Ramon Olivera, 29 Capara St., Cantan, Puerto Rico.
- Myra Dale Williams**, born July 24, 1953. Parents, Mr. and Mrs. Dale Williams, 535 W. Port Arthur Road, Port Acres, Tex.
- Barbara Jean Willis**, born July 24, 1953. Parents, Mr. and Mrs. Perley D. Willis, 303 E. Berkley Ave., Norfolk, Va.
- George Joseph Thompson**, born July 22, 1953. Parents, Mr. and Mrs. William E. Thompson, 187-32 91st Ave., Hollis, LI, NY.
- Frank Hugh Wells**, born July 21, 1953. Parents, Mr. and Mrs. Hugh Frank Wells, Jr., 1930 Fig St., Kenner, La.
- Linda Fae Pedraza**, born July 20, 1953. Parents, Mr. and Mrs. Lorenzo Pedraza, 317 2nd Ave. S., Texas City, Tex.
- Steven Lewis Henley**, born June 15, 1953. Parents, Mr. and Mrs. Virgil M. Henley, Falco, Ala.
- Diane Elaine Irvine**, born July 14, 1953. Parents, Mr. and Mrs. George Irvine, 123 Perry Avenue, Richmond, Staten Island, NY.
- Peter Alfred O'Neill, Jr.**, born July 25, 1953. Parents, Mr. and Mrs. Peter A. O'Neill, 4116-17th St., San Francisco, Cal.
- Miguel Angel Reyes**, born July 23, 1953. Parents, Mr. and Mrs. Francisco Maldonado Reyes, 950 E. 163 St., New York, NY.
- Edward Angelo Rossi, Jr.**, born January 31, 1953. Parents, Mr. and Mrs. Edward A. Rossi, 220 Spring Court, Baltimore, Md.
- James Race Weddle**, born June 2, 1953. Parents, Mr. and Mrs. Alves F. Weddle, 1813 N. 145th St., Seattle, Wash.
- Petros Marcos Drossos**, born July 27, 1953. Parents, Mr. and Mrs. Marcos P. Drossos, 18-A Mag-nolia Homes, Galveston, Tex.
- Mitchell Mignano**, born July 27, 1953. Parents, Mr. and Mrs. Benjamin Mignano, 333 First St., Brooklyn, NY.
- Veronica Ann Danne**, born July 16, 1953. Parents, Mr. and Mrs. Adolph L. Danne, 457 S. Hamilton St., Mobile, Ala.
- Mona Ann Calamia**, born July 24, 1953. Parents, Mr. and Mrs. John L. Calamia, 1202 Marigny St., New Orleans, La.
- Beverly Dolores Blanton**, born July 29, 1953. Parents, Mr. and Mrs. Wilbert Blanton, 3644 6th St., Port Arthur, Tex.
- Theodore Francis Derol**, born July 25, 1953. Parents, Mr. and Mrs. Boleslaw Derol, 311 8th St., Brooklyn, NY.
- David Charles Wong**, born July 30, 1953. Parents, Mr. and Mrs. Kong Wong, 99 Debervoise St., Brooklyn, NY.
- Louis J. Cevette, Jr.**, born July 29, 1953. Parents, Mr. and Mrs. Louis J. Cevette, 454 Sullivan St., Elmira, NY.
- David Alonso**, born July 22, 1953. Parents, Mr. and Mrs. Manuel Figueroa Alonso, 691 Jackson Ave., Bronx, NY.
- Lloyd Thomas Gunnels**, born April 28, 1953. Parents, Mr. and Mrs. Lloyd Gunnels, 518 8th St., Union City, NJ.
- Sue Ann Worsley**, born August 1, 1953. Parents, Mr. and Mrs. Joseph W. Worsley, 170 Harrison Court, Biloxi, Miss.
- Larry Ellorin**, born August 2, 1953. Parents, Mr. and Mrs. Lazaro Ellorin, 101 St. Marks Place, Brooklyn, NY.
- William Allen Lupton**, born August 5, 1953. Parents, Mr. and Mrs. Joseph C. Lupton, 8106 Herbert St., Norfolk, Va.

# 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.

**Tina May Kleiber**, born June 21, 1953. Parents, Mr. and Mrs. Melvin Charles Kleiber, Box 344, Newport, Ore.

**Richard Wayne Anderson**, born June 27, 1953. Parents, Mr. and Mrs. Eric H. Anderson, 12 Pleasant St., Holbrook, Mass.

**Bernedette Procter**, born May 16, 1953. Parents, Mr. and Mrs. Edward Procter, 1014 Cook St., Gretna, La.

**Carlos Rios**, born July 13, 1953. Parents, Mr. and Mrs. Juan L. Rios, 7 Manhattan Ave., Apt. 21, New York, NY.

**Blane Ygama**, born January 14, 1953. Parents, Mr. and Mrs. Andreas Ygama, 1440 Gates Ave., Brooklyn, NY.

**Nola Naine Covington**, born June 30, 1953. Parents, Mr. and Mrs. Henry Albert Covington, Rte. 2, Box 42A, Wilmer, Ala.

**Roberta Lee Nicholas**, born July 20, 1953. Parents, Mr. and Mrs. Leroy Maurice Nicholas, 2453 Dubose Street, Mobile, Ala.

**John Joseph Michel**, born July 13, 1953. Parents, Mr. and Mrs. August Michel, 168 Louisiana Street, Westwego, La.

**Charles David Lakin**, born June 14, 1953. Parents, Mr. and Mrs. Charles Y. Lakin, Kerr, O.

**Jo-Ann Stewart**, born July 7, 1953. Parents, Mr. and Mrs. Hugh L. Stewart, Jr., 621 W. North Ave., Baltimore, Md.

**Marilyn Louise Shaffer**, born July 15, 1953. Parents, Mr. and Mrs. Gerald Francis Shaffer, 1401 W. Erie Ave., Philadelphia, Pa.

# FINAL DISPATCH

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

**James F. McCarthy**, 51: A heart disorder caused the death of Brother McCarthy on May 30, 1953. He died aboard the Venore and was buried in Baltimore, Md. An OS in the deck department,

Brother McCarthy joined the Union in New York in 1951. He is survived by his wife, Theresa R. McCarthy, 173 Elmwood Avenue, Selden, Long Island, NY.

**Elmer J. Blanes**, 59: On March 6, 1953, Brother Blanes died aboard the Amersea of a heart attack and was buried at sea. His estate is administered by Minnie Belle Blanes.

# First Born In Spotlight



Christopher Alaric Bamberger looks quite pleased with the whole thing after his parents, Mr. and Mrs. Edward W. Bamberger received the SIU maternity benefit.

# SEEIN' THE SEAFARERS

With WALTER SIEKMANN



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

The great state of Texas has got one of its boosters in New York right now. Brother Chuck Collins from the Lone Star state is laid up in the Staten Island hospital with a bum ankle. Collins was on the Afoundria (Waterman) his last trip, and had to go into the Naval hospital in Jacksonville, Florida, for treatment. We made arrangements to have him transferred up here to Staten Island where he's resting comfortably now.



Sampson

Brother Richard Weir has been having some trouble with his ulcers again. He'd gotten out of the hospital some time back, but they started acting up on him again. He's back in there for treatment to see if he can't get his condition under control. We have two men off the same ship, the Schuyler Otis Bland, hospitalized at the same time, Juan Leiba, the chief cook, and Jabez Sampson. Sampson asked us to locate his gear that he left behind him on the ship. He had left instructions for one of the brothers to take it off for him, but it appears that the brother left the ship and left the gear behind. We're running the stuff down for him now.

### Flew Back to States

Frederick Buford is recuperating nicely after getting off his ship in Japan. He had just been flown back to the States, and we arranged for him to get a \$100 draw from the company so as to have some cash handy. Then he was driven down to the Staten Island ferry where he could go right over to the hospital. His gear is checked into the SIU baggage room, so everything is settled on that score.

Some of the other brothers who are in drydock now getting back into shape include Stanley Lesko, off the Queenston Heights, and Robert Miller, whose last ship was the Heywood Brown. Lock Hing, who came into New York on the Steel Artisan, had to be taken off the ship and sent into the hospital.



Hing

We've had one or two instances recently of men getting hurt because they tried to handle a job by themselves that would normally call for two or three men. This is a pretty foolish and risky thing to do. If there's not enough men around to handle the job, and it isn't an emergency that has to be taken care of right away, it's only sensible to make every effort to get a full gang on the job. Otherwise, by doing it yourself, you're looking for a mess of trouble.

Of course it's the responsibility of the officers to see to it that there's enough men assigned to a job, and the company is liable accordingly. But it's a whole lot better to be in one piece in the first place and avoid the discomfort of being hurt on the ship and then maybe losing a couple of months of shipping to the bargain while you're recovering from the accident.

## Vacation \$\$ In Hospital



Seafarer Jesus Rodriguez, who was laid up at the Staten Island USPHS Hospital, receives his vacation money from Welfare Services representative Al Thompson.

## Pick Up 'Shot' Card At Payoff

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

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

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

## Spring Seafarer From Arab Jail

Prompt action by Welfare Services in cooperation with the SIU's Washington office was successful in releasing a Seafarer from a Saudi Arabian jail cell. The Union's intervention in this unusual situation may have saved the Seafarer from serious illness or possibly death.

As is well known to Seafarers on the Persian Gulf run, that area is just about the hottest and driest section of the world. Deaths from heat prostration are not uncommon. The Seafarer in question was imprisoned in a small, poorly-ventilated local lock-up and got scanty supplies of water and food only at the discretion of the local jailor.

Only the fact that he was able to get a cable off to headquarters somehow kept him from serving a long stretch. As it was, his youth and good physical condition kept him in good shape through the ten days of his imprisonment. Had he been compelled to stay in the lock-up much longer in the blazing summer heat, there's no telling what might have happened.

**Attacked Arab Longshoreman**  
The whole incident arose when the Seafarer in question got into an argument with an Arabian longshore boss. The Seafarer lost his head and punched the Arab in

the nose, besides behaving in a manner that seriously offended the religious feelings of the local populace, who are the most orthodox Moslems in the world. As a result, the local police picked him up and carted him off to jail.

While his behavior might have been considered acceptable in Western eyes, it was regarded as insulting by the local residents who have different standards than ours, and by their lights, they were fully justified in imprisoning him.

When the Seafarers' frantic cable was received in headquarters, Welfare Services got in touch with the Isthmian company agent in Saudi Arabia and the American consulate there. It found that there was no question of the Seafarer's guilt in the situation, so that the only thing that could be done was to appeal to higher Saudi Arabian authorities to pardon the prisoner.

The SIU Washington office was

contacted, and Assistant Secretary-Treasurer Bob Matthews who is in charge there took the matter up with the US State Department. Saudi Arabian representatives in this country and at home were approached on the problem with the result that they agreed to order the Seafarer's release even though he had been 100 percent wrong in the situation.

Consequently he was let go and placed on a homeward bound ship, a little shaken by his experience but otherwise in good physical shape after his ordeal.

However, they indicated that future breaches of the peace by crewmembers in their ports would not be dealt with lightly but that guilty parties would have to pay the full penalty under Saudi Arabian law. In such circumstances, the SIU would be unable to help the individuals involved.

The whole incident points up the value of getting in touch with Welfare Services in case of trouble over seas. While the Seafarer in question was so foolish as to get himself in trouble, he had the sense to contact his Union to get him out of his fix.

At the same time it emphasizes the need to live up to local rules and regulations while ashore in Saudi Arabia. The government and people there are sensitive about their religious obligations and local laws. Those who offend these sensibilities or violate the laws are liable to run into serious difficulties.

## Funeral Arranged In Proper Style By Welfare Services

When death occurs in a family its an upsetting experience that takes quite a bit out of the survivors. On top of that, the family has to be concerned about making funeral arrangements and paying funeral costs. Several families of Seafarers faced with this situation have been assisted by Welfare Services in handling all the necessary details. They've found that this way they are assured of the proper kind of funeral ceremony which places no pressure on them to make arrangements.

A case like this arose recently with the death of Seafarer Simon Goldstein. He had been ill for some time, and had instructed his sister, Mrs. Ethel Hyams, to get in touch with the Union in the event of his death.

### Upset At News

When he passed away, the sister notified Welfare Services. The family was quite upset at the news and were confused and uncertain about the funeral arrangements. Furthermore they had found that they would have to lay out cash on the line to pay for the funeral expenses.

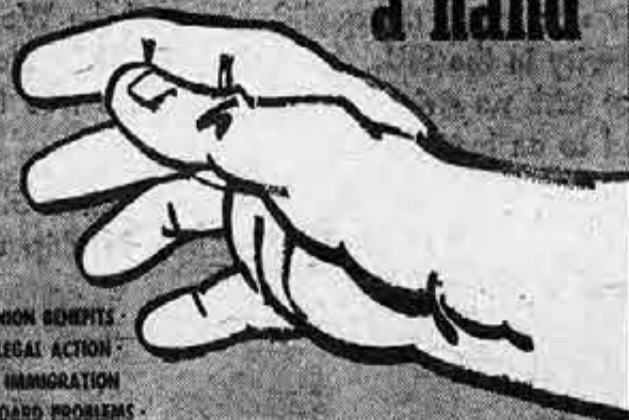
Consequently they turned the whole matter over to Welfare Services. Welfare Services arranged for a chapel, and undertaker, the flowers and all the other incidental items, and paid the costs out of

the \$2,500 death benefit. The balance of the benefit was turned over to Mrs. Hyams.



Mrs. Ethel Hyams reads letter from Union about her late brother, Simon Goldstein, while SIU Welfare Services representative Milton Flynn looks on.

When you need a hand



DISTRIBUTION OF UNION BENEFITS  
FAMILY MATTERS - LEGAL ACTION  
FINANCIAL ADVICE - IMMIGRATION  
MATTERS - DRAFT BOARD PROBLEMS  
COAST GUARD MATTERS - UNEMPLOYMENT  
INSURANCE - SOCIAL SECURITY - HOUSING  
MAINTENANCE ENFORCEMENT - ALLOTMENTS  
REPATRIATION - AND PERSONAL PROBLEMS

THE  
**SIU**  
WELFARE  
SERVICES  
DEPARTMENT

YOUR PROBLEM IS OUR BUSINESS

*We take care  
of our own...*



Seamen have long had the reputation of taking care of their own problems and difficulties without turning to the outside for help. That tradition still goes for members of the SIU, through their Union. The SIU has made special provision, under its Welfare Plan, to take care of those Seafarers, young or old, who can no longer sail because illness or injury has permanently robbed them of their ability to work.

In years gone by, a seaman in this fix would have been dependent for survival on the uncertain mercies of Government and private charities. He would face a dreary future without hope and without dignity.

Today, the permanently disabled Seafarer who meets the qualifications of the Welfare Plan can look forward to a lifetime of security in the SIU. He is assured of regular benefits of \$25 each week, year in and year out with no strings attached. He is free to come and go as he pleases instead of being tied to an institution.

The SIU disability benefit, like the SIU contract, SIU representation and other SIU welfare benefits all add up to one thing—greater security for the Seafarer on ship or ashore. It's further proof that the SIU takes care of its own.



Seafarers International Union  
Atlantic And Gulf District • AFL