

UNION FIGHT SAVES USPHS HOSPITALS

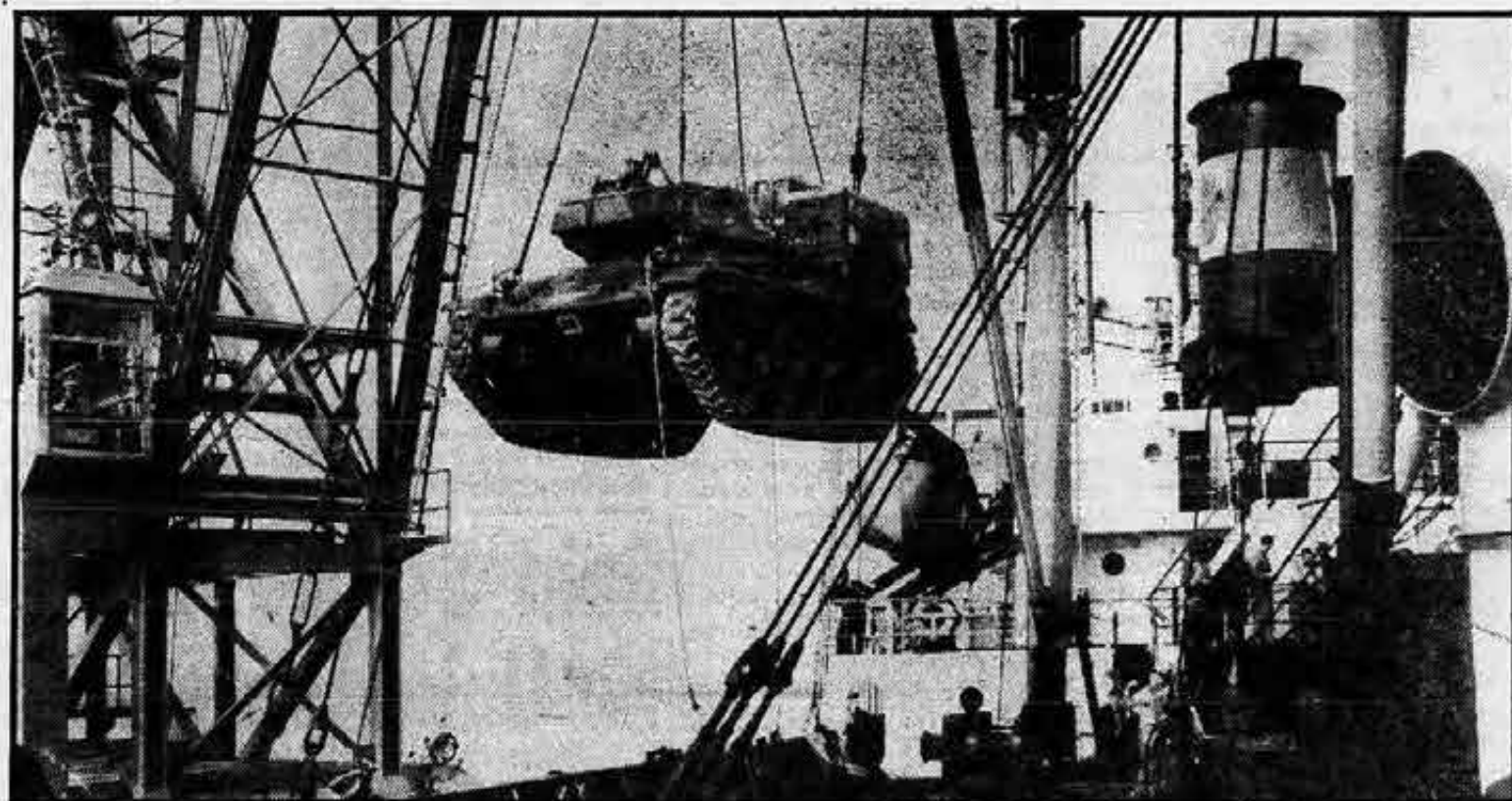
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AFL Wins PR Longshore Ballot

Story On Page 3

Launch Aid Program.

Kicking off new US program providing military aid for Spain, the SIU-manned freighter *Northwestern Victory* (Victory Carriers) takes on cargo at the New Orleans Port of Embarkation. Tanks, motor vehicles, electronic gear and other military equipment are being delivered to Spain under new pact permitting US use of military bases in the country during a war emergency. The tank in the photo is being hoisted aboard by a Navy heavy-lift crane. (Story on Page 2.)



Good Hospital News.

Happy over the news of the successful Union fight to halt the "economy" closing of 13 US Public Health Service hospitals providing medical care for seamen, Seafarers Joseph Carr, AB (right), and Ben Bryant, oiler (2nd from right), discuss new USPHS budget figures with Dr. Roy Whitehead, and Nurse Wireberger at the Manhattan Beach Hospital. The hundreds of letters and messages sent to Washington by Seafarers and SIU ships' crews protesting the proposed shutdown were credited with playing a major role in the victory. (Story on Page 3.)

SIU's Third Annual Art Contest Opens

The third in a series of annual art contests for Seafarers gets under way this week with entries being accepted at Union headquarters from now until midnight April 30, 1954. Once again Seafarers will have the opportunity to show their stuff in oils, watercolors, black and white sketches and a variety of handicrafts with all entrants shooting for one or more of the 12 prizes that will be distributed in the four divisions.

There is just one major change in this year's regulations compared to those of the previous two exhibitions. Seafarers will be limited to not more than five entries in any one of the four classifications. This was decided on to assure

that every individual entry would get adequate display, by avoiding overcrowding of display space by the work of any one entrant.

Of course any Seafarer will still be permitted to enter work in all four categories if he feels like it. And with five entries permitted in each division, an entrant has the opportunity to pick out the best of his work for the contest.

Many Entries

The first two contests conducted in 1952 and 1953, both attracted a wide variety of entries, over 80 the first year and over 110 last year. Prizes awarded for the first year's winners were waterproof, shock-proof watches. Last year the awards consisted of 14-carat gold SIU emblem rings.

The contest will be judged by a panel consisting of established art authorities and well-known artists, as well as the art editor of the SEAFARERS LOG. In the previous contests, judges expressed considerable interest in the high quality of many of the entries, and in the unusual displays of fancy knot work and other handicraft work in which seamen specialize.

As in previous years all entries will be put on exhibition for a week in headquarters and the public invited to view the exhibit. Several of last year's entries were purchased on the spot by visitors, particularly some of the handicraft work.

In addition some of last year's entries were displayed at a second art exhibition in New York at which work done by members of several unions was shown.

Handicraft Section

Among some of the handicraft items entered last year were belts and ties made of decorative knots, tooled leather bags and wallets, hand-carved wood desk sets and pipe-holders, pictures made of hammered copper, woven bracelets, a working model of a lighthouse and similar entries including, of course, models of sailing ships.

Seafarers interested in selling their work should tag all entries with the desired selling price.

Registered Mail

When entries are mailed into headquarters it's advisable to send them special delivery or better still, by registered mail. All entries should be carefully wrapped to prevent damage in transit, and the name and address of the Seafarer attached to each individual entry so that it can be returned as soon as the contest closes and the exhibition is over.

Address the entries to the Art Editor, c/o the SEAFARERS LOG, 675 Fourth Avenue, Brooklyn 32, New York. Paintings and drawings do not have to be mounted if Seafarers don't have the materials on hand to do so. The entries will be judged on their merits irrespective of the presence, or absence of frames and mounts.

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: February 10, February 24, March 10.

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



At top, two Seafarers view an exhibit in last year's art contest at SIU headquarters, including two of the prizewinners in the oil painting division. At bottom, the panel of judges which awarded prizes in the 1953 competition scan some of the handicraft items submitted. The judges (l-r) were Bernard Seaman, art editor of the SEAFARERS LOG; John Gordon, curator of painting and sculpture at the Brooklyn Museum, and artist and radio-TV personality Staats Cotsworth.

SIU Ship 1st With US Army Aid To Spain

NEW ORLEANS—The first shipment of American-made military equipment destined for Spain under the mutual defense assistance program left here recently aboard the SIU-contracted Northwestern Victory (Victory Carriers).

Included in the cargo were US-made tanks, artillery, motor vehicles, maintenance tools and communications and electronics equipment being transferred to Spain by the US under the terms of a recently-concluded agreement with the Spanish government,

US Permitted Bases

The pact permits American use of certain military air bases in Spain in the event they are needed in time of war, in return for US aid to the European country in the form of military goods and supplies.

Highlighted by appropriate ceremony, the first shipment was loaded aboard the Northwestern Victory at the Port of Embarkation and started on its way across the Atlantic. Port of Embarkation officials said the shipment was routed through New Orleans because of the port's nearness to manufacturing centers. They also cited the low loading costs in New Orleans as compared with those in other ports.

Additional shipments bound for Spain are expected to leave the Gulf port within the next few weeks.

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Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District AFL, 675 Fourth Avenue, Brooklyn 32, NY. Tel. HYacinth 9-4600. Entered as second class matter at the Post Office in Brooklyn, NY, under the Act of August 24, 1912, w.d. 2.

Raid Stalled, Bridges Calls For No-Union Vote In Stewards' Poll

SAN FRANCISCO—An attempt by Local 100 of Harry Bridges' longshore union to get on the ballot for the West Coast stewards' election has been ruled out by the National Labor Relations Board in Washington. Local 100 was set up by Bridges when the Communist-dominated National

Union of Marine Cooks and Stewards was under fire from all sides, including organization-wise on the ships from the AFL Marine Cooks and Stewards.

The NLRB decision means that stewards will begin voting February 10 with two unions on the ballot, the MSC-AFL, an SIU affiliate, and the NUMC&S. A spokesman for Bridges immediately announced that stewards would be asked to vote "no union" in the election.

Bridges-Bryson at Odds

Waterfront observers were puzzled by Bridges' action which in effect puts two Communist-dominated unions in the position of vying with each other on the ballot, and tends to strengthen the chances of the MCS-AFL. The only thing that could be gained in such an instance, is to force a run-off election if one of the unions does not obtain a clear majority. This would further delay final decision on a controlling union for stewards department men on West Coast ships and would only confuse issues.

Rumors were flying thick and fast along the West Coast that the Bridges' tactics involve a split be-

tween his union and the NUMC&S, which up until now have been hard and fast allies. According to some reports, not fully substantiated, the NUMC&S balked at the idea of being completely taken over by Local 100 with the result that the two are rivals in the pending election.

Ask Write-In

On at least one major passenger ship, the President Polk, Local 100 representatives have urged stewards to write in the Bridges' union on the ballot. This could only have the effect of voiding those particular ballots.

The only possible gain to Bridges would be in the event MCS-AFL wins a clear majority in the voting and the NUMC&S is knocked out of the picture. Then Bridges could re-enter the field with Local 100 as a "new" stewards union. The establishment of Local 100 in the first instance came when it appeared that NUMC&S was crumbling from outside pressure and revolt from within. Actually, at present NUMC&S is operating only two union halls, one in San Francisco and one in New York.

In ruling Bridges' union off the

ballot by unanimous vote, the Labor Board declared that Bridges had entered the picture long after the original petition had been filed with the Labor Board. Accordingly, as a late entry, he could not be permitted a place on the ballot.

Under the voting procedure that has been established by the NLRB all stewards working on ships as of February 10 will be eligible. The maximum number of men in the field is 6,000 but the vote total will fall short of that figure because men on the beach as of that date will not participate.

Vote By Mail

Stewards on large passenger ships will be voted by the NLRB when their vessels hit port. All other men will send in mail ballots.

Up until now, the stewards on West Coast ships have been shipping through a joint hiring hall operated in conjunction with the Pacific Maritime Association, pending solution of their dispute over representation. However, in companies that are not members of the Association, both MCS-AFL and the NUMC&S hold individual contracts.

US Junks Plan To Shut Hospitals



Seafarers and nurse beam happily in Manhattan Beach Hospital, NY, upon receiving news that the USPHS hospital program would be continued. Shown in lounge of hospital, left to right, are Nurse Long, Henry Smith, Harry McDonald and John Driscoll.

Seafarers' Protests Help Save USPHS

WASHINGTON—A several-months old campaign by the SIU and other maritime unions to keep the US Public Health Service Hospitals open appeared crowned with success when the

Eisenhower administration submitted a budget request for \$33,040,000 to operate the hospitals for the coming year. As a result, it is likely that the hospitals will be able to continue operations as in the past year with little if any cutback in services.

The final fate of the hospitals, of course, rests in the hands of Congress which has to decide whether or not to approve the budget request. But with the Administration reversing its field after strong protests, it seems likely that Congress will follow through by voting the necessary funds.

Met With Surgeon General

As soon as the budget figures were out, the SIU Washington Representative, in accord with the joint legislative committee of 14 maritime unions, met with high officials of the Department of Health, Education and Welfare, including the Surgeon General of the US, to nail down the hospital issue. The group discussed just what the new USPHS budget will mean in terms of services to seamen, and requested a meeting with Mrs. Oveta Culp Hobby, secretary of the Department, in an attempt to win assurances that the Department will battle for the appropriation requests.

Actually, the figure mentioned in the budget is just \$70,000 less than the amount appropriated for the previous year, but it is \$1 million less than appropriations made two years ago. Consequently, any further reduction in the hospital budget would lead to trimming of services to hospital patients.

Originally, the Administration, through Budget Director Joseph Dodge and Mrs. Hobby announced the closing of all USPHS hospitals

was being contemplated with the exception of three specialized institutions at Carville, Louisiana; Lexington, Kentucky, and Fort Worth, Texas. This would have deprived seamen and other patients of the hospitals of the medical care they have received for the past 156 years.

Further it would have meant that overloaded and often understaffed hospitals in the various port communities would have to take up the burden of caring for thousands of additional patients.

SIU Counter-Attack

Announcement of the Administration's plans was met with an immediate counter-attack by the SIU and by Seafarers. Senators and Representatives in Washington, as well as the President's office, were flooded with letters denouncing the proposal and appealing for the hospitals. The tremendous response of Seafarers on this score is considered to have played a considerable part in the Administration's decision to reverse itself.

Typical of the response from Washington legislators was the reply of Senator Russell Long (Dem. La.) to a letter from Seafarer Duska "Spider" Korolia. "While I

(Continued on page 17)

Sea Unions Press Drive For Ship Aid; Urge Hiring Hall Law

Following rapidly on the heels of the joint meeting of all non-Communist maritime unions in Washington, the special legislative committee elected by the conference has held meetings with the Maritime Administration and the shipowners to drive for a program of Government aid to the slumping maritime industry.

A committee spokesman also testified before the Senate Committee on Labor and Public Welfare to urge changes in the Taft-Hartley Act in order to legalize maritime hiring halls.

SIU Washington representative Bob Matthews, who is a member of the committee, attended a meeting this past Monday with Maritime Administrator Louis Rothschild and other high maritime officials at which the program adopted by the Washington conference was presented and discussed.

Among items taken up with Rothschild was the question of transfers of US shipping to foreign flag operations. Rothschild assured the group that it will be the Government's policy to see to it that all transfers were replaced by equivalent new tonnage to be operated under the American flag. This would apply to both dry cargo ships and tankers.

However, the union representatives pointed out that such a provision did not stop the transferred tonnage from competing with American flag shipping. They asked that provisions be written into the transfers that such competition be ruled out. They also requested publicity on applications for transfers and public hearings on them, just as there are hearings when a US company applies for subsidy or for new tonnage.

The Maritime Administrator balked at this request, claiming that any such hearings would cause delay in the functioning of the agency.

Also discussed at the session was the question of Government-supported maritime training. The union group re-emphasized its position that there was no need to spend Government money to train new officers when there are not enough jobs available for existing license holders.

At the Senate Committee hear-

ing, a union spokesman selected by the group told the Senators that President Eisenhower's recommendations on loosening restrictions in the Taft-Hartley law were not enough to protect the seafaring unions.

The union spokesman, Hoyt Hadcock, of the NMU, reported on behalf of the maritime unions that the only way to protect seamen against discrimination in employment was through a full union hiring hall.

Consequently, it was pointed

out, the President's recommendations as to a union shop would be of little value where seamen enter and leave the employ of a company several times in a year. The unions instead called for passage of the Magnuson bill which would provide for a bona-fide maritime hiring hall.

Met With Shipowners

The meeting with shipowner representatives took place on Wednesday, February 3, and dealt with the possibilities of joint action on

(Continued on page 17)

NLRB Ends Excello Hearings

NEW HAVEN, CONN. — Hearings by the National Labor Relations Board on the SIU's petition to represent employees of the motor ship Excello wound up last week, with the next step now up to the Board.

It is expected the trial examiner's report, when issued, will order the disestablishment of the discredited company union set up by the Excello's owners last year, reinstatement with back pay for SIU sympathizers fired off the ship and either immediate bargaining by the company with the SIU or a representation election in which the SIU would be the only Union on the ballot.

Uncomfortable Position

The end of the hearings came as the company, the Excello Corporation, found itself in a highly uncomfortable position as a result of the book of charges thrown at it by the Labor Board in its original complaint in October. Periodic hearings have been held since that time, the last of which came to a close a week ago.

Converted

An SIU organizing campaign last January succeeded in obtaining the support of virtually all the unlicensed employees on the Excello, a converted LST which hauls cargoes of formaldehyde on regular runs

between this port, where the main company operations are located, and the Texas area. The Excello is only the first of a fleet of ships the company expects to put into service, as it is right now dicker-



Stanley

ing for another tanker to put into operations immediately. Despite the announced loyalties of its employees for the SIU, the corporation decided to embark on a campaign of intimidation, threats and the firings to discourage pro-Union activity and eventually even set up a dummy union, "The Independent Union of the Motor Vessel Excello." The new "union" included both unlicensed and licensed employees, and had the chief steward at the head as president and the bosun as secretary.

Dislikes Company Tactics

The bosun, George R. Stanley, son of the Excello's captain, eventually despaired of the company's

tactics of discriminatory firings and other forms of retaliation against men openly for the SIU, and quit the ship. He subsequently began sailing for the SIU aboard the Cities Service tankers.

Evidence produced at the hearings upheld most of the contentions in the labor board's charges against the company as well as the unfair labor practice charges filed against it by the SIU. Captain Stanley himself revealed that as far back as 1948 he had talked with the company's marine superintendent about setting up "an independent union" patterned after the "union" which served the company's shoreside employees.

Advised To Quit

He also disclosed that after the SIU petition for bargaining rights and the attendant publicity on the company's role in setting up the IUMVE, the ship's officers were advised to quit the company union until things quieted down. His own dues to the "union" were paid up a year in advance, he added.

Most of the company's witnesses

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New Exam For Scholarships Set March 13

Applications by Seafarers or their children for SIU scholarships are being accepted until February 20 in advance of the next college entrance examinations on March 13. Successful candidates who qualify will begin their studies this fall.

The March 13 examination is the second in a series of four given each year in a large number of communities throughout the country. Although later tests are scheduled for May 22 and August 11, they are not given in as many places as the winter examinations. Consequently, applicants in smaller communities are urged to take advantage of the test next month.

So far, only a limited number of scholarship applicants are scheduled to take the March 13 exam. Two of them, unsuccessful in a previous attempt, are coming back this year for another try.

Four scholarships were awarded to children of Seafarers during last year, all of whom entered began their schooling last September. The SIU scholarship plan awards four \$6,000 scholarships for four years of study at any college or university each year.

All candidates must have three years' seetime on their own discharges or their father's discharges. The candidates must be in the upper third of their high school graduating class and submit three letters of reference plus a transcript of their school record. Students still attending high school can also apply.

Further details can be obtained by writing the SIU Welfare Plan, New York City.

Valuable Junk In Connecticut Seaport Museum



The Mon Lei, probably the only Chinese junk in commission in the US at the present time, is shown tied up at Mystic Seaport Museum, Mystic, Connecticut. It is a Foochow fisher type junk of a design that has remained unchanged for over 1,000 years. It was built in Hong Kong in 1939 and is now owned by a resident of New Jersey.

Defense Heads Plan New Rules On Shore Leave At US Bases

High Defense Department officials representing the three armed services and Assistant Secretary of Defense John Fanning are holding conferences to draft a uniform policy on shore leave for American seamen at various Army bases. The conferences are the result of strong protests made by the SIU on shore leave restrictions.

Meanwhile, SIU attorneys are still studying the legal aspects of the shore leave restrictions to determine if the military has any right under law to restrict civilian seamen. The study would have an important bearing on claims for overtime payments for restriction to ship.

At the same time, crewmembers of the SIU-manned Steel Maker

(Isthmian), reported a new instance of shore leave restriction at another Navy base. This one took place in Subic Bay, Philippine Islands, just north of the Bataan peninsula. Details of the restriction are not yet available but apparently the Navy had imposed the same kind of rules and regulations that are in force at other bases in other parts of the world. It added to the belief that shore leave restrictions would continue to

spread unless checked by Union action.

The SIU Washington office, which is in close touch with the Defense Department on the issue, reports that the Department is aiming at a standard policy to apply at all bases, instead of the local rulings that have been made at the discretion of medium rank local commanders. SIU headquarters officials believe that a certain amount of personal animosity against merchant seamen has entered into the making of these regulations many of which seem to amount to nothing more than typical Army "chicken."

Met With Fanning

The shore leave problem came to a head when the SIU and representatives of shipping companies under contract went to Washington for a meeting with Fanning and other representatives of the Armed Forces. At that meeting, the Union presented its arguments for removal of shore leave bans and Government authorities, who could offer no convincing excuse for their existence, promised to draft new regulations accordingly.

Affected by the regulations are such places as Korea and military bases in Labrador and Newfoundland. With US Armed Forces bases located at a variety of points around the world, the Union had to act to prevent the spread of such restrictions as well as to lessen or remove restrictions already in existence.

BROTHER CHAIRMAN!

Lake Charles, Louisiana, doesn't often have enough Union members around to scrape up a quorum for a meeting but this past week was an exception, with the result that Seafarers Otto Pedersen and William R. MacDonald took a crack at running a Union meeting. Pedersen was the chairman and MacDonald served as recording secretary for the get-together.



Pedersen

Despite his Scandinavian name, Pedersen comes out of the Southland, being born in Mississippi 30 years ago. He still makes his home in that state in the coastal city of Pass Christian. Pedersen joined the SIU in New Orleans on May 23, 1941 and sails in the deck department.

MacDonald, who also sails on deck, is a Minnesota native who has settled in warmer climes, in New Orleans. He joined the Union in New York on September 18, 1949. He's 28 years old.

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There's a saying that nobody in California ever comes from California, and looking at the roster at the last San Francisco meeting seems to confirm that belief. The recording secretary, William O'Connor, comes originally from Massachusetts, while the reading

clerk, Al Kesson, was born in Ohio. O'Connor, who sails on deck, joined the SIU in the port of Norfolk on August 11, 1943. He's 29 years old. Kesson, who works in the stewards department, came into the SIU in the port of New Orleans on July 17, 1941. He's 51 years of age.

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Seafarer Joseph A. Rockke took time out between trips in the port of Seattle to run the last membership meeting there. Rockke, who makes his home in Cortes Bay, Maryland, came into the SIU in the port of Baltimore on August 21, 1947. He comes originally from Ohio. The 32-year-old Seafarer works with the deck gang.

Recording Secretary Jack E. Williams is a native of Georgia,

who joined the SIU in New York City on August 22, 1947, just a day after Rockke took his oath of obligation. Williams lives in New York and sails in the engine department. He's 46 years of



Mesford

age. Harvey Mesford, the reading clerk, comes from nearby Port Angeles, Washington. He was born in the northwest state on May 20, 1925 and joined the Union in New York on July 8, 1946. He sails in the deck department.

As I See It . . .

Paul Hall



A GOOD ILLUSTRATION OF THE DEVIANT, CONSPIRATORIAL manner in which the Communist waterfront section operates is the strange behavior of Harry Bridges and his cohorts in the coming election for stewards department men on West Coast ships. The election is scheduled to start on February 10 with the two rivals on the ballot being the Marine Cooks and Stewards-AFL, affiliated with the SIU of North America, and the Communist-dominated National Union of Marine Cooks and Stewards.

In recent months, when it seemed to all waterfront observers that the NUMC&S was falling apart under pressure from the AFL and revolt from within, Bridges jumped into the picture with a "stewards department" that he organized in his longshore union. This is according to the standard Communist procedure on or off the waterfront. When one organization is exposed for what it is, the Communist Party invariably pops up with another outfit that has a different label attached to the same purposes.

This was immediately recognized by MCS-AFL and other SIU affiliates who lost no time in tagging the new "stewards union" as just another piece of the same old Communist waterfront conspiracy. It was generally agreed by all that the new "stewards union" or Local 100 as Bridges chose to call it, was around simply to pick up the pieces once the NUMC&S fell apart.

Strategy Switch

Now, however, it appears there has either been a switch in the strategy or a falling out among the partners of the Bridges-Bryson axis. For with the National Labor Relations Board ordering an election on the West Coast ships, Bridges Local 100 attempted to get on the ballot. When that move failed, his front men told the stewards that they should vote no-union rather than choose between MCS-AFL and the NUMC&S.

This is a typical Communist tactic that is used when the Communists are unable to get their oar in a situation. In this instance, Bridges on the surface is working at cross-purposes with his own junior partners out on the West Coast. In any event, the objective seems to be to confuse the men who sail for a living in the stewards department on West Coast ships—a Communist maneuver that has been used time and again whenever they find that they don't have 100 percent control over a situation.

Any way you look at it, it appears that the only hope West Coast stewards have for wriggling out of the grip of the Bridges-Bryson axis would be to vote for the MCS-AFL in the coming election. That way they would be assured of solid support all the way down the line on any of their beefs because the ships would be AFL from top to bottom with the Sailors Union of the Pacific and the Marine Firemen covering the deck and engine departments respectively.

THE MEN WHO DEAL WITH THE COUNTRY'S MARITIME PROBLEMS in Washington are off on a new tack with the plans being put forth to modernize the old Liberty ships. According to the Government sources, the plans are to boost the speed of the Libertys up to 18 or 19 knots. It would make quite a few Seafarers rub their eyes in amazement to see one of these ten-knot jobs zipping along at that rate.

The program for converting the Libertys comes at a time when it appears the Government has just about given up on the Mariner ships as far as commercial use is concerned. These vessels are going to be retired in the boneyard, with some of them apparently destined to wind up as Navy supply ships.

Consequently it appears that this \$350 million shipbuilding program will be of little value to this nation's merchant fleet for regular commercial operations, although the ships would no doubt be very useful in a national emergency. However, as has been pointed out before in the pages of your Union's newspaper, the shipping industry's needs in the way of new ships and the Government's ship needs for defense purposes don't always coincide. It appears that in most instances the Defense Department has the final say on what kind of ship is to be turned out, with the result that we wind up with a situation of this kind where brand new ships have to go into Government lay-up.

Small Practical Value

Your Union, of course, welcomes every development which can be used to improve the performance of ocean-going ships. But there will be little practical value to these developments if they are limited to Government-owned ships sitting in reserve fleets at various anchorages around the country.

For such a program to have any real benefit, it would have to be extended to much of the tonnage now serving the nation's maritime needs. And further such tonnage would have to be given a degree of protection against runaway American-owned shipping and other cut-rate foreign competition.

THIS ISSUE OF THE SEAFARERS LOG CONTAINS AN ACCOUNT of the single-handed crossing of the North Atlantic by Seafarer Olavi Kivikoski. Some of the brothers who have bounced across that part of the ocean in an empty Liberty can appreciate what it means to take on the Atlantic in a 30-foot sailboat, without anybody to split up watches with.

Fortunately, despite some narrow escapes Brother Kivikoski was able to make it all the way home to Finland without damaging himself or his boat.

We certainly think that Brother Kivikoski's accomplishment is quite a noteworthy one, something that won't be duplicated very often. Seafarers should find it an interesting story.

AFL Trounces Old ILA In Puerto Rico Election

In its biggest waterfront victory to date, the American Federation of Labor's International Longshoremen's Association administered a sound trouncing to the old ILA when longshoremen and checkers in Puerto Rico voted AFL by close to two to one. In elections

covering San Juan, Ponce and other island ports the AFL got 3,343 votes to 1,733 for the ILA. A separate election for checkers gave the AFL 227 votes, the ILA 146.

The results mean that the AFL will be the official bargaining agent for nearly 8,000 longshoremen and checkers for the entire island of Puerto Rico.

The Puerto Rican victory, which could well mark a turning point in the AFL's fight on the docks, overshadowed several fresh successes achieved by the AFL in the port of New York. These include a port-wide movement for election and recognition of AFL shop stewards, despite opposition from the stevedores and the old ILA, and the signing of a stipulation by the old ILA promising not to interfere with, threaten, or otherwise discriminate against AFL men working on the docks.

The ILA, rocked back on its heels by the stunning Puerto Rican defeat, made some feeble gestures toward protesting the election, but waterfront observers did not take them seriously. Teddy Gleason, general organizer for the old ILA, admitted that the ILA was ready to protest even before it knew what the results were, and further conceded that he didn't know exactly what grounds the protest would be based on.

Evidence of the importance of the Puerto Rican vote was shown by the fact that Gleason, and ILA President William Bradley both flew to Puerto Rico in an unsuccessful attempt to swing the vote.

Authoritative reports were that the ILA had spent the greater part of its remaining funds on its Puerto Rican bid.

Won Both Areas

Particularly significant about the AFL victory was the fact that the island was split up into two areas for the voting, San Juan and surrounding ports, and Ponce and its nearby ports. Under such circumstances the AFL had to win in both areas to win the island, which it did handily.

In New York, the AFL-ILA was pressing ahead its drive for the election and recognition of AFL-ILA shop stewards on every pier where AFL-ILA men are working. The drive led to walkouts when stevedoring companies refused to recognize AFL shop stewards. Walkouts at Pier 25 North River, and Pier F, Hoboken, were successful in winning the AFL's demands.

To date the AFL has held elections for shop stewards for both longshoremen and checkers at over 40 piers, and the new union is pressing for representation at every pier in the harbor so as to be able to process grievances on behalf of AFL-ILA members.

A less spectacular, but equally important development took place at the regional offices of the National Labor Relations Board in New York City. Here ILA President Bradley admitted that the old ILA had been guilty of threatening longshoremen with loss of jobs, pensions and welfare rights for supporting the AFL-ILA.

As a result, the old ILA has re-

luctantly entered into an agreement to discontinue such practices. The agreement will be given force of law by a court order and will be posted on all piers. It means that the old ILA will no longer be permitted to check books of men on the piers, threaten them in any way or prevent them from working. In addition, it will not be permitted to shut down any pier because AFL men are working there, or threaten longshoremen with loss of pension and welfare rights. Further, it can in no way interfere with longshoremen who want to join the AFL or put pressure on stevedoring outfits to discriminate against AFL-ILA men.

Finally, the AFL-ILA has been making progress among other
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Tramp Co's Suggest Ship Transfers

A new plea for Government aid has been made by representatives of US tramp shipowners at a Washington meeting with the Federal Maritime Board. Spokesmen for the American Tramp Shipowners Association declared that unless Government aid was forthcoming they would have no alternative but to ask permission to transfer to foreign flag operation.

For the past year, tramp shipowners have been pushing in Washington for some form of Government operational subsidy through the Tramp Shipowners Association. Their efforts have not met with success thus far, since it would require a major amendment of the 1936 Merchant Marine Act to include them under the operating subsidy.

Now the tramp shipowners claim that because of the decline in available cargo they are being pushed to the wall and are unable to compete with foreign operators.

The shipowners' spokesmen indicated that they would prefer permission to transfer to a foreign flag to any form of Government subsidy. However, it's not expected that the Government would approve wholesale transfers of US-flag ships at this time.

Throw In For A Meeting Job

Under the rules of the SIU, any member can nominate himself for meeting chairman, reading clerk or any other post that may be up for election before the membership, including committees, such as the tallying committees, financial committees, auditing committees and other groups named by the membership. Since SIU membership meeting officers are elected at the start of each meeting, those who wish to run for those meeting offices can do so.

The Union also welcomes discussions, suggestions and motions on the business before the meeting.

(Continued on page 17)



At top, Joe DeBari (center) receives congratulations of rival candidates and fellow longshoremen after winning election as AFL-ILA shop steward on Pier F, Hoboken. Below, an AFL-ILA picket speaks to a group of longshoremen outside the United Fruit Company pier on North River. A strike for recognition of the AFL-ILA steward on the pier was successful.

'Abolish 50-50' Gov't Commission Asks

WASHINGTON.—The recommendation of last month's maritime union conference for a new 100-percent rule requiring all Government cargoes to be carried on US-flag vessels has been countered by a suggestion of a special Presidential economic commission that the present "50-50" law and similar laws be scrapped altogether.

The proposal by the sea unions, advanced as part of a serious program for the revival of the declining US shipping industry, came just four days be-

fore the Commission on Foreign Economic Policy, headed by industrialist Clarence B. Randall, issued its report on January 23.

The portion of the report on "Merchant Marine Policy" urged the repeal of all preference for American-flag shipping in US laws dealing with the carriage of shipments financed by loans or grants of the Federal Government and its agencies. It recommended that "support sufficient to maintain a merchant marine adequate to our national requirements be provided by direct means, such as those provided for under the Merchant Marine Shipping Act of 1936."

Provides Subsidies

The commission presumably referred to the various construction subsidies, operating subsidies and income tax benefits conferred by the Act. The "50-50" law now under fire, adopted by Congress in 1949 after a vigorous campaign spearheaded by the SIU, provides that 50 percent of all US aid cargoes be moved on US-flag vessels.

It has come under attack ever since its adoption by both foreign shipping interests and domestic groups, who were eager to minimize the scope of the US shipping industry.

Supporters of the "50-50" legislation successfully resisted efforts in last year's Congress to remove the proviso from several aid bills, but only after a long, hard fight. As a result, the Pakistan wheat bill, a \$4.5 billion military and economic aid program for US allies and a bill for \$100 million in famine relief for friendly nations each included the controversial "50-50" clause.

In joining the opposition to the "50-50" principle, the Randall Commission declared that "a large part of the foreign commerce of the United States always has been carried in foreign vessels," and urged that any determination of the active merchant fleet requirements of the US take account "of the availability of foreign vessels."

Shipping Pool

To support its view, it noted that "during World War II, the services of the merchant ships of our allies were available to us through the operation of an inter-allied shipping pool. Participation in the carriage of US foreign commerce is an important source of dollar earnings to the foreign maritime nations."

However, a dissenting report, filed by commission member David J. McDonald, head of the CIO United Steelworkers and the only labor representative on the 17-man group, declared: "It is not disputed that the US should have an adequate merchant marine for the national defense and to develop and maintain its foreign and domestic commerce . . . (however) the report of the commission dealing with this important matter is not only inadequate to accomplish these objectives, but if its provisions were implemented, our merchant marine would be weakened."

McDonald urged against any "substantial reliance" on foreign ships to carry on US foreign trade and called for the "establishment and maintenance of a merchant
(Continued on page 17)

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

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



Vacation Plan Starts 3rd Yr.



Start of Vacation Plan payments in New York two years ago saw this group of Seafarers happily waving their vacation checks in headquarters.

Winding up two years of payments to Seafarers next week, the pioneer SIU Vacation Plan has already paid out \$3 million and appears likely to keep up that pace for many years to come. Payments first began on February 11, 1952.

The revolutionary Vacation Plan, guaranteeing vacation pay to Seafarers solely on the basis of time worked aboard SIU-contracted ships, set the pattern for similar vacation set-ups negotiated in the industry soon after the SIU led the way. Prior to that time, seamen could collect vacation money only if they worked a specified length of time for one company. The SIU Plan made it possible for Seafarers to receive vacation pay whether they worked for one company or a hundred.

Under the rules of the Union set-up, which is administered jointly by Union and shipowner trustees, Seafarers qualify for vacation payments after only 90 days worked on SIU ships. In order to receive the full benefits of the

Plan, which pays up to \$140 per year, a Seafarer has to apply within one year of the payoff date of his oldest discharge. Vacation Plan funds are maintained solely by operators' contributions of 65 cents per man per day into a central fund. Payments are made directly by the Union.

The enthusiastic response of Seafarers to the Vacation Plan was instantaneous once payments began and it was obvious that the operation was simple and devoid of red tape. Over \$100,000 was paid out in the first week of operation.

Less than five months later, payments passed the million-dollar mark, when Seafarer John "Moose" Spring collected a vaca-

tion check for \$126, on July 3, 1952, which put the total over the million-dollar figure. By the end of its first year, the Plan had paid out \$1.8 million directly to the membership.

Today, the Plan continues to function smoothly, with Seafarers receiving same-day service on vacation applications filed in headquarters and payment within a week in any outpost. The use of specially-purchased accounting and calculating machinery plus a trained staff geared to handle the flow of vacation applications has been able to maintain the same efficient service with which the Plan was first inaugurated.

Although the Plan was actually negotiated in May, 1951, when agreement was reached with contracted operators, and the Plan went into effect the following month, payments did not begin for eight months, until February, 1952. The delay was due to the necessity, at the time, to obtain the approval of the now-defunct Wage Stabilization Board and other Government agencies for the Plan, as well as the need to build a fund with which to meet the anticipated rush of applications.

Midway between the negotiations and the start of payments, in October, 1951, the maximum vacation payment was raised from \$115 to the present \$140, when the operators' contributions were negotiated upwards from 35 cents per man per day to 50 cents. This was boosted once more, in November, 1952, to 65 cents per man per day in order to build up a larger reserve.

An unusual feature of the Plan is a clause enabling a Seafarer's widow or other beneficiary to collect all vacation pay due in the event of his death. This is in addition to the full \$2,500 death benefit for the beneficiaries of Seafarers under the Welfare Plan.

Correction On Trials Report

The trials and appeals report had an error in it which listed K-40 as the book number of a Seafarer who went on trial in Baltimore October 22, 1953. Brother Donald Kissel, who carries book K-40, wishes it to be known that he was not the Seafarer on trial. The correct book number for the accused Seafarer is K-49.

SIU COMMITTEES

AT WORK

It's an annoyance on any job when one of the gang takes advantage of the rest of the working force and makes himself disagreeable, but it becomes even more of a nuisance on board a ship where men have to live with each other after working hours. It's not uncommon then, for charges to be brought in such cases where a man's shipmates have found their work affected and other difficulties arising because one of the crew just isn't holding up his end.

One such case arose aboard an Isthmian ship. The difficulties began on sailing day when the Seafarer in question asked the chief electrician for time off until noon. The request was readily granted, but instead of returning at noon as promised, the man came back at 2 PM.

When the chief electrician remarked that they would have to get together on the amount of time off taken, the accused Seafarer declared he would take time off whenever and wherever he pleased, and that the chief could

not do anything about it.

Subsequently, the crew charged, new difficulties arose with the accused Seafarer attempting to throw his weight around and browbeat other members of the engine department, by threatening to bring them up on charges.

When the ship hit port, the ship's delegate reported this state of affairs to the boarding patrolman. Upon being confronted, the Seafarer threatened to "get" the chief electrician for his statements.

Charges were filed under two headings, neglect of duty to the detriment of the Union agreement and refusal to cooperate with Union representatives. The trial was heard by an elected committee consisting of R. Albanese, R. Barnes, H. Libby, A. Griffith and A. Mosher.

The committee decided it would be best for the sake of all concerned if the Seafarer in question were kept off Isthmian ships for a period of a year so that renewed friction would not arise. They also fined him and suspended him for three months for his infractions.



Albanese



Barnes

SIU NEWSLETTER from WASHINGTON

Although the special law authorizing sale of US war-built ships expired back on January 15, 1951, and despite the position of the American shipping industry against reopening this law for the benefit of foreign nations, the Eisenhower administration is all set to attempt to reopen the authorization so as to allow foreign countries to buy some more US-flag ships.

As a starter, the Department of Defense, State, Commerce, and the Bureau of the Budget have about decided to throw their weight behind the move to sell 12 US-flag C-1 type ships to Brazil for use in the coastwise trade of that nation. What happened is this: first the Department of Defense was prevailed upon to adopt the view that this particular sale would not be adverse to the defense of the US.

However, one thing seems sure. If the law is reopened in this case, there also will be efforts made to authorize sales to other foreign countries.

In the past couple of years, the Commerce Department, which would administer the law, if reopened, has taken the position that it was opposed to allowing further sales of war-built ships thereunder. However, approached on the subject, Commerce now says that "We believe that under the particular circumstances of this case, the projected sale of this type of merchant vessel is desirable in the interest of the foreign policy of the US."

The Eisenhower administration is considering a policy that it is to the advantage of the US to raise labor standards throughout the world. Toward this end, the Republicans may adopt a program under which no tariff concessions would be granted on products made by workers receiving wages which are sub-standard in the exporting countries.

Recently, US tramp shipowners came to town to discuss their plight with Government officials. Their plea for Government aid in the form of subsidy has fallen on deaf ears, and there simply is no chance that this is in the offing for many years. In the meantime, many of the tramps are threatening to transfer their ships to foreign registry.

Until relations between the General Accounting Office and the Department of Commerce are smoothed out as to provisions of law relating to subsidy for shipbuilding, it is not likely that many ships will be built for the American merchant marine. Having in mind the troubles between these two Government agencies over the fixing of construction subsidies on the passenger liners built within the past couple of years, there is a growing element in Congress to nail this down legislatively to avoid future disputes.

In any event, one thing is clear, namely, that many US ships, cargo and passenger, are becoming obsolete, and replacements might be ordered soon if this stumbling block is removed.

Once again, the Military Sea Transportation Service soon will be called before Congressional Committees to explain why it should be in competition with private American shipping lines. Here's a quick run down on the joint military transportation service:

The total expense of operating MSTs last year was \$700,006,355. Tariff rates for the movement of cargo and passengers were fixed at the beginning of the year by MSTs and the Departments of Army, Navy, and Air Force were billed each month for services rendered to them.

MSTs says that last year this procedure brought in income of some \$4,000,000 more than expenses.

On June 30, 1953, MSTs was operating a fleet of some 580 vessels and craft, of which 259 were Government-owned and assigned to the permanent custody of MSTs as its nucleus fleet. In addition 321 other US merchant vessels were operated by private companies for MSTs under contract. MSTs insists that more than 84 percent of the dry cargo was handled in ships operated by private shipping companies for account of MSTs. Ships of its own nucleus fleet, MSTs says, handled only about 16 percent of the tonnage and in many cases this tonnage, according to MSTs, was required for special projects and on routes where privately-operated shipping could not be utilized for various reasons.

At the end of the year there were about 14,206 civilian marine personnel and approximately 9,767 naval personnel serving afloat on MSTs ships, as well as 2,804 civil service personnel and 1,298 naval personnel assigned to various shore activities. The above is in addition to the 32,000 merchant marine personnel employed in commercial ships carrying MSTs cargo.

Here's a quick run-down on the first preliminary report submitted by the Potter Special Subcommittee to study Maritime Subsidies. This subgroup believes (1) that there should be a major review of the construction subsidy features of the 1936 Shipping Act; (2) that the private financing bill passed last year (allowing up to 90% loan guarantee by the Government) was not sufficiently considered at the last session, has flaws that should be remedied, and that further hearings should be held so that the Commerce Department can report on its experience with the new law, and bankers, insurance companies and other financial institutions and the shipping industry can thoroughly state their views and make recommendations; (3) that the policy of American-flag participation in Government aid programs (the 50-50 shipping proviso) should be written into basic law which would be applicable to all programs providing for Government financing of overseas cargoes or passengers; (4) that competition of the Military Sea Transportation Service is becoming critically serious and that it be clearly defined; (5) that Congress should give early consideration of all operating subsidy matters, including the question of tramp subsidies; and (6) that there should be constant Congressional vigilance in the matter of unjust foreign discrimination against American-flag shipping.

Your SIU Washington Reporter

Top of the News

EISENHOWER BUDGET ASKS \$65½ BILLION—President Eisenhower last week sent to Congress the first "all-Eisenhower" budget not influenced by measures left over from the Truman administration. In it the President estimated income for fiscal 1954-55 would be \$62.7 billion as against an outlay of \$65.6 billion or a deficit of \$2.9 billion. There are reports, however, that Congress intends to slash some of the appropriations even further and get the budget much closer to being balanced for the fiscal year.

PRISONERS OF WAR FREED—For the first time since hostilities began in Korea in June, 1950, there are no more prisoners of war for either side. Reluctant at first to take its UN soldier-sympathizers, the Chinese Reds finally changed their minds and decided to take the 21 American, one Briton and 325 South Korean POWs who were pro-Communists and who asked to be used as "peace fighters." Earlier, 22,000 anti-Communist prisoners were released by the Indian custodians and rode joyously into UN lines. Many Chinese soldiers got heroes' welcomes when they landed in Formosa after their release.



Mrs. Theodore Selfert rips up photo of her son with 21 other POW's sticking with Reds.

COFFEE BEAN NO HAS-BEEN—In greater demand than ever, coffee is bringing its top price around the world because of shortages of stocks in the coffee center of the world—Brazil. Frost, blight and pests, and excessive demands by the world's populace are held responsible. The coffee bean is threatening to bring a top price of \$1.25 a pound to consumers who want their caffeine hot in the morning, noon and night. Growers predict it will take about two years to get back to full, pre-frost, production before the price will tumble to within easy reach of every man's silex.

BRICKER AMENDMENT BATTLE—Senator John W. Bricker's proposed amendment to the Constitution limiting the treaty-making powers of the United States Government came under fire late last month by administration opponents of the measure. At the present time it appears as if the bill will be defeated as it is designed to make inoperative all treaties which deal with matters reserved to the states unless approved by the state legislatures, and to give Congress the power to "regulate" all executive agreements with foreign nations. The bill was looked upon as an open conflict between the Eisenhower wing of the Republican party and the Old Guard.

BIG FOUR MEET IN BERLIN—The Big Four Council of Foreign Ministers is meeting for the seventh time since the conclusion of hostilities in World War II, this time in the divided city of Berlin. Out of six previous meetings the nations agreed on only one point—peace treaties for Italy and Germany's Balkan satellites. Top item on the agenda of the current talks is the settlement of the German situation, with many other topics due to come under review during the course of the meetings. The West plays host for the first and third weeks of the sessions, with the East playing host in the intervening week of discussions.

MSTS Requests Fifty Million \$ For New Ships

The Military Sea Transportation Service has put in a request for Congressional approval for construction of four all-weather cargo ships for Arctic waters at a cost of about \$50 million. The four ships would be designed for year-round operations in northern waters. It is presumed they would be used for supply of the Thule, Greenland, air base and other northern installations which are at present supplied by ships only during the open water season.

It has been the practice up until now for the Government to break out several Victory ships each spring for use on the Thule supply line. These ships have specially-strengthened bows so they can contend with ice conditions that are encountered in northern waters all year. The ships have been chartered by the Government to private outfits for this operation.

Presumably, MSTS is planning to replace the Victories on these runs with ice-breakers that can make headway under the most difficult of conditions.

Affiliates Scan Union Operations



Paul Hall, secretary-treasurer of the SIU, left, points out some of the Union's operational procedures to representatives of other SIU of NA affiliates, Vincent Malone, president of the Marine Firemen, Oilers, and Watertenders Union, center, and Captain John Fox of the Inland Boatmen's Union listen with interest.

Gas Turbine Liberty Planned

Experiments with a gas-turbine propulsion system are included in Federal Maritime Board plans for conversion of Liberty ships into high-speed freighters. The gas turbine engine room will be installed in one of four Libertys out of the reserve fleet that is slated for makeover as part of an experimental program to bring the Government reserve fleet up to scratch.

Each of the other three vessels will have a different type of propulsion. One of them will have steam turbines installed, the second geared diesels, and the third diesel-electric drive. At present, Libertys are powered by reciprocating engines and low pressure boilers capable of developing ten knots when fully loaded. The conversions aim to get the speeds up to 18 or 19 knots.

Announcement of the new program was made by E. C. Upton, Jr., a member of the Federal Maritime Board at a meeting in New York.

Gas turbines are the newest kind of propulsion systems, and have been used in only a few instances on ocean-going ships. One Dutch tanker and the British tanker Auris have been operating with gas turbines with apparently successful results.

At one time during World War II, the old Maritime Commission planned a gas turbine job in a Liberty, but the ship was later completed as a conventional vessel.

The advantage claimed for a gas turbine are several. For one, it is considerably smaller than conventional marine engines, giving more cargo space. There is very little vibration and the engine can operate on cheaper grades of heavy

fuel oil. Further, the engine has only two moving parts, simplifying maintenance problems.

The unit is powered by the hot gases resulting from the burning of fuel. The gases are directed through a "windmill" which consists of vaned wheels mounted on a shaft. As the gases hit the vanes, they have the same effect that wind has on the blades of a windmill. The turning of the wheels also turns the shaft transmitting power to the propeller.

Use of diesel-electric drive or other diesel drives would also be somewhat of a novelty on US ocean-going vessels where steam power has been the rule through the years.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Can Co-op Houses Help You?

The big problem this year for a Seafarer with a family—as for all wage-earners—is the current big increase in rents. In the past three years the price of shelter has gone up more than any other living expense.

Since 1950, average rents for the country have risen over 17 per cent. They have gone up seven per cent in just the past year and are continuing to rise each month. Unfortunately, they are going to go up even more. Only a few cities now have any semblance of rent control left.

This is a real squeeze for a moderate-income family. You can cut down on clothing and other expenses, but you still have to have a roof over your head.

Union Sponsorship

Some unions and other public-spirited groups have sought to help their own members and other people in the community by building cooperative apartment houses. For example, in New York the American Veterans Committee is sponsoring a co-operative to build two 13-story buildings which will have 300 apartments. In your own city you may have noticed such cooperatives being advertised.

In this period of rising rents, cooperative apartment buildings have shown some savings.

But if you are seeking a decent apartment at a moderate price, you should understand that there are two kinds of apartment co-ops. One kind is a genuine co-op. A group of families itself initiates and controls construction on a non-profit basis, often under the sponsorship of a union, a state or city housing agency, or a committee of civic-minded people.

The second type—called Section 213 apartments—are

built by commercial developers who then sell them to individual families. When the developer is through, the tenants take over the management of the building.

In either type of co-op, you buy shares in the corporation that owns the building, and this "down payment" generally amounts to \$1,000-\$3,000, depending on the number of rooms, location and quality of the building, and whether more of the cost of the apartment has been hidden in the monthly carrying charges or included in the down payment.

As shown by Queensview, the New York housing development, and other co-ops, the true non-profit co-op offers much the better value. In Queensview, a new group of buildings requires a down payment for a five-room apartment of \$2,650, and carrying charges including light, gas and heat, of \$81-90 a month. It may be a problem to raise that much down payment, but it's worth it in the long run to achieve that comparatively moderate monthly charge for a large apartment.

However, the natural advantages of cooperative building and management provide enough margin so even the "213" co-ops may be comparatively reasonable despite the speculative developer's profit.

The hidden joker in many of the "213" co-ops is that some builders make an extra profit by renting the land to the cooperative rather than selling it outright.

Another risk, is that the builder may cut the quality of the building. Section 213 buildings must meet certain FHA standards, but these were set low to encourage low-priced building.

The commercial developers also often underestimate the carrying charges to attract buyers. When the tenants took

over one big "213" development recently they found they had to raise their rents 18 percent to cover real operating costs.

Roger Schaeffer, executive secretary of the United Housing Foundation, (a civic organization that sponsors co-ops) suggests families shopping apartment co-ops use these yardsticks to measure the value of a co-op:

- Who is behind the building: a non-profit organization or a speculative builder? If a private builder, what is his past record?

- Is the builder charging the cooperative too much for ground rent? A lawyer could find out how much he originally paid for the land.

- Is the quality of the building good? Judging this is a problem, because the speculators generally sell the apartments before the building is completed. Mr. Schaeffer suggests that a group of prospective buyers get together and hire a competent appraiser to report on the quality of the specifications and the value. Is the builder willing to supply all the desired information on specifications and quality of material, as he should? Is there any guarantee of the quality of construction?

- Are the rooms good size and laid out well? If the apartments are not completed ask to see the plans and judge them yourself.

Families interested in apartment co-ops can get a booklet from the United Housing Foundation, 370 Lexington Ave., New York, called "What Every Cooperator Should Know," for 25 cents.

And if there are any genuine non-profit co-ops being planned in your area, it may be worth it to you to get on the waiting list, in view of the inexorable rise in rents.

Labor Study Abroad Open To Seafarers

An opportunity for one year's study at Ruskin College, Oxford, and Coleg Harlech, Wales, is again open to Seafarers and members of other US unions. The Institute of International Education is now accepting scholarship applications at its offices, 1 East 67th Street, New York 21, NY, for the four scholarships involved.

In previous years, two Seafarers have won such awards. Seafarer Irwin Suall, who had served as an organizer on Isthmian ships and as a member of the Union's publicity committee during the 1946 general strike, won a Ruskin Scholarship for the year 1948. Seafarer Ed Larkin won an award for



Suall

Coleg Harlech in 1952. Larkin is now attending the New York State School for Industrial and Labor Relations at Cornell University, Ithaca, NY.

Labor Relations Work

Both the Ruskin and Coleg Harlech awards are open to members of US trade unions between the ages of 20 and 35 years of age. The work is on the college level and deals with various phases of labor relations. The three Ruskin awards are for a branch of Oxford University. Coleg Harlech is an adult education institute located in Wales.

All the scholarships cover tuition, room and board, but winners have to provide their own transportation and money for personal expenses over and above basic needs. Scholarship winners are eligible to apply for Fulbright grants from the US Government, which will cover travel expenses.

As far as is known, the SIU is the only union in the US that has had two scholarship winners in its ranks.

Information about the scholarships and application blanks can be obtained from the Institute by writing its New York office.

Columnist Takes Frances To PR

Seafarers on the Frances (Bull Line) had a well-known passenger aboard during their last round-trip in the person of columnist Westbrook Pegler. Pegler, whose views on unions and union members are well known, got along quite well with the Union crewmembers aboard the ship, according to the crew's reports.

He also expressed his pleasure with the quality of service offered by the ship's steward department. All accounts were that it was a smooth, uneventful trip for both passengers and crew.

Navy To Take Mariner For Cargo Service

WASHINGTON—At least one, and possibly more of the Government's new Mariner cargo ships will be converted for Navy use. The Maritime Administration announced that it had asked for bids on the Evergreen Mariner, now under construction in San Francisco, for conversion into a cargo attack vessel.

Announcement of the conversion plan is indication that the Government is giving up on the idea of selling the Mariners to private industry for commercial use. Despite energetic efforts by the Maritime Administration, only three of the 35 Mariners afloat or being built have been sold to a private company, Pacific Far East Lines. The company will use the ships in the long-haul Far East trade.

Previously, the Maritime Administration had contemplated converting the Mariners into Navy refrigeration ships, but that idea was given up as too costly and impractical.

For the time being, the Government plans to put all Mariners into lay-up, but those plans may be altered if it proves feasible to convert them to Navy use at a reasonable cost.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 1-18-54 To 1-29-54

No. Seafarers Receiving Benefits this Period	1053		
Average Benefits Paid Each Seafarer	65.45		
Total Benefits Paid this Period		68,922	12

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	7,160	00	
Death Benefits	12,449	05	
Disability Benefits	1,200	00	
Maternity Benefits	6,000	00	
Vacation Benefits	42,113	07	
Total			68,922 12

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	438,110	00	
Death Benefits Paid Since July 1, 1950*	807,469	05	
Disability Benefits Paid Since May 1, 1952*	31,115	00	
Maternity Benefits Paid Since April 1, 1952*	214,800	00	
Vacation Benefits Paid Since Feb. 11, 1952*	3,023,073	64	
Total			4,514,577 69

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	553,484	12
	Welfare	343,516	02
Estimated Accounts Receivable	Vacation	238,873	00
	Welfare	220,498	00
US Government Bonds (Welfare)		2,278,310	38
Real Estate (Welfare)		526,520	95
Other Assets - Training Ship (Welfare)		119,060	97
TOTAL ASSETS			4,279,257 44

COMMENTS:

At this writing, six (6) people have applied for the four (4) scholarship benefits to be awarded this year. Of the six three (3) have taken the written exams and three (3) have the exams to take. The remaining examination dates are March 13th and May 22nd.

During the year of 1953, a total of one hundred and sixty (160) death benefits were paid out under the terms of the plan. Also during the year, six hundred and seventy-nine (679) maternity benefits were paid as well as two hundred thirty-three (233) disability benefits. In addition to the above payments, the Plan paid out 3792 hospital benefits.

Submitted 2-1-54 Al Kerr, Assistant Administrator

THE SIU SEA CHEST
is completely equipped
FOR ALL
YOUR CLOTHING NEEDS!

... 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.

Seafarer Receives SIU Disability Benefit At 93

Veteran Seafarer Matt Little, who was still sailing actively as bosun at 83 has been placed on the SIU Disability Benefits list by the trustee of the SIU Welfare Plan at a meeting this week in Welfare Plan headquarters, 11 Broadway, New York City.

Little, who is 93 years of age,

led an exciting life at sea climaxed in 1944 when he lost a second ship to German bombs and torpedoes. The War Shipping Administration told him that perhaps he was just a bit too old to ship bosun under severe and dangerous wartime conditions and Little reluctantly agreed. Since then he has been living at Sailor's Snug Harbor in Staten Island, New York.

Started in 1879

Since Little started going to sea in 1879, his experiences antedate the entire history of maritime unions in the US. As a matter of fact,



Matt Little

he just missed being a charter member of the Sailors Union of the Pacific, joining it in 1886, just one year after the SUP was founded.

Subsequently he transferred to the East Coast and became a member of the SIU when it was founded.

It was after 65 years of sailing that Little was torpedoed aboard the Christopher Newport, a Calmar Liberty ship. He had been torpedoed once during the first World War.

Under the disability benefit, Little will be eligible for a \$25 weekly benefit in addition to Social Security payments received from the Government.



At the end of a 4,500 mile, four month journey, Seafarer Olavi Kivikoski is welcomed home by the Mayor of Kemi, Finland, and townspeople. His mother is at the right.

New York-Finland Solo Voyage Stern Test Of Seafarer's Skill

After a four-month trip across the ocean to Finland in his 30-foot sailing boat, the *Turquoise*, Seafarer Olavi Kivikoski is back in New York looking for a comparatively soft berth on a bigger kind of craft. Having survived several

stiff gales, a conked out motor, loss of half of his water supply, a dislodged rudder, a dented bow, a couple of groundings and some near-

misses in his solo voyage from New York to Finland. Kivikoski is not sure now whether he will try the return trip next summer. But it would be no great surprise to him or anybody else if the bug has bitten deeply enough for him to set out for Finland and take his boat back some 4,500 miles to New York.

That the trip was successful in the first instance without major mishaps was a tribute to his thorough preparation and his seamanship. His 20 years of experience as AB and bosun on the merchant ships of six nations (the last six years with the SIU), stood him well on the trip, although his sailing ship practice was limited to boyhood days on Finland's lakes and waters.

Completion of the trip was the successful climax of a dream many years in the making. And the rousing receptions he received from

yachtsmen and other citizens of European ports all the way from Holland north, to the final welcome in his home town, put a crowning touch to the voyage.

Started Work in March

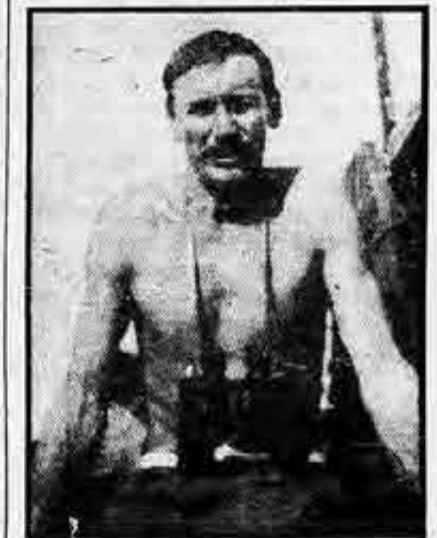
Preparations for the eastbound crossing began back in March, 1953, when Kivikoski paid off the *Wild Ranger* and found the *Turquoise* in a boatyard at City Island, New York. The stout-hulled vessel, an oversize dory in shape, was a round-bottomed Nova Scotian sailing schooner, of a type used by fishermen in stormy South Atlantic waters. In the course of the trip she lived up to her reputation as a staunch, seaworthy vessel.

Kivikoski laid out \$3,600 for the ship, spent all of the spring months repairing and outfitting the ship for a voyage. The bottom was caulked, and repainted, new rigging and new sails were put up, more storage space was made by ripping out a spare bunk, a second water tank installed, a new tiller and sea anchor made and ample supplies of food, much of it dehydrated, put aboard.

After three months of prepara-

tion, he took off at 6 AM, Monday, January 15. Navigation was difficult from the start, due to lack of prevailing winds, but he made his way through Long Island Sound, leaving Block Island astern. A few days later he hit his first heavy

(Continued on page 23)



Kivikoski enjoys a bit of sunshine on a pleasant summer's day.

Speak Your Mind At SIU Meetings

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

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

Cartoon History Of The SIU

The '50-50' Law

No. 56



The US merchant marine faced a new threat from Washington during the winter of 1948-49. Pushing aside all considerations of the US shipping industry, Marshall Plan chief Paul Hoffman ruled that shipments of US aid cargoes to Europe could be sent in any ships he chose, no matter what flag they flew.



The SIU took the lead in protesting this policy and received the aid of hundreds of unions from all over the US in a vigorous appeal to Washington. A flood of telegrams protested the attempt to favor foreign shipping at the expense of the US industry, especially with American goods involved.



A compromise was finally reached. Although a bill backed by the SIU, which would have forced at least 50 percent of American cargoes to go in US ships did not pass, a substitute was adopted requiring that every effort be made to send at least 50 percent in US bottoms. The SIU adopted a stand of wait-and-see.

PORT REPORTS.....

Baltimore:

Shipping Picks Up; Ore Line Jobs Open

After working on a slow bell for the two weeks previous to the last meeting, shipping picked up as we shipped about 252 regular jobs and 50 stand-bys. Don't use this as a barometer because the next two weeks don't look too bright. However we can never stop stressing the fact that we always need more good book men on these Ore Line scows. The members who are taking the jobs are getting favorable results. Of course, it makes it hard for five or six book men to try to do a job requiring thirty book men, so fellows, come on down and give us a hand on these Ore ships. You will not only be helping yourselves, but the Union as well.

Few Beefs

We have had very few beefs during the payoffs in the last several weeks, although the Strathbay did come in here pretty fouled up. It seems as though the skipper on that particular ship either doesn't know the agreement or doesn't care to live up to it. I imagine that the reason for his attitude on this last trip was mainly because he knew the ship was being put on idle status and figured that this disputed overtime, meal money, etc., wouldn't have to be paid, but thanks to the good job the patrolman did, everything has been settled to the satisfaction of the crew.

We had one beef on the John B. Waterman at the payoff, concerning a dinner meal for all hands which is still held in abeyance. This beef would never have come up if the steward on the previous trip had checked his department thoroughly and made sure of the routine work. Because of his laxity, the galley range caught fire, destroying a meal. Of course, the old man could have turned the new steward department to on a few hours overtime and got the galley squared away, but he and the company maintained that it was the laxity on the part of the previous steward which caused the condition. So fellows, you can readily see that by not doing your job properly, what would seem to be a small beef can turn into something major. As you all know, we are now in the process of negotiation and the better job you do on the ship, the easier it is for your officials to get better conditions. Let this be a reminder to do your job to the best of your ability. I know that beefs such as these will never come up again.

Ships paying off were the Mae, Ines and Evelyn (Bull); Steelore, Santore, Baltore, Venore and Feltore (Ore); Steel Designer and Steel Surveyor (Isthmian); Lone Jack (Cities Service); Pennmar, Oremar, Bethcoaster and Yorkmar (Calmar); Albion (Dry-trans); Strathbay (Strathmore); John B. Waterman (Waterman); Seacloud (American Merchant Marine).

Ships signing on were the Show Me Mariner, Mae and Ines (Bull); Venore, Steelore, Santore, Baltore and Feltore (Ore); Steel Designer and Steel Fabricator (Isthmian); Pennmar, Oremar, Bethcoaster and Yorkmar (Calmar); John B. Waterman (Waterman).

In-transit vessels were the Bull Run (Petrol Tankers); Alcoa Partner and Alcoa Ranger (Alcoa);

Robin Mowbray (Seas Shipping); Steel Fabricator (Isthmian).

Welfare Services

We have now established our Welfare Services in the Port of Baltimore. Johnny Arabasz handles it and he's ready and willing to take care of your problems, big or small, so fellows, when you're in the port and have any problems, don't hesitate to see Johnny.

The Democratic primaries are now being stepped up in tempo and it looks as if it will be a hot race. It looks like George Mahoney will not have too much difficulty in the primaries and it appears the general election as well. Personally, I would like to wish him the best of luck.

Hospitals

We are now in the last stages of our campaign to have the necessary monies maintained in the budget to keep the US Public Hospitals for merchant seamen. So men, don't get lax. Keep sending your letters and telegrams to your respective Senators and Representatives because, as you know, this is a vital issue to all of us. Even though you may have sent several letters previously, keep sending them. The more pressure we put on these Representatives, the better chance we have for success.

Oldtimer on Beach

One of the oldtimers on the beach here now is Daniel Lippy who sails as steward. He is also one of our real fine chefs. In his own words this is what he thinks of the SIU: "We have the best conditions in the maritime industry mainly because of the efficiency and know-all of our officials. At various times I have worked ashore, due to illness in my family, and through no fault of my own, and I could never make ends meet during these periods. Here's hoping that these conditions are all behind me and that I can keep sailing with the good old SIU. I would like to mention the conditions on the Ore ships. I have sailed as steward on them and also as chief cook and I have never had any beefs as to the quality of the food. I will say this, that it would make for better conditions all around if this company would put on more supplies and if the book men who have never sailed on them would take an Ore ship for at least one trip, so that we ourselves would be instrumental in getting better conditions. I am sure this can be done with the Ore Line the same as was done years ago with the Bull Line, Waterman, etc. Here's hoping that the book men will give this a whirl. Steady as she goes, Danny Lippy."

Earl Sheppard
Baltimore Port Agent



Lippy

Mobile:

Draft Boards Give Seamen Bad Time

Shipping in the Port of Mobile for the last couple of weeks hasn't boomed, but it has held steady with one hundred and seventeen men shipped and about one hundred sent to various relief jobs in and around the harbor. During this same period of time we registered approximately one hundred men in all ratings.

Payoffs

Ships paying off were the Alcoa Pennant, Alcoa Clipper, Alcoa Pilgrim, Alcoa Puritan, Alcoa Runner and Alcoa Corsair (Alcoa); Wild Ranger, Claiborne and Fairisle (Waterman), and the Southwind (South Atlantic).

Signing on were the following Alcoa ships; Pennant, Pilgrim, Puritan and Runner, and the South Atlantic ship, Southwind.

In-transit vessels included the Iberville, Antinous and Blenville (Waterman); Magnolia Mariner (Mississippi Shipping) and the Alcoa Pioneer (Alcoa).

Mobile has gotten the first of the Mariner-type ships to lay up. This is the Magnolia Mariner which went into service for the Mississippi Shipping Company about June, 1953, and made several trips since then to the Orient. The Government then figured it was too expensive to operate the Mariners and decided to place them in mothballs. The Magnolia Mariner is being processed and layed up in this port.

We also have several Waterman C-2s in being repaired and figure they will soon be ready to go back on regular runs. These ships include the Claiborne, Mobilian and Fairisle. We will keep the members advised as to when and where these ships will be ready.

Your agent has just returned from the maritime unity council called in Washington, DC, where mutual problems of the maritime industry were taken up. The delegates present included representatives of most maritime union organizations, both AFL and CIO. The delegates met for the first time to discuss problems peculiar to the shipping industry and steps which could be taken to correct these problems.

On Beach

Some of the oldtimers now on the beach include W. Marjenhoff, J. Oosse, P. Causey, L. Johnston, B. Young, M. Nelson, T. Donaldson, H. W. Duran, R. Hollinger, R. Fifthen, S. Langevin, W. Battle, S. Stone and F. Speery.

Brothers now in the New Or-

leans hospitals are Tom Bernsee and Willie Reynolds. Both men expect to be in for a while so don't forget to drop them a line.

Well it looks as if the draft boards are still determined to give seamen a rough time. They continually call up experienced seamen for the Army. In addition, they have cancelled all deferments for Seafarers. The boards in this area are even notifying seamen over the draft age who had previous occupational deferments. The boards claim that these men are subject to draft until the age of thirty-five. It looks as if all that can be done is for seamen to take it up individually with their draft boards and have each case settled on its own merits.

For our Seafarer of the Week we nominate Eddie Lee Walker,



Walker

who usually sails out of this port in the rating of electrician. Walker has been a member of both the SIU and the old ISU, having started sailing around 1934. He's married, has one child and makes his home on Gill Road in Mobile, near the bay. Walker's favorite sport is boxing and he never misses a card when he's on the beach. He is currently waiting on his last ship, the Claiborne, to come out of repair. Walker has been around to see the various gains made by the Union since he started to sea. He believes the vacation plan is the best in maritime.

Cal Tanner
Mobile Port Agent



Savannah:

Shipping Is Good In Southern Port

Shipping has been fine and is expected to stay that way. The Southland (South Atlantic) paid off and signed on. Vessels in transit include Carolyn (Bull), Seatrain Savannah and Seatrain New York (Seatrain), Council Grove (Cities Service), Southern Districts (Southern Steamships), Robin Trent (Seas Shipping) and the Southland (South Atlantic). Oldtimers on the beach include Roy Nash, J. B. Henley and L. Blizzard. Men in marine hospitals are F. W. Grant, B. Richard, G. W. Wilson, J. Siney, J. Littleton, P. Bland, A. Cohen, J. Smith, J. Kramer, P. Daugherty and R. M. Sullivan.

Jeff Morrison
Savannah Port Agent

Seattle:

Victory Ships Pay Off; Shipping On Slow Bell

Shipping has been on the slow bell for the past two weeks and it is not expected to pick up very much during the coming two weeks.

Ships paying off were the Coeur d'Alene Victory and Ames Victory (Victory Carriers). The Liberty Bell (Tramp Cargo) signed on. In-transit vessels include the Fairport and Madaket (Waterman) and the Massmar (Calmar).

On Beach

Oldtimers on the beach are W. E. Ellis, O. Oakley, A. Gurskie and W. E. Harris. Men in the marine hospitals are C. E. Johnson, G. C. Farnum, C. E. Dudley, S. Johannessen, R. D. Stough, D. Dwyer, J. Wells and W. K. Gulley.

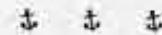
Our Seafarer of the Week is Jack E. Williams who sails as an electrician. He started sailing SIU



Williams

in 1946, went with Isthmian as organizer and got his book in 1947. Williams enjoys taking an active part in the Union. He was recording secretary for the January 27th meeting. Jack says that sailing with the SIU is much different than when he was sailing ISU back in the 20's. He also has a son who became an SIU book member for organizing Cities Service. Brother Williams said that he thinks as bad as the ISU was, it served to lay the groundwork for the Union we have today.

Jeff Gillette
Seattle Port Agent



Boston:

Million Dollar Damage In Portland Pier Fire

A three-alarm fire on January 25 caused nearly \$1 million damage to a coal wharf in Portland, Me., and at times threatened the whole waterfront. Wrecked in the towering flames that raged out of control for nearly four hours was the Pocahontas Deep-Water Coal Wharf on Commercial St. Part of the 300-foot pier crashed into the bay. Almost the entire Port Fire Department wet down nearby piers and buildings in a successful move which prevented the spread of flames. A city fire boat and two Coast Guard cutters attacked the blaze from the sea. The Fire Chief later said that if it weren't for the wind blowing out to sea, there would have been real trouble.

Shipping Slow

Shipping is still slow in the Port of Boston. Ships paying off and signing on were the Winter Hill and Bents Fort (Cities Service) and the Carrabelle (National Navigation). Vessels in transit were the Fairisle, De Soto and Topa Topa (Waterman), Steel Fabricator (Isthmian), Alexandra (Carras), Republic (Trafalgar), Ann Marie (Bull), Carrabelle (National Navigation) and Robin Doncaster (Seas Shipping).

On Beach

Some of the boys on shore have taken jobs because of the slow shipping. Among the members on the beach are M. Doucette, F. Burns, F. McGuire, A. Furtado, and V. Siso.

James Sheehan
Boston Port Agent

A & G SHIPPING RECORD

Shipping Figures January 13 to January 27

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	27	16	6	49	13	8	3	24
New York	118	108	100	326	62	52	54	168
Philadelphia	60	42	28	130	23	19	17	59
Baltimore	126	79	81	286	122	92	82	296
Norfolk	12	11	12	35	1	1	3	5
Savannah	28	23	9	60	13	10	8	31
Tampa	24	22	23	69	5	6	4	15
Mobile	52	22	30	104	38	37	42	117
New Orleans	96	87	91	274	59	59	61	179
Galveston	27	27	37	91	29	21	23	73
Seattle	19	23	14	56	12	9	9	30
San Francisco	41	34	41	116	38	23	14	75
Wilmington	29	27	29	85	6	14	11	31
Totals	659	521	501	1,681	421	351	331	1,103

IN THE WAKE

In 1847 one of the most famous steamboat races took place between the Oregon and the Cornelius Vanderbilt on New York's Hudson River. At the turning mark the Oregon was just ahead but on the way down the river her coal ran out and the Vanderbilt caught up. It was here reportedly that the Oregon's captain resorted to burning all the woodwork on board, by ripping up the decks and stoking the furnaces with expensive and elaborate furniture from the staterooms. The result was that the Oregon finished just 400 yards ahead of the Vanderbilt, but it was a costly victory.

The controversy over Robinson Crusoe's island has raged for over 200 years since the publication of Daniel Defoe's famous story about the shipwrecked sailor. On Juan Fernandez, an island off the coast of Chile, they say Defoe's work was based on the memoirs of Alexander Selkirk, a Scottish sailor who lived there for four years. But, on the island of Tobago in the Caribbean they say the geographical position of Crusoe's island corresponds almost exactly to Tobago's, that trees, fruits and animals mentioned in the book are the same and that detailed reports by 17th century mariners who visited the island were available to him and were probably utilized by Defoe. Besides, Selkirk's memoirs are nothing like the novel, they add. Still the battle goes on with no decision.

The first steam man-of-war in the world was designed by Robert Fulton, inventor of the Clermont, for the US Navy. She was really a mobile floating battery, with dimensions of 150 x 56 x 20 feet draft and had two complete hulls, with a 16-foot paddle running in the waterway between them. Her bulwarks were solid hardwood nearly five feet thick and she mounted two 100-pounder guns below the waterline plus 20 32-pounders on the broadside. Fulton died before she was completed in 1815, when the Navy renamed her Fulton the First, in his honor, but the ship fared little better.

She was an utter failure; her speed was very disappointing and she seldom put to sea. It was many years before the experiment was repeated.

When wine and spirits were first allowed on board British warships duty-free about 200 years ago, the allotments carried were on a very strict basis. A flag officer was allowed six tuns and so on down a graduated scale, with lieutenants allowed half a tun. Considering the fact that six tuns amounted to more than 1,500 gallons, it was a wonder some of the ships managed to carry any armaments at all, with space being so taken up with "arms" of another kind, in the form of "fire-water."

The track of Columbus' flagship, plotted from the journal of his voyage from Palos, Spain, to the Caribbean island on which he landed first, indicates that if he had kept to the course he followed up to the first week in October, 1492, he would have come upon Florida. But Columbus, who made decisions about his course as a result of observing birds, driftwood and taking samples of seawater, allowed himself to be swayed by the urging of Captain Martin Pinzon and turned south. Pinzon's brother Vincente, who also took part in the expedition, later commanded an expedition of his own on which he reached the coast of Brazil and discovered the mouth of the Amazon.

One of the mysteries of the sea is the constant abundance of all types of marine life when virtually every free-swimming creature in the sea lives on others smaller than itself and represents a meal for others who are larger than itself. Scientists have estimated that it takes ten pounds of food to build one pound of the animal that eats it. Thus, in the scale of marine life, it would take 10,000 pounds of diatoms (microscopic sea-plants) to make 1,000 pounds of copepods (tiny food animals) to make 100 pounds of herring to make ten pounds of mackerel to make one pound of tuna to make one-tenth of a pound of man.

THE INQUIRING SEAFARER

Question: Do you have any suggestions how ships can be made safer?

Jonathan Chernoble, wiper: Safety is just a matter of common sense, but one of my pet gripes is things dropped from above to the deck below, especially by shore-gangs. They'll drop a bolt or stillson wrench down to the deck and think nothing of it. Every ship should hold safety drills.

Charles MacDonald, wiper: Go back to the old-type lifejackets which were more buoyant than the present models and had a light and a whistle attached. They can not see or hear you at night with the new ones if you're ever over the side. Teach a man how to man a lifeboat, I mean really.

Robert Hathcock, AB: When they fish oil the decks they ought to do something about that at night. Put up some ropes and lights so it is safe for life and limb. You can't walk around when cables and booms are down, it's worth your life. Above all, they should make certain that there is no smoking at all on tankers.

Gene Flowers, bosun: When booms are topped, most collars don't fit around them and it is necessary to use ropes to secure them. Those collars should be checked every trip to be really certain of safety. Also, I believe better gangways should be used.

Jose Carbone, OS: I think safety rails should be placed around the sides of the ships. Also ropes to be used in rough weather. It wouldn't be a bad idea to provide the crewmembers with asbestos gloves when washing boilers with live steam. The men only get rags to use now.

Angel Maldonado, cook: I think it would be a good idea to put up lifelines with straps for hand grips on deck in heavy seas. Also, if everyone knows his job during lifeboat drills it would add to the safety of the crew members aboard the ship. Teach the men artificial respiration.

MEET THE SEAFARER



ANTONIO SCHIAVONE, Steward

Although starting his sailing career late in life, and having it interrupted for a considerable period of time, Seafarer Antonio Schiavone has gotten more than his share of thrills and chills as a seafaring man.

Growing up around Revere, Massachusetts, where he had been born in 1908, Antonio acquired a love for the sea early in life. Living near the sea in his boyhood days gave him an intense desire to sail some day, and though it was late in coming, he achieved his purpose and started shipping as a merchant seaman in 1936.

His early shipping service lasted only one trip, however. After sailing as a wiper on the Golden Sword to Cuba and back with a hold full of sugar on the return trip to the States, Antonio went sandhogging around the Boston area of his native state.

Back To The Sea

Four years later, however, he returned to his first love and went to sea aboard the Robin Graylock (Seas) in the steward department. The Robin Graylock was his first SIU ship and he's been sailing Union-contracted vessels ever since that time when he decided to make it a full-time career. Antonio, now shipping as a steward and chief cook, was on board as the vessel plied its way from New York to South Africa and back, with ore and general cargo in the holds.

It wasn't always a milk run for Tony, though, for some of the ships he left port on never did make it back in again. The first ship he lost was torpedoed under him in his sleep. In April, 1942, at the outset of the war, Tony was aboard the West Imboden (Seas) on the way back to the US after a run to South Africa when a silver fish left its calling card in the side of the hull. Carrying iron ore, the ship plummeted to the bottom off Cape Sable, near Newfoundland, with all hands saved despite the German undersea raider. In lifeboats for 24 hours, the crew was picked up by a Navy

destroyer and drydocked in Portland, Maine.

Sinkings weren't over in that year for Tony, which proved to be quite a hectic one for shipping as well. In August, 1942, while aboard the West Chetac of Seas, bound for Basra, Iran, the ship took a torpedo in the side from another submarine and foundered off the island of Trinidad. The vessel sank like a rock, with about 54 men going to the bottom with the ship. All of the six survivors were injured, with Tony coming up with a broken nose, cuts on his forehead and a cut ankle.

Still In War

The war hadn't quite ended for Tony, however, for he saw more of it on the deck of the tug, Black Rock, off the Normandy beachhead during June, 1944, when his ship was in the thick of battle. Shellings and bombardments were common in those days and rare was the moment when the vessel wasn't under fire by enemy guns.

Antonio, who is married and has three children, two boys and a girl, has been around the world several times. He doesn't have any preference on special runs at this time, because he says he's seen all the ports the Union ships sail to. Now that he's a married man, he's not so eager for foreign runs as he was in his single and younger days. He doesn't like the coast-wise runs, but he says he'll ship anywhere, anytime with the SIU.

Tony has collected vacation benefits three or four times, he says, under the SIU Vacation Plan, which he thinks is just the greatest. It isn't like the old days, he said, when it was rare that a man stayed aboard ship for six months or more to collect his vacation pay. If he didn't, the company got the dough and salted it away in its treasury. It's a much better deal now, he said.

Another big step under the SIU Welfare Plan, said Tony, is the \$200 maternity benefit. The one which came after his four-month-old daughter was born was "a god-send."

TEN YEARS AGO

Allied troops captured Nettuno and were reported within 30 miles of Rome at points east and south of the Italian capital. . . The Russian army reached points 80 miles inside the Polish border. . . Argentina broke off diplomatic relations with Germany and Japan, charging both countries with espionage. . . Ship protests mounted as the SIU rapped the Maritime War Emergency Board's bid to slash seamen's wages by cutting war bonuses. . . Earthquakes in north Turkey killed over 2,000 persons.

In Miami, the AFL executive council blasted proposals for a national labor draft and a ban on strikes and moved to secure the reaffirmation of the United Mine Workers with the AFL. . . US troops in Italy fought house to house through the ruins of Cassino, as the Allies reported the occupation of the port of Anzio. . . Japanese-held Wake Island was hit by heavy sea and air bombardment, as were enemy installations on Paramushiro Island, the back door to Japan.

Liberia declared war on Germany and Japan. . . US marines

captured Roi Island, on northern Kwajalein atoll in the Marshalls, the first pre-war Japanese territory to fall to American forces. . . Soviet troops crossed into Estonia and advanced for an assault on Latvia. . . The SIU purchased an additional \$75,000 in war bonds to add to the \$102,000 in bonds already invested on behalf of the membership. . . Reports from Algiers indicated that German bombers sank a hospital ship and attacked two others, even though they were well outside the invasion zone. It was believed few lives were lost.

The SIU made a strong protest to the Coast Guard over a new ruling calling for the inclusion of overtime in the logging of seamen charged as "deserters." Up until that time it had not been a practice to take away the OT. . . Rabaul, New Britain, and the Admiralty Islands were hit by concentrated US air attacks. . . Japanese authorities in the Philippines were charged by the US with having tortured, starved and sometimes beheaded or shot more than 6,000 American and Filipino soldiers taken prisoner in Bataan and Corregidor in April, 1942.

The Seafarers Puzzle

1. Port in Maine	1. Article of food	17. Port on both coasts	37. Ship shelled by Egyptians
5. Harbor, L. I.	2. Port in Israel	19. Waterman ship	39. Rank
8. Booze	3. Steel	22. Precious stone	41. Marbles
12. Beige	4. Barbarian	24. Trouble	42. Bit of news
13. Jap sash	5. District in London	25. Taxi	43. Away from wind
14. Italia's capital	6. On the ship	26. Literary bit	45. Deucey
15. Island off Ireland	7. US soldiers	28. City in NY	47. Employer
16. Don't close this down!	8. Complaint	29. Fuss	48. Athletic group
18. Reno's state: Abbr.	9. Routine	30. Ne South Wales: Abbr.	50. Touchdown: Abbr.
19. Large bird, Australia	10. General Bradley	32. Air Comb. form	51. Old cloth
20. Carmen or Aida	11. Festive	34. Cargo from Duluth	

(Puzzle Answers Page 25)

1	2	3	4	5	6	7	8	9	10	11	
12				13			14				
15				16			17				
18				19			20				
		21	22			23	24				
25	26					27			28	29	30
31					32	33			34		
35					36	37			38		
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41	42	43				44	45		46	47	48
49						50			51		
52						53			54		
55						56			57		

SEAFARERS LOG

February 5, 1954

Vol. XVI. No. 3

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

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The Hospital Fight

The most cheering news that has come out of Washington for a long time as far as maritime is concerned was the decision of the Administration to back-track on plans to close the US Public Health Service hospitals. Instead, the Administration has gone on record requesting sufficient funds to keep all of the existing hospitals going.

There's no doubt that a great deal of the credit for this favorable development belongs to the Seafarers themselves for the way in which they responded to the threat to the hospitals. In answer to the Union's call for a mass protest, a great volume of mail poured into Washington asking that the hospitals be kept open. This mail undoubtedly had much to do with the Administration's change of heart on the hospital closings.

However, the final decision as to the fate of the hospitals rests, as always, in the hands of the US Congress. There is always the possibility in an election year that Congress might cut back on hospital appropriations as part of the over-all economy drive.

Consequently, it's still important for Seafarers to let their feelings on the subject be known. Keep those letters coming and the chances for the hospitals will be that much brighter.



Victory In Puerto Rico

The news from Puerto Rico putting the island's longshoremen squarely in the AFL-ILA column, as a result of last week's decisive 2-1 election victory over the old, foundering ILA, should make it clear that, given a free election, the dock workers will nail the coffin of racket leadership every time.

Despite the pressures applied by kingpins of the old union, who went down there from New York to wheedle support for their lost cause, the Puerto Rican longshoremen stuck to their guns.

Much of the abuse in the opposition's campaign was directed at the SIU, which has maintained a sparkplug role on behalf of the AFL-ILA since its inception. But the longshoremen weren't buying the anti-SIU talk.

They recalled the SIU's aid in past beefs and, many of them, with sons and brothers sailing in the SIU, know that Seafarers are 100 percent behind them in their fight for real trade union representation. What is most obvious, however, is that the old ILA just hasn't got a chance in a free election.



50-50 Attacked

Much reaction has not been felt as yet to the recommendation of the Randall Commission to scrap the "50-50" principle on the carriage of US aid cargoes. The proposal, coming as it did just four days after a conference of maritime unions urged a 100 percent rule in favor of US-flag shipping, was advanced by a special Presidential commission on foreign economic policy, with the lone labor man on the panel the sole dissenter.

Although the idea has not yet been translated into legislation, there is a likelihood that it may be before this session of Congress is over. If it is, the SIU will not stand idly by. The type of thinking that favors foreign-flag shipping over the home-grown variety has got to be discouraged.



Art Contest

The SIU's 3rd annual art contest is now officially open and accepting entries from Seafarers. As in the past two years, Seafarers can take a crack at 12 valuable prizes in four categories—oils, watercolors, drawing and handicrafts.

The first two contests attracted considerable attention both in and out of the Union, with the entries showing that there are many Seafarers with genuine talent. The Union is looking forward to seeing what this year's contest will produce in the way of interesting entries.

LETTER of the WEEK

Strikes Out At Atlantic Backers

To the Editor:

As an ex-Atlantic man who was an SIU supporter in the organizing drive in that company, it was sad news indeed to read of our setback in the campaign. It was encouraging to learn, however, that the drive will be continued and in the end I know we will come out on top.

We made a great showing despite our loss as there were many men who were not morally eligible to vote, such as shoreside workers who haven't been to sea in years, AMEU officials and a number of men who sail on licenses part of the time with Atlantic. These men have no real stake in the final outcome of the drive as most of them are not seafaring men in the first place. As for the AMEU officials, their only interest is to save their own soft jobs.

Atlantic For Atlantic

Then, too, there were some men who let themselves be intimidated by company informers, or let themselves be led to believe that they would be taken care of by the company if they would vote against the SIU. What a surprise they will get when they find out that Atlantic takes care of nobody but Atlantic. These men were nothing but cowards who were not men enough to stand up against these tactics. They sold 376 men down the river and at the same time set labor back 20 years.

The men who accepted membership books in the SIU and then turned and voted the other way have sold us out. They swore before God and the membership to uphold and support the SIU and then helped the phony AMEU gain the deciding majority in the election. These comparatively few men were company stiffers from the word go and never intended to vote SIU, yet they accepted SIU books. Such tactics reveal their true character. Those books were presented to them in good faith by the Union and they were guaranteed the protection and benefits that the SIU offers. Benefits for which blood was lost in the getting! These men know who they are and I wonder if when they eventually get the gate from Atlantic if they will have the nerve to register for a ship in an SIU hall.

No Disgrace

It is no disgrace to lose an election in the face of such unfair odds. I am sure that the membership will agree that Keith Terpe and the rest of the organizing department did a terrific job in spite of these adverse conditions. And last but not least we owe those 376 true Union men a vote of confidence for the fine job they have done and are still doing in Atlantic. It was a bitter pill for them to swallow to find that they were sold out by some of their shipmates.

I know that they won't rest until that phony AMEU outfit is broken up once and for all. But in the end it will be worth the effort when the SIU is the bargaining agent for the men who sail Atlantic ships.

Robert Ingram

'Congratulations, Brother'



LABOR ROUND-UP

The International Association of Machinists won a 26-cent package, including a general wage increase of 11 cents an hour, for 23,000 workers at Pratt & Whitney engine plants in East Hartford, Conn. Also frozen into the wage rate were 17 cents in cost-of-living adjustments.

The first group insurance plan in which a member of the Newspaper Guild retains some benefit when he leaves or retires has been put in effect on Newsweek magazine in New York under a Guild contract. Elsewhere, Musicians Local 526 is preparing to construct a two-story headquarters with 15 offices for other unions — including Central Labor Union of Hudson County—in Jersey City, NJ. The building will house an auditorium and rumpus room.

A strike of workers represented by the CIO United Auto Workers at the Ken-L-Ration dog food plant in Rockford, Ill., won them a wage increase of five cents an hour, recognition of the union as sole bargaining agent, paid vacations running to three weeks after 15 years seniority and six paid holidays.

Representatives of major AFL unions have pledged "whole-hearted cooperation" in the survey of the NY Insurance Department of union welfare fund operations. The Department has completed an examination of the records of more than 25 unions, and the operations of five agents handling union policies.

Six "all-time records in the handling and disposition of cases" were established by the NLRB in fiscal 1953, according to its annual report to the President and Congress. The six records were: reduction of average time for processing election cases; number of decisions on facts or law application; number of unfair-labor-practice decisions; number of unfair labor-practice cases without formal action being taken; number of formal complaints issued in unfair-labor-practice cases, and the number of unfair-labor-practice cases which were closed in the year.

Sweden's newspaper unions have signed an eight-year blanket agreement with the publishers for the

third time. The first agreement was signed in 1937. The new agreement, which runs from July 1, 1954, to June 30, 1962, bans all strikes or lockouts and provides for arbitration in cases of non-agreement around the bargaining table. It covers about 7,000 workers and provides a pension scheme including some family benefits.

The CIO Utility Workers Union in New York City won an extra wage increase for long-time employees of Consolidated Edison Company. The contract gave all 24,000 workers 7½ cents an hour more retroactive to January 3, but more than half of them—those with 25 years or more service with the company—will get an additional five cents beginning April 4, 1954.

Members of AFL, CIO and independent unions organized 149 credit unions in the US during 1953, bringing to 776 the number of such organizations serving exclusively the savings and lending needs of locals' members, with a membership of 380,240. In the state of Michigan, for example only 18 out of a total of 710 credit unions were classified as being chartered within trade unions, but of Michigan's 438,000 credit union members, more than two-thirds are labor people. Both the AFL and the CIO have passed resolutions pledging full support to the progress of the self-help financial organizations among affiliates.

West Brothers, Inc., of Mobile, Ala., a trucking firm, was ordered by Federal Judge Daniel Thomas to pay \$415.58 in back wages to Mrs. Margaret S. Peck, under the Federal Wage and Hour Law. She asked the Labor Department to bring suit when the firm refused to pay her overtime, claiming she was exempt as an "executive."

A drive to organize all ground workers for major airlines around the country so as to negotiate a uniform national contract has been announced by the AFL Machinists Union. The immediate object of the Machinists appears to be Pan American Airline employees, who are currently represented by the CIO Transport Workers Union. The CIO union declared that it would fight the Machinists' activity in the airline field.

FOCUS ON SEAFARERS...

Few Seafarers venture out on any sort of a trip these days without a camera to record the events of the voyage. Some carry as much photographic equipment as everything else in their baggage combined; others trust to a sharp eye and simple box camera.

But the picture-taking goes on all over the world. Here, on these pages, are some typical photographic efforts by and of Seafarers at work and at play.



Concentrating on their chess game, E. Blaha, utilityman (left), and A. Frissora, BR, aboard the Cecil Bean, squat on a hatch cover and enjoy some sun at the same time.



Seafarer admires handiwork while painting bridge searchlight aboard the John C.



"The Old Outlaw," Sid 'O O'Day, keeps a steady hand on the wheel as he stands watch aboard the Robin Mowbray.



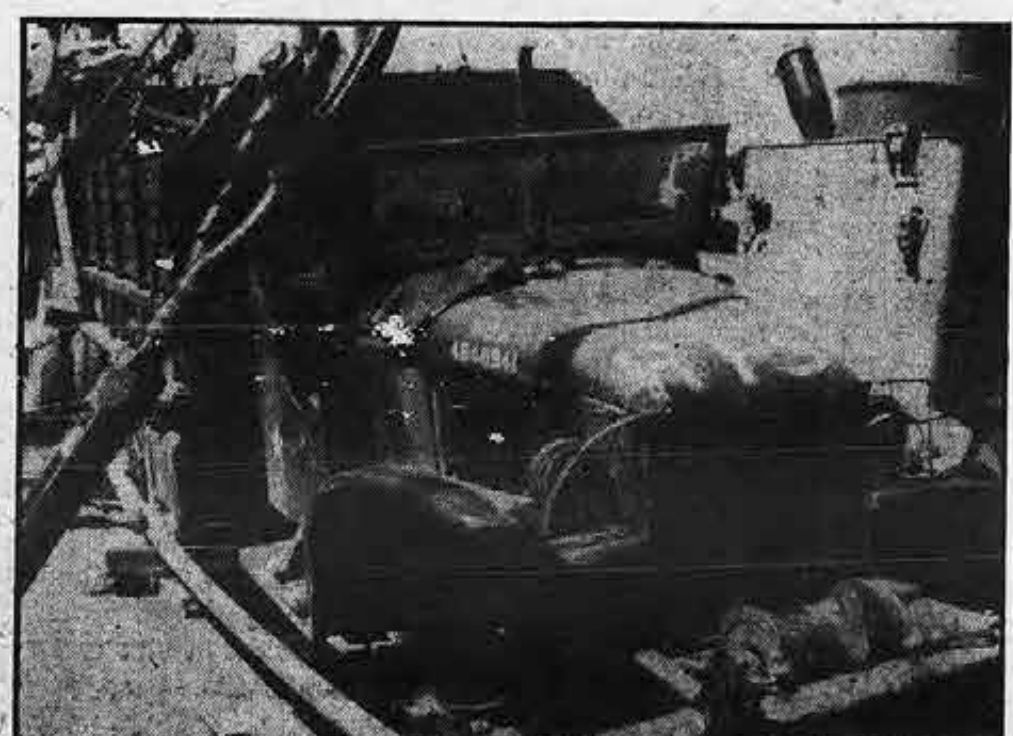
Two native longshoremen take advantage of coffeetime aboard the Ocean Lotte in Korea to grab a snack before returning to work.



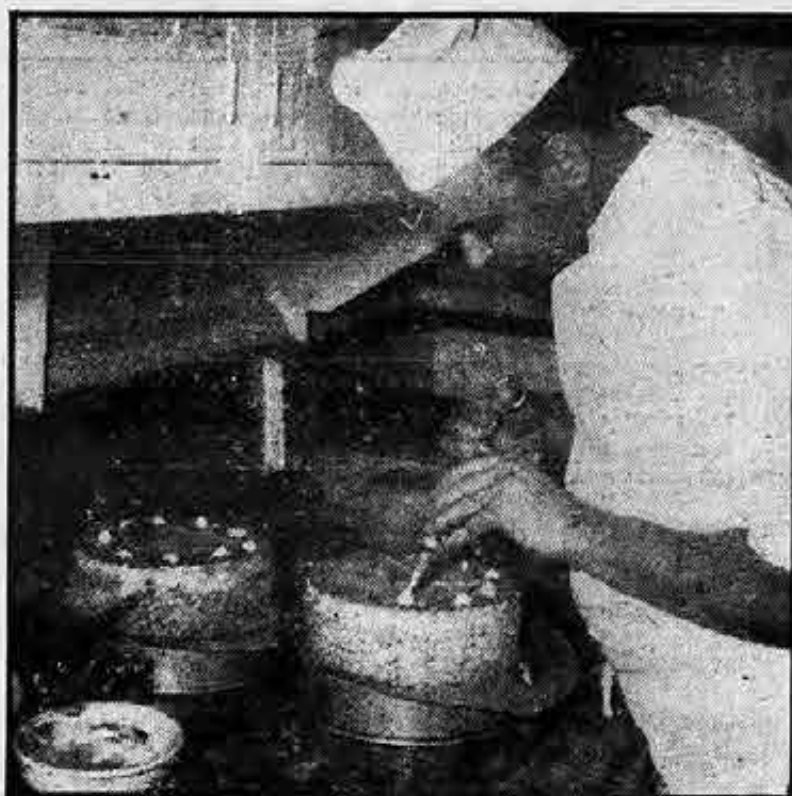
Coffeetime on the Northwestern Victory finds galleyman Angelo Romero dispensing brew to the steward for the benefit of crew cameraman.



Some of the deck gang on the Hoosier Mariner relaxes during work-lull on the ship, which returned to the US recently with an Atlantic crossing record. At left is bosun Ernest Green. Others were not identified.



Japan-Korea shuttle ships ferried in good equipment, now return from battlefront area with casualties. Shot-up trucks from Korea fill deck of Seanan on way back to Japan.



Baker Michael Hankland adds a little artistic whipped cream decoration to two cakes prepared for a party aboard the Lewis Emery, Jr.

At left, crew on the Western Trader listens as delegate (with envelope) presents Army chaplain in Korea with crew donation for a new chapel.



Santa turned up everywhere last Christmas, even on the Del Sud, which spent the holidays underway. The occasion for these festivities was an Xmas party aboard ship, with Santa lending a hand.



Close-up portrait by Seafarer Evaristo Rosa, aboard the Ocean Lotte in Korea, features oiler Manuel Daza (left) and Rosa's brother Angel, a GI.



High out of the water, the Steel Age is treated to a sougeeing by a crewmember.



Potato-peeling chores don't seem to dampen the good spirits of Arnold Rosenblatt, as he strips a bag of spuds out on the deck of the Steel Ranger.



Using self-timer, Seafarer Harold Restucher gets in on photo of two Yokohama barmaids during recent stay of the Anne Butler in the Japanese port.

MARITIME

A general alarm fire broke out on a coal pier in Portland, Maine, and for hours threatened to explode along the entire waterfront of Maine's largest city. The blaze, which started on the dock of the Pocohontas Fuel Company, caused loss estimated at more than \$1 million before it was brought under control by the combined efforts of the Cape Elizabeth, Portland and South Portland Fire Departments and two Coast Guard cutters.

This country's privately owned fleet of dry cargo and passenger ships showed a notable stability in size last year despite a serious decline in US overseas trade and growing foreign competition, according to a report from the American Merchant Marine Institute. The fleet comprises 806 ships, of which 42 were passenger liners in service on January 1. However, the number of dry cargo ships laid up in reserve fleet anchorage rose from 1,912 on January 1, 1953, to 2,001 one year later.

The Interstate Commerce Commission's grant of authority to the Isbrandtsen Company, Inc., for the operation of eastbound intercoastal freight services was upheld by a three-man Federal Court, which vacated a temporary stay of permit . . . Negotiations for a new contract for the port of New York's tugboat industry continued without progress between the representatives of Local 333, United Marine Division, ILA, and the Marine Towing and Transportation Employers Association. Union demands call for pay increases, vacations, increased holidays and added insurance and pension fund benefits.

The second class to study prevention of accidents in the marine industry received graduation certificates last week from Paul A. McGhee, director of general education at New York University, according to an announcement by John V. Lyon, chairman of the New York Shipping Association. The 15-week course is under sponsorship of the association and the NYU Center for Safety Education and is designed for representatives of steamship companies and contracting stevedores . . . Two new courses and a seminar will be included in the 32-course foreign trade curriculum of the City College Baruch School of Business in the coming semester. The overcoming of obstacles in foreign trade will be the theme of the seminar, with sessions restricted to business executives and Government officials in the foreign trade field.

The New York State Barge Canal system carried more cargo in 1953 than in previous years, according to a report by B. D. Tallamy, State Superintendent of Public Works. Nearly 4.5 million tons of goods were carried on the inland waterway, with the Erie section handling nearly three-quarters of the traffic. Petroleum and wheat were the biggest users of the waterways, with scrap iron and corn tonnage increasing the most over the year.

The Nova Scotian Government has granted a \$50,000 subsidy to Eastern Steamships to insure a Yarmouth-Boston ferry service for the 1954 tourist season . . . A valuable maritime handbook called the Trans-Pacific Passenger Ships, listing all such vessels past and present, has been compiled by E. W. Smith and published by the George H. Dean Company of Boston. The 268-page work is a companion volume to the author's book on transatlantic passenger vessels.

Boat drills in four languages, English, French, German and Dutch, are being conducted aboard Holland-American vessels. The multilingual message tells why boat drills are necessary, how to put on a life jacket and where and when to go with it . . . In the two-year period from 1951 to 1953 the port of Philadelphia's rate of growth has been 60 percent, compared with only an eight percent growth for New York City, according to J. Harry Labrum, president of the Greater Philadelphia Chamber of Commerce.

A Russian freighter sank in the Kiel Canal last week following a collision with a Danish ship. The Russian vessel, Ligovo, 1,742 tons, went down about 20 yards from the bank of the canal when it hit the Karen Tofft, 2,249 tons, of Copenhagen . . . A seven-pound boy was born aboard the liner Constitution while it was at sea last week when the vessel was detained because of rough weather. The baby's mother, Mrs. Virginia Mallozzi, 21, lives in Newark, NJ, and was returning from a trip to Italy . . . The School of World Trade awarded its first certificates last week to 96 shipping men who finished its course in ocean transportation.

The first atomic-powered ship, the submarine Nautilus, has been launched with appropriate ceremony. It will be about six months before the ship goes into actual sea service pending installation of machinery and equipment . . . Backers of the St. Lawrence Seaway are gaining strength in Congress. An early vote on the controversial seaway is expected shortly . . . A Spanish freighter ran into one of the arch supports of London Bridge, blocking all river traffic on the Thames. The freighter Monte Uriquillo was swung against the bridge by an incoming tide. Nine tugs were required to pull the freighter back to its berth.

SEAFARERS in ACTION

A novel way of raising money for the ship's fund and at the same time keeping the crew in cigarettes at reasonable cost was hit upon on the Winter Hill, a Cities Service coastwise job. Since the crews on coastwise ships do not have the benefit of tax-free cigarettes, they have to pay the same retail price, or higher, as people ashore.

Ship's delegate J. R. Lane, the crew wrote, made it possible to raise quite a few bucks for the ship's fund by getting 108 cartons aboard at a cost of \$1.67 a carton. The cartons were tagged at two bucks each with the difference going into the fund.

Fund Gained \$35.64

The result was the ship's fund is now richer by \$35.64 without the men having to chip in any of their own money.

The money will then be available to help out crewmembers in an emergency, or to provide additional comforts for the crew on the coastwise run.

Lane, who sails in the deck department, has been sailing SIU ships since April 24, 1951. He's 29 years old and a resident of Norfolk, Va.

Another delegate who got a vote of thanks from the crew was Seafarer George Hubner, ship's delegate on the Queenston Heights (Sea-trade). Hubner bowed out of the job with the plaudits of his shipmates for a solid performance.



Hubner

The 39-year-old Seafarer is a native of the northeast state of Maine. He joined the Union in Boston ten years ago yesterday. Portland, Maine, is still his home town. He sails on deck.

A very good job as chief cook was the verdict of his shipmates about Seafarer Charles E. Joyner. They expressed themselves as well satisfied with the kind of eating he and the other steward department members aboard turned out for the crew, and made a point of entering their testimonial accordingly in the ship's minutes.

This kind of credit is found pretty often in minutes of SIU ships where the emphasis has been on good feeding and good storing as part of traditional Union policy aimed at keeping the feeding up to par wherever possible.

Joyner, a Georgia native who lives in Savannah, has been with the SIU for about 2½ years. He will celebrate his 40th birthday this coming June 3.

On the Job

It should be a general practice on board merchant ships to dismantle, inspect and make necessary repairs on valves at regular intervals. This is necessary because valve troubles are not immediately noticeable at first. Later on, a badly defective valve can lead to a major engine room repair job. Consequently it's sensible to conduct regular service check-ups before trouble begins.

Some common faults that will develop in valves are the failure of valve diaphragms, springs that do not function properly, erosion or scoring as a result of scale and dirt around the valve head, formation of gums on moving parts.

Valves will tend to develop leaks, either through the valve or at the stuffing box. The valve stem will stick or the valve disc will come loose. All of these should be attended to without delay.

Scale or Dirt Causes Trouble

Leakage through a valve is usually the result of scale, dirt or grease lodged in the valve seat so that the disc and seat can't fit tightly together. Sometimes the dirt or other material can be blown through the valve. Otherwise, it has to be dismantled and cleaned out. Valve scoring will also result from scale and dirt, or erosion. Mild scoring can be taken care of by grinding the valve, but if there is severe damage it means the valve will have to be reset.

Valve discs can cause trouble if the valve stem is bent or the fit is too tight, knocking the disc out of kilter. Sometimes the disc will tend to distort under pressure if it is not the proper valve for the job.

Leakage in the stuffing box is traceable to glands that may need re-setting or repacking. Sometimes though, this will not suffice to end the leak, in which case chances are that the valve stem is bent or scored. This can be avoided to a great degree if the valve is installed with the stem pointing upward in the first instance.

Sometimes the valve stems will stick if the stuffing box is set up or packed too tightly, or the gland nuts are set up unevenly. This condition is easily corrected by either relieving packing pressure by slacking up on nuts, or correcting the positions of the nuts, according to what the case may be.

Jamming From Heat

Another minor difficulty takes place when a valve jams as a result of being fully opened when cold. Subsequently heating of valve parts causes them to expand so that the valve can be shut only with difficulty. Usually the trouble can be taken care of by starting the valve shut with a wrench. The easy way to avoid this difficulty is to turn the stem a half-turn toward closing when first opening up the valve, eliminating this trouble.

A more serious condition exists when the threads of the valve stem become burred. This can happen if too much pressure is applied in attempting to move a jammed valve. In many instances it's necessary to remove the bonnet, cut the old stem out and put in a new one. Sometimes though, you can get away with dressing the burrs smooth with a file.

Valve discs may loosen from the stem because of corrosion through the stem or failure of the securing device. Corrosion troubles come usually in salt water or brine lines, in which case monel-metal stems should be used.

In working on valves, certain safety precautions should be observed. Obviously, no valve should be touched unless the crewmember is quite sure as to its function. If a valve is cold and hot gas or liquid is going to be run through the line, opening the valve will cause it to jam because of expansion from heat. Conversely, if a valve is shut off on a hot line, the valve parts will contract a little bit when they cool. After cooling, it's necessary to tighten up on the valve to prevent seepage.

When work is being done on yoke-type bonnet valves, it's important to see that there is no pressure in the line. A simple test involves loosening the bonnet nuts and screwing down on the hand wheel. Leakage will show through the bonnet gasket if there is pressure in the line.

Tagging Valves And Switches

Often on a ship where repair work has to be done it's necessary to shut valves and switches a considerable distance from the actual site of the repair. In such instances, those men who are doing the work should see to it personally that valves and switches are properly set. Tags should be placed on the valves, stating "Man Working On Line—Do Not Touch," or else the valves should be locked.

Each tag should properly have the name of the man doing the work, with more tags placed on it more than one man is involved. Then when each man is finished, he should remove his own tag from the valve. This is a foolproof system provided that nobody else touches the tag, which can be easily torn off, or disregarded.

An even safer method is to use a padlock which in combination with a bolt, hasp or chain can be used to keep valves or switches open or lock them in place. The padlocks can also carry the name of the man on the job. Unless absolutely essential, the locks should only be opened by the men who put them on.

Burly

Knows His Arithmetic

By Bernard Seaman



RUSSELL B. LONG
 United States Senate
 WASHINGTON, D. C.
 January 15, 1954

Mr. Spider Korolia
 U.S. Marine Hospital
 New Orleans, Louisiana

Dear Mr. Korolia:

This will acknowledge your recent letter, with reference to the possible closing of the U.S. Public Health Hospitals.

This matter was called to my attention some time ago by other Louisiana seamen and I have given considerable attention to the problem in order to determine what position I would take in the event a fight develops in Congress on this issue. While I am extremely anxious to reduce federal expenditures and to reduce taxes, I am of the opinion, after careful study of the question, that we would make a great mistake if we closed these hospitals, which have meant so much to our American seamen. I am convinced that the money spent in providing care for our seamen is money well spent.

These hospitals will definitely continue to operate during the current fiscal year, which ends on June 30, 1954. I assure you that I will do everything possible to see that this vital service is continued after that date.

I appreciate your giving me the benefit of your views on this matter, and I hope you will always let me know whenever I can be helpful to you.

With all good wishes, I am

Sincerely yours,
Russell B. Long

Letter from Senator Russell Long, Louisiana, to Seafarer Spider Korolia expresses sympathy with Union's drive to save USPHS hospitals from closing.

Union Fight Saves Hospitals

(Continued from page 3)
 am extremely anxious to reduce federal expenditures," the Senator declared . . . "I am of the opinion, after careful study of the question, that we would make a great mistake if we closed these hospitals,

which have meant much to our American seamen. I am convinced that the money spent in providing care for our seamen is money well spent . . .

of the SIU of North America, at which the fate of the hospitals and other maritime problems were discussed.

While expressing pleasure at the news out of Washington, an SIU headquarters spokesman emphasized the need for further vigilance and action by Seafarers on the issue. "Congress still has to pick up the tab," he warned, "and until that happens, we can't be positive that all of the hospitals and outpatient clinics will stay open. It's only common sense to keep those letters rolling in to Washington."

Hearings End In Tankship Case

(Continued from page 3)
 seemed thoroughly unhappy about having started the IUMVE going altogether, sensing not only that the tactic had failed but that they would still have to face up to all the charges filed against them and the dummy outfit.

Almost immediately after the SIU request for recognition by the company, the newly-established "union" posted a new schedule of wages for the ship, providing each rating with a few dollars above bona fide union scale. Overtime, crewmembers reported, continued to be almost non-existent anyway, so the increase didn't amount to much anyway.

The Excello Corporation is a subsidiary of the T. A. D. Jones Corporation of New Haven, a large distributor of fuel and industrial chemicals in the area. The parent company is right now in the midst of a program of expansion.

New Drive Opens On 50-50 Rule

(Continued from page 5)
 marine and a shipbuilding industry that is reasonably self-sufficient. Although the cost required to accomplish this should be kept to a minimum, economy should not be a major consideration, for what might seem economical initially would in the long run prove most costly.

latest attitude toward "50-50" in the light of what the Randall Commission has said on the subject. It is likely that the first tests of the

principle will come when Congress begins debate on various appropriation bills for new foreign aid measures.

AFL-ILA Wins Puerto Rico Election By 2-1 Majority

(Continued from page 5)
 crafts in the ILA. In Brooklyn, freight handlers at the Brooklyn Service Warehouse voted overwhelmingly for the AFL in a bargaining election, while in Philadelphia unlicensed crewmembers of Warner Sand and Gravel, a company which operates harbor tugs, voted for AFL representation over the old ILA's Marine Division.

uled within 30 days. Unlicensed men on the tugs are still represented by the ILA.

Sea Unions Press Drive

(Continued from page 3)
 a common program for the industry.

At the start of the session, Matthews made it clear that no collective bargaining items could be included in the discussions, nor would the SIU go for any specific talk about ship subsidies because of the differences between the shipowners on these issues. With this understanding out of the way, the group arrived at a general agreement on the following points:

- To work together at all levels on behalf of the PHS hospitals and to meet with Secretary Hobby of the Health, Education and Welfare Department for this purpose.
- To fight for elimination of Military Sea Transportation Service competition in the shipping business.
- To ask for shore leave extension for aliens up to 90 days.
- To take up Coast Guard problems.

Another meeting with the shipowners to deal with these and related issues will take place on February 17 with subsequent meetings to be held regularly.

The final wind-up to a busy week will be the appearance of a union spokesman this afternoon before the House Appropriations Committee on the question of appropriations for Kings Point and other officers' training institutions.

"Not Out of Line"

"It is not out of line to aim for at least 50 percent of our foreign trade to be carried in them (US ships). Practically every other nation in the world favors its merchant marine by indirect subsidies . . . and by other considerations which discriminate against the United States and other nations whose ships enter their ports. The present report of this commission," McDonald added, "does not even suggest equal treatment for our ships entering these ports."

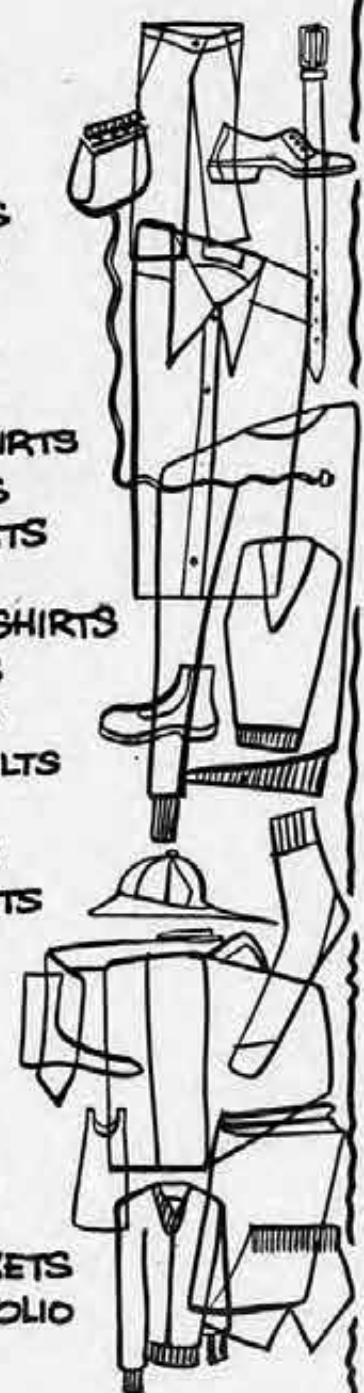
Meanwhile, although copies of the full report and dissenting reports are before the President and Congress, no indications have yet come down on the Government's



A longshoreman takes the floor during a meeting to elect a shop steward for a Brooklyn pier. Meeting was held in AFL-ILA's temporary Brooklyn headquarters, 188 21st Street.

What do you need?

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



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The Sea Chest

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

Two Appendicitis Attacks Foiled By Alert Seafarer Crew On Kyska

The crew of the Kyska, on its way to the Far East late in November, 1953, met two medical crises with courage and determination, thereby saving the lives of two Seafarers threatened by near-fatal attacks of appendicitis. It was the 40th voyage of the year for the vessel, and probably its liveliest.

The good weather the ship encountered, writes Seafarer Vyrel G. Suth, coming so late in November, was too good to be true. Crewmembers knew their luck could not hold up throughout the voyage. The weather held, but not the luck of all the crew.

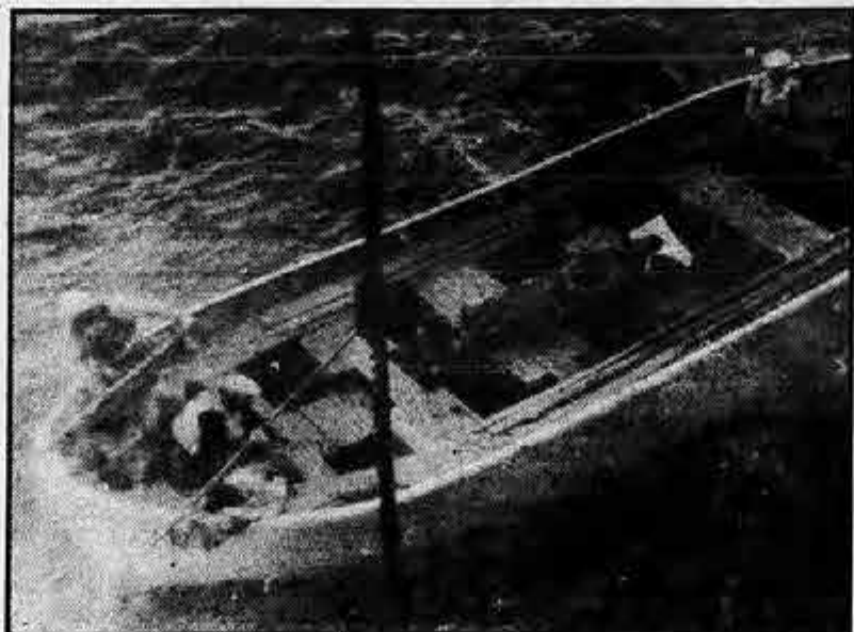
Ming Moves In

After a stop of a few days in Yokohama, Japan, the Kyska headed for a short trip to Kobe and prepared for a run to Muroan when illness struck for the first time. Just before sailing, the 4-8 fireman suffered an appendicitis attack. The captain transferred the man to the hospital in Kobe and all seemed well as Ving King Ming, a wiper, was moved up to take the fireman's place in the engine department ratings.

All was not down, however. After reaching Muroan without mishap, appendicitis struck again—in the same place—in the engine room. Suth writes that it hit Ming somewhere around the 180th meridian, which, he says, is not to be confused with somewhere south of the liver. This time, however, there were no hospitals ready to accept the transfer of the sick man. Out in the middle of nowhere, surrounded by nothing but water on all sides, Ming was in pretty much of a tight spot. He got off it, however, when the captain and the crew combined their efforts. After a radio contact, a rendezvous was scheduled with the General Patrick, a Navy transport, which proved to be 12 hours steaming time away from the Kyska. A doctor aboard the naval vessel stood ready with scalpel in hand.

Unfouls Propeller

Rendezvous was set for Latitude 40° 06' North, and Longitude 160° 13' West for 9:10 AM on December 28. The rendezvous was joined and the No. 2 lifeboat swung into action, eight men making up the lifeboat crew to transfer the stricken sailor. About 100 yards from destination, the motor conked out and the boat started drifting



Kyska crew shoves off for rendezvous with General Patrick as stricken Ming lies strapped to stretcher in center of lifeboat.

at the mercy of the ocean currents. At that point an intrepid sailor, Robert Morgan, DM, stripped to the waist and slipped over the side of the lifeboat to unfoul the propeller. Morgan would have disrobed all the way, says Suth, but for the ladies on the General Patrick who were hanging over the

rail, cameras in hand, recording the brave effort.

In a matter of minutes after the ailing Ming was hoisted aboard, the Kyska received a radio message capping the incident. It said: "Ming had ruptured appendix. Patient operated on and out of danger."

Great Gunners Off ST Texas



Great guns, but it's Aaron Wilburn, left, and A. J. Fielding, off the Seatrain Texas, in the nimrod pose. Behind them is their bag of deer which they garnered while on a recent trip.

The Yearning

By M. Dwyer

Sit beside a firelight
Hold your loved one close tonight
For you've sworn no more to roam
And she's smiling 'cause you're home.

Watch the embers twist and turn
Tell your soul it cannot yearn
For the carefree sailing days
And the seamen's merry ways.

Think not of a distant shore
Calling you forever more,
Beacon lights that gleam and shine
You'll forget all this, in time.

Seagull's cry and foam and spray
Watches stood and sailing day
Daybreak and a clear-blue sky,
You'll remember all with a sigh.

Sit beside a firelight
Hold your loved one close tonight
As you sit and gaze and stare
You will see your ghost ship there
And your tell-tale heart will yearn
For the day when you return,
For your heart is never free
Once it's given to the sea.

Come and get it!

EAT DELICIOUSLY PREPARED FOOD AT THE SIU CAFETERIA...

Did You Know . . .

That Pennsylvania is called the "Keystone State" because it was the center of the 13 original colonies? In architecture, the keystone is the center stone of an arch which acts to wedge the entire arch in position. Without it, the arch would collapse.

That some earthworms native to southeastern Australia grow to a length of ten or 12 feet? This species, of which even the average specimen is three or four feet long, belong to the same animal group as ordinary earthworms. The movement of these gigantic worms through soil is accompanied by gurgling and sucking sounds clearly audible to persons walking on the surface.

That the first Indian reservation in America was no further west than the state of New Jersey? An Indian reservation established in 1758 at Indian Mills in Burlington County, NJ, is supposed to have been the first such reservation within the limits of the US.

That disabled Seafarers over 65 years of age can collect US social security benefits and SIU disability benefits at the same time? With the \$25 weekly SIU disability dough, the monthly income for old-timers no longer able to work can run up to a maximum of \$236, all tax free.

That a President of the United States once hanged two men? Grover Cleveland, the 22nd and 24th US President, while sheriff

of Erie County, NY, in 1872, officiated during the hangings of two murderers sentenced to death in his jurisdiction. He is said to have sprung the trap with his own hands in both instances.

That Jackson Day—January 8—does not commemorate Andrew Jackson's birthday, as many people suppose, but his final victory over the British at New Orleans in 1815? Jackson was born March 15, 1767. Louisiana celebrates Jackson Day as a public holiday, and for more than a century it has also been the occasion of Democratic Party political rallies all over the US.

That more than 20 American Liberty ships were named after Seafarers who were killed by enemy action in World War II? The first two were the Joseph Squires, launched at Portland, Me., and the George W. Alther, launched in New Orleans. Both ships slid down the ways the same day, May 22, 1944.

That Maine led all the other states in the Union and adopted what may be regarded as the first prohibition law in 1846? The act drastically restricted the sale of liquor, but it proved inadequate and a new and even stricter law was passed in 1851. The political adage that "as Maine goes, so goes the nation" proved true in the case of prohibition also when, in 1920 a constitutional amendment put prohibition into effect throughout the US.

Skier To Stick To Ships

Seafarers are quickly coming to the conclusion that the only safe and reliable means of transportation left on this planet is an SIU vessel. Witness to this is an anonymous Seafarer who writes the LOG

that his experiences of the past weekend left no doubt in his mind as to what is safe and what isn't. Skiing, he says, isn't.

In addition to not being the safest means of transportation from one point to another, the silent correspondent said, skiing has its ups and downs. He wouldn't mention where he had been for his snowtime recreation and transportation, for fear that the local Chamber of Commerce would retaliate and invite him there again for another weekend. Once is more than enough, he said. Rumor had it, however, that the plucky and unlucky Seafarer spent his weekend around Lake Pleasant, NY, but he said it wasn't so hot, lake or not.

C-C-Crazy C-C-Cold

Not that he's got much against the sport, he pointed out, it's just that you got to be crazy in the first place to strap a pair of barrel staves on your feet in order to break your leg. There must be easier ways, he said. He wasn't exactly pleased with the weather either, hovering around the 20 degree and below mark. His idea of a cold day is 90 degrees in the sun in the Persian Gulf. He didn't break his leg, he said, but he also didn't get anywhere. It was up and down the mountain, up and down, up and down. He said he felt like a barometer in the hurricane season.

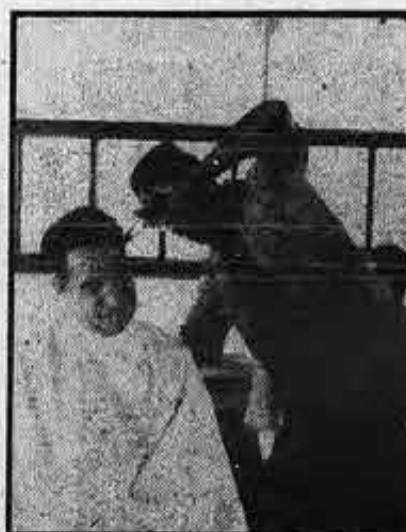
Going up the mountain was easy once he mastered the tow line intricacies. What gave him trouble, he said, was coming down. Coming down more than once on each trip he meant—coming down on his face, coming down on his back, coming down on his right hip. He estimated he made more vertical mileage than he did horizontal. JJ

wasn't that he minded the falling so much, it was just that he found out that snow is vastly overrated as a feathery cushion. He said it has gotten much harder than when he was a boy and used to fall off the barn roof into drifts back on the farm.

Fell, Unlike Prices

There wasn't much that kept him on his feet, he said. He fell after hitting bumps in the trail, holes in the slope, trees in the right of way and ice underfoot. Nothing, he said, nothing kept him up like coffee at night. And he had the bruises to prove it. He claimed he got windburned on his face and snowburned several other places. The best part of the skiing, he concluded, was stopping every half-hour for coffee. Even though it's 15 cents a cup.

Seafarer Clipped



Dante Ricci, passenger utility on the Hastings, gets a clipping from native talent as the vessel passes through the Panama Canal.

The FOCUSLE FOTOGRAFHER

By SEAFARERS LOG Photo Editor

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

Seafaring shutterbugs on the Far East run interested in a 35mm camera should meet the Konica II. At first glance the Konica II, a 35mm camera in the medium price range, is deceptively modest in appearance. Here is the familiar between-the-lens-type shutter in a helical mounting with combination range and viewfinder, and the general proportions of any number of imported miniatures that have appeared on the American market in recent years.

It is only upon closer inspection and more importantly, after actual use, that one begins to appreciate the fine and forthright details of this product of Japan's oldest manufacturer of photographic materials, the 94-year-old house of Konishiroku, Ltd. The most striking initial observation that can be made is the engineering finesse, both in materials and design, that has gone into the Konica II. This has not been unusual in recent Japanese camera manufacture which has shown considerable improvement in the last few years.

Precautionary Features

It has about as many cautionary features as could be reasonably incorporated in a camera without making them more of a liability than an advantage. Not only is there a double-exposure-prevention device, but exposure cannot be made until the lens has actually been moved into position for picture-taking. The provision for opening the back of the camera prevents any wild flipping off of the back by accidental motion—a special button is built in at this point. Another excellent feature is the location of the rewind release in the base plate rather than at any position where it might be mistaken for a shutter release.

Precision design of the coupled range-view finder make this one of the best 35mm finders available. A particularly excellent feature is the use of colored prisms, one violet and one of yellow, which merge to form an extraordinarily bright superimposed image in the finder.

Five Element Lens

The lens, a 50mm Henanon F-2.8, is a five-element coated design, first manufactured in 1951. In field tests it performed very well, giving 8x10 enlargements of brilliant, distortionless detail. The shutter is a Konirapid-S, synchronized with a standard ASA contact. Shutter speeds range from one second to 1/500 of a second plus bulb and time. All controls are visible from above, affording the user a constant check on focus-exposure settings.

The shutter, incidentally, is extremely quiet in action, which has the advantage for one user at least, of subduing the gun-like aspect of 35mm "shooting." The fact that the shutter must be cocked between exposures is not really an inconvenience, especially since it eliminates the complicated automatic shutter-cocking mechanisms used on other cameras that have similar shutters. These mechanisms keep prices high also. If shutter is unset, the cocking lever shows in the viewfinder.

Easy To Load

Loading of the camera, a simple job, is facilitated once more by the design. Meticulous care has been given the cartridge chambers, the polished steel tracks and the sprocket spindle. This last has been covered, forming a neat smooth surface.

Accessories available include a B-C flashgun, an auxiliary lens close-up attachment and an efficient ever-ready case. The Konica II sells for \$119.75 list. As an all-around middle-price miniature with a fast lens, the Konica II has much to make it worth consideration.

Seaman Keen On Globe-Girdling

There's nothing like the SIU for traveling and seeing the world, says a seaman who writes into the paper to tell of his world travels. Previously, he says, it was "join the Navy and see the world," but the tune has been kept the same with new lyrics. Now it's "join the SIU and make the world your oyster."

Seafarer Jack Roberts has been

Good Eating Time



The boys aboard the Chickasaw had a pretty good time in the chow department. Ligon, second cook, is ready to dish it out to them.

from pearl to pearl with the Union, he says, and there is nothing in the world to match it. While working his way around the globe, he has been getting payoffs, too, so it is so much added gravy for this vacation-seeking seafarer.

Around The World

Some of his travels, he says, have taken him to such divergent points as Havana, Cuba, and Yokohama, Japan, with many a way station and port in between. If he wants luxurious living with a Latin flavor, he states, he heads for the Mediterranean area around Genoa, Naples and Venice. There, in addition to Rome, he gets moonlight, Latin nights and all the pizza pie he wants. If his desires carry him to other climes, he says, he can choose, and has often in the past, such places as Aden, Arabia; Mozambique; Rio de Janeiro, Brazil and even northern ports in Alaska and Newfoundland, among other frigid climes.

There's not much he lacks in the way of globe-trotting with the SIU, and he's glad he gets it all for free.

Seafarer Finds Army Is No Union Hall, Misses Contract And OT

Beware, brothers, beware, writes retired Seafarer Harry H. Pierce from his Army retreat in Camp Gordon, Ga. What he wants the men to be wary of, he says, is the Army, and especially Camp Gordon.

The Seafarer-turned-private notes that life is pretty "nervous in the service" because it isn't any SIU and it never will be. He said he knew the Union was great when he was a civilian, but he didn't know just how great it was until Uncle Sam put the finger on him.

"I've never seen one beef on overtime here," he says, "and the delegate ain't too hot, either. I don't think the enlisted men could win an overtime beef even if we were allowed to argue. The brass got all the arguments on their side. What's worse, we didn't even have a voice in electing the non-com delegates. Where then is democracy?"

Plenty of Work

Continuing on the overtime theme, Pierce said that the men are allowed to work as much as they want to, and plenty more that they don't want. He's not quite sure whether they have a choice or not, but so far he hasn't noticed anyone queuing up in front of the company commander's office to register complaints. He doesn't expect

to see any either, but he says the CC would get an earful if he ever tuned in to the barracks blowhards after a particularly trying day in the field.

Eggs, To You

The food situation is not much better, he says. You can get your eggs any way you want them, however, if you like them scrambled. If you want your eggs any other way, he says, you're liable to get your brains scrambled by the mess sergeant. They hit your tray with a load of, for want of a better term he calls slop, then yell, "move those troops." You haven't much chance to take your choice of which slop, either, he complains.

When it comes to payday, Pierce notes, it's a joke, son. After getting an SIU payoff, he says, an Army payday is like indulging in a penny arcade. His back never



Pierce

broke, he says, carrying the money back to the barracks, but at least it's American money.

Pierce is of the opinion that somewhere in the hidden archives of military government there is a law which states that the Army only has the right to 23 hours and 45 minutes of each man's day, every day. The soldier has the rest of the time to himself, but he shouldn't spend it all in one place. The Army urges the men to do anything they want to do with it, as long as they shave, shower, shine their shoes and brass and clean their weapons, with the latter getting first priority. After that is all done, they can spend the rest of the day enjoying themselves.

In Alphabet Soup

Pierce writes that his case is typical of the enlisted man. Right now he is supposed to be going to school, but he's pulling all kinds of duty. Last weekend he was CQ (Charge of Quarters) and the weekend before he was CG (Corporal of the Guard). Not that he's complaining, mind you, but he hopes the Army runs out of alphabet combinations before he runs out of strength and weekends.

Getting back to the food, Pierce said that it was real poison, and such small portions, too. A buddy of his dropped a meatball on the mess floor, he said, and the CG sounded general quarters. They thought it was a raid.

Greece Victory Skirts Danger, Aided By Tugs

For a ship which likes to find its trouble in perilous bunches, top award in the SIU has to go to the Greece Victory of South Atlantic. Last year the Greece Victory came up with a series of near-explosive situations off Japan while carrying a load of ammunition.

This year found it not wanting in the same category, according to Seafarer Allen Friend, ship's delegate.

While preparing to pull out of Kurikama, Japan, last January 24, writes Friend to the LOG, the ship ran into a little trouble which might have made all its previous accidents minute in comparison. The propeller became entangled with a buoy and chain and the vessel floated without direction and dangerously near a jetty in the harbor.

Call For Help

The captain of the vessel summoned an Army tug from Yokohama to stand by in case the ship was in danger of being blown on

the jetty. It was not a thought which any of the Seafarers aboard the Greece Victory relished, not with a full load of ammunition on board. The following day, a second tug came and assisted the first in clearing the buoy and chain away from the propeller.

Two-Day Delay

The ship got underway then and proceeded to Yokohama where a diver inspected the propeller for damage and reported that all was seaworthy. After a two-day delay, the vessel was on its way bound for Kure, but not after a scare of some considerable proportions.

The crew, Friend writes, was leery lest the gale which was blowing develop into a full-blown storm and drag the anchors. He claims, before the arrival of the tugs, that had the storm blown up the vessel would have been helpless and more than likely driven against the rocky shore line half-a-mile away—with a load of ammunition in the holds. Luckily, it didn't happen.

Four Generations



Four generations of Muellers are shown in their Laporte, Texas, home. They are Mrs. Anna Mueller, 73, in chair with great-grandson Jimmie, eight months; Seafarer Walter Mueller, 51, standing left; and his son Jimmie, 21.

Crawfish Catchers



Some crawfish caught by the crew of the Ponce are shown after the capture in Santo Domingo. They're called Florida lobsters.

Quiz Corner

1. Which former New York Giant first baseman and manager was recently elected to Baseball's Hall of Fame?
2. Name the Big Four Foreign Ministers meeting in Berlin?
3. Which Indian state, where the Sikhs predominate, is asking for independence?
4. Which famous American writer survived two successive plane crashes in Africa, recently?
5. Who are the Gabor sisters and which one recently sported a sequined eye-patch?
6. Which professional basketball player, a former Columbia star, was suspended for betting?
7. What SIU-manned ship has been running for the past year with a six-bladed propeller?
8. Which African trouble spot are France and Spain currently feuding over?
9. Which recent American best seller about the sea has been made into a successful Broadway play?
10. Which river is the source of Victoria Falls?

(Quiz Answers on Page 25)



Seafarers "Snag" McClosky, left, and Leroy Nicholas, behind him, danced to Calypso tunes when their ship, the Alcoa Clipper, visited Trinidad on its last run to the rum belt. Pic by F. Floppert.

Crew Dances To Calypso Tune

Seafarers the world over, in and out of the Union, are known as the most irrepressible creatures on this green earth. Not to prove this theory unfounded, Seafarers Leroy Nicholas and "Snag" McClosky, aboard the Alcoa Clipper of Alcoa, took to the ways of the native when last they visited Trinidad.

Throwing caution to the wind, McClosky and Nicholas took up the art of Calypso singing and dancing. Trinidad, the home of the Calypso species, was not taken aback by the Seafarer version of its native musical diet. On the

contrary, they were intrigued by the attempts of the SIU men in aping their musical style.

The two men, when approached as to why they decided to try the native dance, said that Seafarers would try anything once. There was no report, however, as to how the men mastered the dance or whether they would follow it as a career.

Seafarer Sam Says



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

Seamen Center Is Second Home To Seafarers

There's no place like home, Seafarer Al Nadeau believes, but if you can't get home all the time, the second best place is the Portland Seamen Center in Portland, Oregon. He is not the only Seafarer along the West Coast to think along those lines either, he writes.

The man behind the center, says Nadeau, is Al Platou, a former seaman from Bay Ridge, Brooklyn, who lived there for many years with his father, a former captain on Norwegian sailing ships. Platou, says Nadeau, was on the New York School Ship in 1910 and has sailed on Norwegian tramps and in the US Navy during World War I.

Newly Organized

Platou, his sea lore aiding him immeasurably, has been placed in a spot to help other merchant seamen. Since last September he has been director of the newly organized and remodeled Portland Seamen Center at 512 West Burnside Street in that town. Since he has taken over the job, Platou has seen more than 2,000 seamen visit the center and use its facilities. He has been around seamen long enough, on and off the beach, he says, to know that they are just like many another average guy.

The center, formerly the Catholic Maritime Club, is supported by the United Fund in conjunction with the St. Vincent de Paul society. It has many of the facilities which help to make the merchant seamen "feel at home," including ping pong, a television and reading room, pool, dance floor, movies, snack bar, locker room, showers and laundry facilities.

Price Is Right

Everything is for free at the Center, which Nadeau says, is the right price for anything, but you get the tops in everything there. Seamen pay nominal prices for the food served in the snack bar, if they have the dough. If not, they have had many a meal on the cuff. Everybody leaves the club with a smile, says Nadeau.

Platou and a janitor are the only paid employees of the center, which operates almost primarily on a volunteer basis. Serving voluntarily as members of the operating committee are Thomas McDonough, Robert Ward, Pat Keogh, Thomas Cullen and Capt. R. P. Brady. Jim McChrystal, a seaman, serves as assistant to Platou.

The center is open from 4 to 11 PM daily, including Sundays and holidays, so the boys always have a place to congregate when they leave the shipping hall. Recently, the center threw Thanksgiving and Christmas parties for seamen, with free eats serving as the main attraction. In addition, the center gave a Christmas party for 50 orphaned youngsters, who loved the seamen as much as the latter took the tykes to their hearts.

Nadeau says the food is great as well as the companionship at the center. He ought to know that the food is the best there, he says, because he does the cooking every day.

Keep Those Letters Coming

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

The SPORTS LINE

By Spike Marlin

We assume that most Seafarers would be caught dead before they would put on a pair of white flannels and swing a tennis racquet, but the tennis news coming out of Australia is too good for this corner to pass over. It proves, if anyone doubts it, that all talk about sports improving international relations is as threadbare as a 20-year-old hatch tarpaulin.

It seems that a couple of months ago the US Lawn Tennis Association, an outfit which is as stuffy as it sounds, sent out a couple of earnest tennis players named Vic Seixas and Tony Trabert, to wrest the Davis Cup away from the Australians. The Davis Cup, if anybody is curious, is a good-sized sterling silver mug that could hold enough gin for a full-sized martini blowout.

Real Amateurs

Seixas and Trabert are amateurs according to the Lawn Tennis Association, which means they don't get paid a penny, only "expenses"—enough to get them all the way to Australia and back, keep them living in proper style while they are there and keep them in tennis rackets. If they got paid a salary of any kind though, that would make them professionals and forever ban them from contesting for the Cup.

In any case, the two players got to Australia with family and other

retinue and were duly blasted off the courts by the Australians leaving the latter in possession of the cup. But if you are going all the way to Australia you play in a half-dozen other tournaments besides so that the local tennis people can get their moneys' worth out of you. That's where the trouble began.

It seems that in tennis it's considered very unmannerly for on-lookers to favor one player or another. Yelling is considered impolite, whistling is deplorable and booing is positively a sacrilege. If a player thinks a referee made a bad call he's supposed to shake his head, and the other player is supposed to fluff the next point deliberately as a gesture of good sportsmanship.

Strange Happenings

Before long though, things started happening in a strange and irregular fashion. The US players started arguing with the referees over decisions, the fans started booing, and at last report Seixas started making gestures a la Ted Williams right out in the middle of the tennis court.

Now the players say, they are going to "expose" the Australians when they get home. The whole thing sounds like the beginning of a juicy international incident that may even wind up before the United Nations Assembly.

Relaxing On Deck Of Seaman



Collins, AB, left, and the deck engineer aboard the Seaman relax on deck in a rare moment of relaxation aboard the vessel.

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 Jesse W. Puckett's recipe for "rum doughnuts."

Next to bread there's nothing as basic in the way of baked goods as the good old conventional doughnut. It made a cult of the "dunker" who, before that, had to gulp down his coffee without anything on the side.

"Rum doughnuts," as devised by Seafarer Jesse W. Puckett, chief steward, are "doughnuts with something added," and go a bit beyond the conventional variety of "coffee and . . ." baked good stuff, to the satisfaction of all concerned.

Puckett, who's been catering to seamen's tastes for over 20 years, nearly ten of them aboard SIU ships, ought to have a pretty good idea by now what the guys like. For the record, his last ship was the Ames Victory (Victory Carriers) and he has just registered to ship from his home port of Wilmington.

In order to make the doughnuts, here's what you'd need: 12 cups of

flour (enough to make a good flexible dough), 16 teaspoons of baking powder, 4 cups of sugar, 4 teaspoons of salt, 2 teaspoons of nutmeg, 4 cups of milk, 8 eggs (beaten), 16 tablespoons of melted butter and 24 tablespoons of rum.

Sift all the dry ingredients and add to the beaten eggs, milk, butter and rum. The dough should be made the same as any other doughnut dough after the dry and wet ingredients are sufficiently combined and then rolled out on a flour board and cut.

Fry at about 365 degrees F. until they're toasted and nicely brown, and the rum has had a chance to work itself in throughout the dough. The doughnuts can then be served plain, or with any additional special frosting to seal in the flavor or with plain sugar. The recipe makes about eight dozen doughnuts.



Puckett

Thinks Skipper Not So Clever

To the Editor:

I just got off the Venore (Ore) on January 14, 1954, and am now registered for a ship here in Baltimore. I had the pleasure of sailing with one of the finest, most cooperative and hard-working deck departments I have ever sailed with on any ship. To say the least for the bosun whom we call "Blackie" Zurn, he was the best bosun I ever sailed with. He gave the gang every consideration necessary for a smooth running department. We had no gas-hounds on deck, no loafers, no trouble makers and no disputed overtime. We accomplished much in the line of work and felt that we were a perfect working gang.

However, things were too good to be true, for the captain could not afford to leave us alone, and he constantly came out on deck to "supervise" in the use of the chipping hammer and the regulation way of holding one. He constantly annoyed us by making these repeated attacks on us. However, in my opinion, he could not keep up with any man on deck when it came right down to actually chipping a deck, for I have had much experience in this line of work to know that there is no such a thing as a regulation for chipping.

Different Problems

It certainly could be figured out by anyone that there are different types and thicknesses of paint, slush and corrosion that must be approached with certain angles of the chisel to produce the best results in the line of work. For instance, the captain wanted every man to "chip" holding the gun in a perfectly "vertical position" and to apply a tremendous pressure on the gun all the time. He said that when the gun "pecked," the chipping power was lost. I disagreed with him, but to myself of course. For you can't argue with a man who thinks he's the lord and master.

Now then, there was a spot on the foc'sle head just forward of the starboard winch that was very thick with sticky slush. I tried the captain's way of chipping to no avail. This type of chipping must be approached at an angle of 45 degrees or more when using a gun. The bosun, seeing our difficulty in trying to please the captain came to our rescue, as was his constant habit, and brought out the wooden handled scrapers. When the captain saw the amazing results that could be accomplished by using the right tool for the right job he became very annoyed and walked off the deck talking to himself.

False Accusation

However, the captain, seeing that he could not attack our way of working with much success, accused us of "sky-larking" when the AB on deck wanted to see if it was time to relieve the quartermaster. He turned around and accused the AB and myself, sailing as deck maintenance, of wrestling. That's a joke.

Speaking of wrestling, it reminds me of the story I heard about the captain and his stepson who could not stand the old man's "stuff" and therefore became one of the boys. He went out with the crew and was a little late in returning and was "fired" by the old man. Upon leaving the ship, the stepson knocked on his door and gave the old man a bust in the snoot as a token of family "affections."

How can a man of his lowly ways demand the respect of a crew if he cannot get the respect of his family? Maybe this is what makes him what he is.

Speaking of fools, I believe



Zurn

LETTERS

there is a Federal law against anyone "meddling" with the mails. I see no excuse for this captain, R. J. Hector, holding back a letter from the "Union Slopchest" addressed to the ship's delegate, and not surrendering it until a few days out of the Canal and then "sneakingly" handing it to me on deck one night to deliver it to the ship's delegate.

In the future, as a warning to my Union Brothers who might someday have the misfortune of sailing with this man, please be cautious and don't plan on "home-steading" as he has a habit of firing whole crews for no reason whatsoever, like he did myself and five of the hardest-working sailors aboard.

I do not make it a habit of "pulling any punches," let alone "wrestling on deck."

Wallace "Mad Bear" Anderson

Wants Copy Of Seafarers In War

To the Editor:

Would like very much to get a copy of "Seafarers In World War II" if you still have any on hand. There are a few of us old seadogs here talking scuttlebutt about our wartime sailing and long before then, of course.

Most of my time in World War II I was in the Pacific on the "American Press" until she laid up in Adelaide, NS. Then I hit the Seattle runs and several scows running between Australia and the Islands.

I am getting the LOG and the West Coast Sailor and believe me they sure come in handy here to keep in touch with things maritime.

I sailed for close to 40 years in the stewards department, but I am now beached for good because of a bum ticker and a few more things.

Robert Van Dorn

(Ed. note: The publication you ask for is on its way to you.)

Oppose Closing Of Hospitals

To the Editor:

We the officers and crewmembers of the Steel Age (Isthmian) wish to go on record as highly opposed to any measures taken by members of the Government to close hospitals, the facilities of which we have been privileged to use for years.

Signed by the officers and crew of the Steel Age

Orion Vessels Trade Looks

To the Editor:

A rare event occurred while laying on the hook in Sasebo, Japan. The Orion Star pulled alongside of us, within shouting distance. We were amazed to note that she had been kept up like a yacht. She was shining like a new dollar while our tub, the Orion Comet, looked like a rust bucket.

The reason, of course, was our skipper being a little tight with OT, but the beef has been settled. After meeting the gang ashore we found out they were well satisfied with their lot.

Pretty Hot Trip

This is a pretty hot trip and some of the lads are breaking out with the itch—to go home. We don't get a chance to keep up with the latest fads back home. There is a new dance step becoming popular with the boys, the Ras Tanura Polka. Originally it was a waltz done to the tune of Goodnight, Sweetheart.

John Zeirels says he is still fighting the fifth columnists (rust) aboard this tub. Fish Rubery, the Boston sage, is still going strong. He says that most of the gang came here as jockeys and now they are plenty overweight. By the time this appears in print our genial baker expects to become a proud father for the second time.

"Ollie" Olson
Ship's delegate

Having A Fine Time On Ponce

To the Editor:

Greetings to the cold feet paleface up north. We're the warm feet tribe from the southland, aboard the Ponce out of the swamps of Port Everglades, Fla. We had a sumptuous meal at sea on Thanksgiving to celebrate the paleface coming to Florida. How! After dinner, the master, Oscar Williams, and chief engineer, Lester Camp, came to say how thankful they were for such a good SIU crew.

We've a lot to be thankful for, too—a three-day milk run to Ponce, PR. The lovely nights under a tropical moon, the lovely señoritas, the wild, sensuous music of the Guaracha, the rumba, then back to the land of dreams, Miami, for more of the same.

You don't have to be a million-

aire or a king to enjoy this action. Just get on the Ponce and join the 60-minute cement mixers with the captain and the engineer.

Dutchy Moore

Still Wants To Read LOG

To the Editor:

Some time back we moved and the SEAFARERS LOG was forwarded to us for awhile. Then it stopped coming and I have sent in quite a few changes of address without receiving the paper.

My husband is at sea now on the Transatlantic and I really enjoy reading the LOG. I was wondering if I could get the LOG coming my way once again.

Thanks for returning my baby's picture which I received in the mail today. I really enjoyed the LOG every two weeks and looked forward to reading the news about the men and the ships.

When my husband is in port we have a fight to see which one gets to read it first. So, if you can, please start the LOG coming back to us.

Mrs. Coy Russell Hendrick

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

Still Thinks SIU, LOG Tops

To the Editor:

I have been receiving the SEAFARERS LOG sent to my late husband, Charles H. Yackes and I am very pleased with it and to know of the nice things the SIU Welfare Plan is doing. I think it is all wonderful.

I sure look forward to your paper and especially when I was in the hospital last August and September. I had a heart attack and a case of nerves. My husband's accident finally caught up with me and at present I am living with my son as I am still under a doctor's care.

I do hope you will continue to send me the paper as I sure enjoy it so very much. I want to wish a Happy New Year to Walter Siekmann, Mr. Miller and to the manager of the SUP, whose name I do not know. They were so good to me during my trouble. Good luck to you and your paper.

Mrs. Charles H. Yackes

(Ed. note: The LOG will continue to be sent to you as published.)

Has Milk Beef On Steel Ranger

To the Editor:

It's a little late to wish you a Happy New Year, but you will understand how it is with us on the Steel Ranger out here. We have been out four months to India and Pakistan and now are homeward bound to Baltimore with a load of ore. We expect to arrive about February 5 when I shall head for Brooklyn and home.

I'll be glad to get off this scow, because the milk situation has been terrible. Following find some thoughts of mine on the subject:

For the Seafarer in US ports or coastwise, the daily supply of



Jellette

fresh milk insures healthful living and a well-balanced diet. The benefit of milk in our daily lives is well known to medical authorities and to laymen. However, men making long

voyages away from the US find themselves suddenly cut off from fresh milk and find themselves in trouble.

On the present voyage, a few days out of Texas and for more than three months now, we have not had a glass of fresh milk. In the not too distant future I hope the situation will be improved. It is said that they are now in the process of putting up fresh milk in sealed can containers, with the milk able to keep indefinitely under proper temperatures. This would, indeed, be a boon to seamen, for one could easily carry enough for a long voyage.

In the meantime, may I suggest something for the younger seamen that many an oldtimer practices. You can get all the milk you need simply by taking a waterglass and filling it half with milk from the can and half with ice water. Mix it up and you have the equivalent of fresh milk. To offset the canned taste, simply add a shot of coffee, tea or cocoa and you will have a palatable and wholesome beverage. Do this daily.

Make it a habit and you will be helping yourself to a well-balanced diet.

John Jелlette

Thanks SIU For Many Things

To the Editor:

I wish to thank you for seeing that my copy of the LOG gets to me every two weeks, and I know that you will continue to send it.

There is just one other little favor I must ask. Will you please send me a copy of "Seafarers In World War II"?

At this time I wish to express my thanks to Walt Siekmann and his entire staff of the Welfare Department. They are doing a grand job and deserve a lot of credit. As a matter of fact, the whole SIU deserves a lot of credit. I am proud to be a member of the best Union in the world. They see that you are always treated square and human.

Richard Garrison

(Ed. note: The publication you ask for is on its way.)

Wants Old LOGs Sent To Him

To the Editor:

We have been out of the States about four and a half months now. The last issue of the LOG that we saw was the September 18 issue. If possible, can you send at least one copy of each issue since then.

Seymour Heinfing

(Ed. note: The LOGs you ask for are on their way.)



Down in a snake farm in Marathon, Fla., are a couple of Seafarers pictured here with two charming companions. Dutchy Moore, second from right, is looking a snake in the eye while it is in the protective custody of Alma Cagle, the snake woman. Another Seafarer, "Iceman Joe the Grinder," is at left enjoying the proceedings, while a fair companion looks on at the Hurricane Inn.

Union Helps Alien Seaman

To the Editor:

I am a native of Estonia and have been sailing through the SIU since 1945. I have been sailing quite steadily and never have had any trouble shipping out. Indeed, I am very fortunate to be a member of such a great Union.

My troubles started only when new immigration laws were enacted. Unfortunately, I lacked four months' sea service toward American citizenship. I am very grateful to Paul Drozak, SIU patrolman in Seattle, Washington, who gave me a helping



Olman

hand and took my case to Jeff Gillette, the port agent for the Union. The port agent finally cleared me with the Immigration Service so that I was able to make a Displaced Person's application. Then, with Brother Walter Siekmann's great help, I was able to get sufficient shore leave to enable me to get a hearing with the Immigration Service.

It is wonderful to be a member of a Union which enjoys such a good reputation everywhere and is recognized with respect by Immigration authorities. An Immigration Inspector in Seattle, who looked at my Union book, very aptly remarked: "You are a lucky man to have such a book." He can say that again.

Karl Olman

Wishes New Dock Union Success

To the Editor:

Permit me to say a few words about the new AFL-ILA. I wish to extend my heartfelt congratulations to the new organization. This action was called for many years ago, but it only became a fact some months ago. I believe this was noticed and watched by not a small number of dockworkers and Seafarers around the world. Newspapers in Bremen and Hamburg, Germany, have been writing about it.

I know what I'm going to write or talk about, because I have been sailing to and from US ports for many years. The fate of the US dockworkers under the ILA is still fresh in my mind.

Name Is Disgrace

For the dockworkers' organization to be known as the International Longshoremen's Association, is a real disgrace to the international union movement, or to the principle of trade unionism. Many first-trippers arriving in US ports received a first impression of US trade unionism in the picture of dockworkers being ruled by union-gangster bosses. It gives a bad impression of the union movement in the US.

The day will come when the new AFL-ILA will be the ultimate in dockworkers' trade unions in the US and all over the world. It would do well to pattern itself after the SIU and SUP in America. As a matter of fact, we unionists from the old world consider the SIU and the SUP the best examples of trade and maritime unions in the world because they are real rank-and-file unions with a free Union constitution as a foundation. Their wages and conditions are tops in the world.

Look Toward US Unions

In other words, we here in Europe are looking toward these unions to keep the torch of free trade unionism burning brightly. Wherever the torch is burning brightly men are free, not slaves. Union gangsters and political bosses play no part in their organizations when they are truly fighting for freedom of the working man. What we all want is free men

in a free world. We can achieve this partly by free, rank-and-file trade unions.

It is high time for the US dockworkers to clean house by establishing a free dockworkers' union, ruled by the membership and not the union gangsters. It's about time it happened. Neither Rome nor the new AFL-ILA can be built in a day. Stick with it and you will go far toward real trade unionism. The foundation you are building on is solid. The vote will be your boss from now on, not the gangster-bosses. We in Europe are proud of you. Keep it up.

Franz Pietzak

Tells Of Trip; Brother's Doubts

To the Editor:

Just a few lines to describe my last few trips on the Bethore.

There was a lot of griping about the chow and not much OT, but it must have been idle talk because when we paid off last trip all six oilers stayed on for another trip. In fact all of the black gang stayed on except three wipers and one fireman. From the way the guys are talking about the weather reports we have been getting from the States, I think most of the crew will stay on here for another trip or two.

My brother, who has been in the Coast Guard for the past four years, finds what I tell him about all the benefits the Union has won for us hard to believe. In fact, he doesn't believe that we make the money we do, so would you please start sending him the LOG so he can see for himself how much the SIU does for its men.

E. T. Hayes

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

Asks Question On Cargo OT

To the Editor:

Would you please print the answer to this question in the next issue of the LOG. It causes a lot of confusion in the engine room. Here it is:

Is it compulsory for the fireman to rotate port watches so as to equalize the cargo overtime?

There seems to be a different answer in every port we enter, so would you please explain this to everyone's satisfaction.

W. Kelly

(Ed. note: No, it is not compulsory to rotate port watches and equalize overtime. However, this is usually done in general practice.)

'Belly Robbers' Aboard Chickasaw



"Belly robbers" aboard the Chickasaw on its last trip were, left to right, Nelson, utility; Elliott, baker; Newberg, steward; Gaby, chief cook; and Ligon, second cook.

LETTERS

Seafarer Offers House For Sale

To the Editor:

I have been working on the Waterman shore gang for a while but will soon be shifting jobs and working over in New Jersey. For this reason, I am putting my house up for sale.

For the information of the brothers, if anyone is interested in moving out to Long Island, it is a five-room ranch-type house only four years old with an expansion attic and full basement. The place is fully insulated, with redwood storm windows, and is landscaped all around, including hedges.

Shopping And Schools

The house is on a plot 60x100, with just a short walk to shopping areas and schools. The Long Island Railroad is only about a mile away by bus, and by car, the place is only 50 minutes via Belt Parkway to the hall in Brooklyn.

We expect to be moving to our new place around April of this year, so until then, anyone interested can see the house or get further information by calling HEMPSTEAD 2-5315M. The address is 763 Planders Avenue, Uniondale, East Hempstead, LI. The price of the house is \$11,500.

Adrian Remijn

USAF Rescuers To Get Plaques

To the Editor:

At a recent shipboard meeting aboard the Stony Creek, it was decided to accept contributions from the crewmembers, in order to have plaques made to send to the survivors of the USAF air sea rescue plane crash last September. While



Barron

attempting to take off with Brother Maurice Charles Brodey, who was being transported for medical treatment, the plane crashed and Brother Brodey was lost at sea. Plaques will be sent to the deceased's family and also to the air force unit, in appreciation of their efforts.

It was suggested that letters be sent to the commanding officer or general of the outfit involved, to obtain the names and addresses of the plane's crewmembers, and also to the Union hall, to obtain an estimate and details on getting this work done. We must also find out where to send the unit's plaque. A committee consisting of E. Black,

R. G. Ruttkay, J. R. Thompson, M. Pyke, J. Barron and Pavlos was elected to take care of this.

After some investigation, the committee reported that a large plaque would cost \$65 and the small ones \$12 each. E. Black will take care of all the details of collecting money from crewmembers, paying for the plaques and sending them on. The total cost of the plaques will be \$161.

Joseph S. Barron

Seamen Laud Bar On West Coast

To the Editor:

When we, the members of the SIU, find something that we don't like, the rest of the membership wants to know about it. Also, if we find something that is okay for the brothers, they want to hear about that, too. Here is something which I find to be all right, so I want it put in the LOG so all the men can see.

I am from Philadelphia, Pa., and felt like a stranger on the West Coast until I stopped at the Question Mark Cafe, 1437 Haight Street, San Francisco, Cal. George and Paul are two of the squarest men that anyone can meet. They will tell you where to get the nicest and cheapest apartment and rooms. And I am sure that you won't be without "coffee and" if you know these boys.

George and Paul are the owners of the Question Mark Cafe, so the men can get down there and not hang around the waterfront. Just stop in and say hello, men, and no one will be sorry.

I hope you will print this in the next issue of the LOG because I know that the boys will not go wrong in this place. This is one of the best places that I know of on the West Coast.

Duke Sampson

Write, Fight Says Seafarer

To the Editor:

Congress is now in session and according to the news from Washington it will be a long session. If you haven't written to your Congressman yet, now is the time to do it.

We don't know when the proposed closing of the USPHS hospitals will come up on the floor of Congress, but we should be prepared for it all along. Let us also get our families and friends to write to the legislators asking them to put up a fight to appropriate more money to keep the hospitals open past the fiscal year deadline and forever.

Now is the time to start the ball rolling, so pitch in and start writing. It sure won't hurt any to try.

Spider Korolis

Seaman Wants To Reach Friend

To the Editor:

I would like to take this opportunity to tell all my brothers in the Union that I am happy and well. However, I do have one thing that is troubling me. I would appreciate it if you would put this letter in the next issue of the LOG so that I might communicate with a shipmate of mine. His name is Leo LaSays.

The last time I heard anything about him he was in the hospital, but he got out and I do not know where to reach him. I hope he reads this letter so that he will know that his friend Marcelino Santiago wants to get in touch with him. I can be reached at 255 West 10th Street, New York City.

Marcelino Santiago

Captain Bligh Is On Board

In extreme contrast to our previous voyage on the Steel Director with Capt. Gillespie, we have on our present voyage run into a modern disciple of Capt. Bligh in the person of one Homer L. Howser.

It would seem as though we are in the Navy with all the rules and regulations which have been put into effect this trip.



Hughart

Having made a pleasant and peaceful voyage (including the Persian Gulf) as far as Indonesia, the captain decides everything is going too smooth. He issues orders that no ice be pulled

on weekends or holidays, resulting in no iced drinks for meals. He further stated that no ice was to be pulled without written orders from the company. He also ordered the steward not to make ice cream as that would use ice.

On one occasion while washing down, a little water (maybe a cup full) got in the chief's porthole. He dashed below, turned the water off and had the deck department knocked off. The captain called the delegates and men who were working to his office for an inquiry. He said to the mate, "Take these men in the office and see what you can find out. They are out to get my chief."

It seems that the captain is laboring under a persecution complex (verdict after due deliberation). Every time you try to talk to him you are either threatening him or accusing him of something, or trying to tell him how to run his ship.

The latest incident happened when I, as ship's delegate, and the engine department delegate, at the request of a sick crewmember, went to see the captain about sending him ashore to be hospitalized. Instead of trying to find out whether or not the man needed hospitalization, he screamed and raved that we were accusing him of refusing medical treatment. The engine delegate approached the mate to ask if the man could have fruit juice for breakfast, which he had requested. The captain, on overhearing this conversation, went off the deep end saying, "If anyone else bothers that man or bothers me about that man, I am going to log you four days' pay." This to the mate.

I have come to the conclusion that he does not want to talk to any delegate for any reason unless he is trying to get out of something. We are not supposed to have any beefs. On one occasion, when approached with a legitimate beef, the delegate was informed, "This is my ship and I am running it to suit myself."

That's all on our present day Captain Bligh. Everyone who has sailed with him can probably recount similar experiences.

Chester Hughart

Seafarer's Wife Has \$ Suggestion

To the Editor:

I wish to take this time to thank you for the copies of the LOG I have been receiving. I enjoy reading it very much as I am a semi-invalid and as my husband is a seaman I am alone a good deal.

I have a suggestion to make and I know other wives would like it also. When men are getting paid off in a port away from home, and at any time within a five-day period of time for the allotment check, if the companies would just send the wives the allotments, everyone would be a lot happier.

Mrs. W. L. Moller

Seafarer Takes Small Schooner To Finland

(Continued from page 9)
 seas when he ran into a severe electrical squall with much lightning, which fortunately was short-lived.

Fog Unpleasant

The next portion of the trip was a little tougher. Heading north toward latitude 50 degrees, he ran into the normal heavy fog off the Grand Banks. "The fog made everything sopping wet," he said. "All my gear, the food, the bedding, the clothes and the bulkhead in the fore'sle dripped with water."

When he was about two weeks out, he ran into his first piece of bad luck. Moisture seeped into his motor, which he intended to use for getting in and out of port, and put it out of commission. His battery also went dead with the result that he spent the rest of the trip without running lights. Fortunately he was in northern seas where the hours of darkness were few in summer.

More serious than that was his discovery that his new water tank had sprung a leak and all the fresh water in it, 20 gallons, had leaked into the bilge. That left him with about 15 gallons of water. He rationed himself to one cup a day for a while, until the rains came and he was able to refill his supply by collecting rainwater in his sails.

Once he got past the Grand Banks, he ran into a welcome spell of clear weather. "I took everything I had out of the cabin," he said, "put it up on deck and let it get dry, which made things much more comfortable from then on."

Shortly afterwards he spotted his first ship from about a mile off. He attempted to approach her but winds were light and unfavorable and he could not attract attention. Subsequently, he spotted the "Flying W" of a Waterman stack from a distance. He didn't know it at the time, but he later found out it was the Wild Ranger, the last ship he had sailed on before attempting the solo crossing.

Hit Three-Day Blow

When he was 36 days out, he ran into more trouble—a three-day blow of the kind that the North Atlantic is famous for. "It was a very heavy gale," he said, "with waves about 40 feet high, much higher than the mast, and when some of those big breakers hit, I really felt it. I put my sea anchor out and she held steady. The hull took the punishment well with no leaks. But I didn't get much sleep the way the boat was pitching and rolling."

"When it was all over, there was the most beautiful sunset you ever saw. At least it seemed that way to me after the storm."

Kivikoski's intention was to ride the Gulf Stream straight across at latitude 50 north and make his first landing at Lands End, England. However, when he got off Lands End, he found great difficulty making headway against wind and current and the sweep of the Gulf Stream. The result was he was driven northward towards the rocky and dangerous Irish coast.

On August 4, he found himself



Back home Kivikoski renews acquaintance with family members he has not seen since before World War II.

drifting dangerously near shore into choppy shoal water. "There was no motor and no wind," he said. "So I was helpless to control the boat. I took a paddle and tried to paddle my way out of trouble, but it was no use. I sent some rockets up, hoping to get help, without any answer because there was nobody around. Finally, through luck and nothing else, I managed to clear the rocks without damage."

Eventually, he was able to make his way back down to latitude 50 in the vicinity of the Scilly Islands. While passing between the islands and Lands End, he caught a one-hour cat nap. When he woke up he found he was drifting towards the rocks again. "If I slept another half hour it would have been all over," he declared.

Missed Use of Motor

Making his way along the English channel, he was frustrated several times in attempting landings. "Each time I tried to come inshore the winds would be wrong and the beaches would be too steep. That's where I really missed my motor. I decided my best bet would be to go through the Straits of Dover and make my way to London."

"I got into the Thames and anchored one night close to shore. I forgot though that the difference between high and low tides is very great there. Overnight the tide ran out and I was stuck in a stinking mud flat."

"I climbed out of the boat and tried to walk my anchor out toward the water so I could get off faster. I slipped in the mud for my trouble and got covered from head to toe. When the next tide came

in I was so angry that I decided to get out of there."

He headed westward across the North Sea toward the Dutch coast. On the morning of the 67th day the wind was blowing so hard that he was having trouble keeping offshore. A fishing boat came along and took him in tow. Three hours later, drooping with exhaustion, but safe, he was ashore in Den Helder, Holland. The first stage of the journey was over.

Made Repairs

From there on, the trip was pleasanter, broken up as it was by a round of hearty welcomes wherever he stopped. Den Helder proved hospitable and he stayed there a while doing necessary repairs to his motor and restocking on supplies.

With fall coming on, he regretfully bade goodbye to Den Helder and started on his way. This time though, he chose an inland route via the canals, all the way to Wilhelmshaven, Germany. This was the easiest and pleasantest part of the trip. By day he made his way through placid farmlands with crops ripening in the late summer sun. At night he tied up on the canal banks for restful sleep.

From Wilhelmshaven it was back to sea again towards Cuxhaven and the Kiel Canal. Cuxhaven proved to be a longer interlude than he planned. "I intended to stay only one night," he said, "but I met a girl there and before I knew it the one night had stretched into eight. A hotel owner who offered me free meals for as long as I wanted to stay also made it hard to get away."

Finally though, Cuxhaven had to be left behind. After transiting the Canal, Kivikoski made his way up the Dutch Coast, pulling in at night at the various bays and inlets along the shore. "I didn't want to go through the bother of clearing the ship every time," he said, "so I stayed away from the ports. Besides time was passing and I wanted to make headway."

Stayed Away from Russians

He followed the same procedure up the Swedish coast, sticking closely to the shoreline. "I wanted to stay inshore because I didn't want to take the chance of running into any Russian ships. If they saw me in a small boat they might have thought I was a spy."

Actually, he had one brush with the law when a Swedish coastal cutter made him heave to thinking he was a smuggler. He ran up his American flag and explained his mission, after which he had to submit to interviews from local newspapermen.

Stockholm was the next major

stop and his next trouble spot. "There are a great many small islands in the harbor" he explained, "and I didn't have any charts so I had to navigate the best way I could. Finally I hit a rock which knocked my rudder out of place. However, some school children passing in an outboard motorboat pulled me off."

"I had a difficult time repairing it because it meant working in the water which was already quite cold."

Stockholm's attractions proved enough to hold Kivikoski for four days, but since it was already October and he had several hundred miles to go northward in the Gulf of Bothnia, he had to get going. Leaving Stockholm he again had a minor collision which dented his bow, but he decided to keep going.

The autumn waters of the Gulf proved unpleasant. Cold weather and fog had set in, and he was not too well prepared with warm clothing. When he got about 20 miles from his home town of Kemi, a heavy fog set in, but by now the channel fever had hit him hard. "I was so anxious to get home that I didn't want to stop for anything. I made my way through the fog without trouble, and when I passed the lightship, they spotted me and sent word ashore because, as soon as I got to the breakwater a motor boat was waiting for me to pilot me in."

"When I got to shore there were quite a few hundred people waiting including my mother and brothers and the mayor of the town. It was a good welcome home."

Will Write Book

Kivikoski spent a couple of months there and became quite a local celebrity, lecturing at schools and yacht clubs about his voyage. He became honorary member of so many yacht clubs that he lost count after a while. He also wrote a couple of magazine articles and signed a contract for a book in Finnish on his voyage.

Finally in January, he said his goodbyes and headed for Helsinki where he caught a plane on the 17th. A couple of days later he was back in New York covering the same ground that had taken him four months by boat.

Is he making the return trip? Kivikoski isn't sure now. "The yacht club in my home town wants to buy the boat, but they didn't make a big enough offer. They want to use it as a training ship for the local boy scouts. If they meet my price, I will sell it and forget about coming back. If not, maybe I will go back to Finland next summer and make the west-bound crossing."



Short wave radio broadcasts proved welcome distraction and useful aid on long solitary voyage. However, he did not have a transmitter aboard.



Kivikoski and a visiting Netherlander are shown aboard the Turquoise in Den Helder, Holland, where he made his first landing after a 67-day crossing of the North Atlantic.

... DIGEST of SHIPS' MEETINGS ...

(Continued from page 24)

tain about getting the galley, pantry and messroom cleaned up. Repair lists will be taken up to department heads to be okayed. Spare linen should be turned over to the steward.

November 16—Chairman, Jo Jo Touart; Secretary, B. C. Slaid. Ship's delegate contacted the captain about sougeeing and repairs; no materials are available. Letter was sent to the Seattle branch about bonus. There was a discussion on cleaning and painting the showers in the steward department, and about greater variety in the menus. Painting of deck department foci'sles was requested. All hands were asked by the steward to cooperate in turning in dirty linen.

December 27—Chairman, Joseph Touart; Secretary, B. C. Slaid. Delegate contacted the mate, captain and engineers on painting. Repair list is being made up. In Kusan restricted time is no good for overtime, patrolman will be informed about lack of launch service. There is no paint for the foci'sles; they will be sougeed. Locks and lockers must be repaired. Ship's delegate asked the department delegates to inspect quarters and complete repair lists. Four copies of each list will be typed out. Discussion was held on unsafe rigging.

FAIRISLE (Waterman), January 22—Chairman, R. B. Vickerman; Secretary, J. W. Allman. Washing machine has still not been repaired or replaced; we are still having trouble with the crew scuttlebutt. The man who missed ship will be reported to the boarding patrolman. Crew wanted to know why we ran short of one dish on the menu three different times; steward explained that two of these times it was on a second dish, and it was due to a run on that particular dish instead of many orders on the first dish. The \$50 balance in the ship's fund will be donated to the TB fund of the Fort Stanton hospital.

PONCE (Puerto Rico), January 18—Chairman, T. Collins; Secretary, G. Miller. Motion was passed that each member donate \$1 to the ship's fund. All crewmembers should observe 4:30 supper in port. Deck delegate will request that all decks of crew's quarters be painted. Electrician asked that more care be used in loading and using the washing machine. Ship's delegate will investigate the possibility of purchasing a timer for the washing machine.



ROBIN GOODFELLOW (Seas Shipping), January 1—Chairman, G. Bowdre; Secretary, Eric Klingvall. There was a discussion on preparing and serving of food. Messman will keep the messhall and pantry clean at all times, and keep himself clean when serving meals. Ship's delegate will see the chief mate about sougeeing and painting the crew messhall. Steward asked the steward department to work together as a unit for the benefit of the ship's crew, and to avoid conflict and discord among themselves.

SOUTHWIND (South Atlantic), January 17—Chairman, Whitey Lewis; Secretary, L. E. Harris. There are no bees, and all minor repairs will be taken care of before arrival. Motion was made to have

Quiz Answers

1. Bill Terry.
2. John Foster Dulles of the US, Anthony Eden of the United Kingdom, Georges Bidault of France and V. M. Molotov of the Soviet Union.
3. The Punjab, where there is strong nationalistic feeling.
4. Ernest Hemingway, who cracked up in two planes in a single day.
5. Zsa-Zsa, Eva and Magdor, Hungarian actresses. Zsa-Zsa wore the fancy eye-patch after claiming that an ex-sultor gave her a shiner.
6. Jack Molinas, of the Ft. Wayne Pistons.
7. The Paoli, a Cities Service tanker.
8. Morocco, where the French recently ousted the Sultan.
9. The Caine Mutiny. The Court Martial episode has been made into a play.
10. The Zambezi.

Puzzle Answer

BATH SAG GROG
 ECRU OBI ROMA
 ARAN HOSPITAL
 NEV MOA OPERA
 EGO RARE
 CALEE DIT SAN
 ANEMIA LLOYDS
 BAG LEA ARROW
 GIRL NEA
 TIARA BAD CUT
 ATLANTIC RUSE
 WEED DOE ASEA
 SMEE SNY GERM

he patrolman have a talk with the captain, Hendrix Van Wout, and see why he can't approach the men who sail under his command like me, instead of speaking to them as if they were dogs. Motion was passed to have the company put sufficient cooks' aprons, coats, caps and linen aboard for the voyage. All men leaving the ship will turn linen over to the steward and leave quarters in good condition for the next crew. Vote of thanks went to the steward department for good conditions and for good food, which was exceptionally good.

ROBIN LOCKSLEY (Seas Shipping), December 17—Chairman, Melvin Brightwell; Secretary, James F. Byrre. Longshore personnel should be kept out of alleyways and the laundry, as they keep the washing machine running continuously. Discussion was held on the bread not being prepared right. Baker said he would see to it. He said it may have been the yeast. Baker was asked to put out some form of hot bread—rolls or doughnuts—at coffeetime. A complaint was made about the small portion of ham served at breakfast, and the cook stated that too much ham and bacon were thrown in the garbage pail.

CATHERINE (Drytrans), December 20—Chairman, R. E. Kiedinger; Secretary, Larry Arbec. Captain agreed to put out a draw in US money in Pakistan providing that the crew agreed that, on returning to the States, there would be no draw till payoff. Crew voted for a foreign currency draw in the coming ports and a draw in home port before the payoff. All delegates will turn OT sheets to the ship's delegate, who will make out and post a list on the bulletin board—to keep this on an even basis as possible. Crew should cooperate in keeping the messroom clean. Captain asked the dele-

PERSONALS

Joseph Bramley
Please phone or write your wife.
Urgent.

Western Rancher Crew
Members who witnessed his accident aboard the vessel, please get in touch with Isaac P. Hancock in care of the SIU hall at 505 Marine Avenue, Wilmington, Calif.

Michael Zelack
Please get in touch with Paul Pringi, 25 South Street, Box 2430.

Jim Sebastian
Please get in touch with Daniel (Blackie) Boyce, 2516 S. Bonaffont St., Philadelphia, Pa.

Anson Mills Crew
Will the following men get in touch with Harold Guttman, 66 Beaver Street, New York, NY, regarding a suit by Seafarer Joseph Felton: Selwyn Guy, Ken Marple, George Butenkoff, Jesus Granado, Harold Orkofsky and Wilfred Schoenborn.

Bertil Svinsson
Get in touch with Chris Koerfer at the Hamilton Hotel, 140 W. 73rd Street, NYC, Room 421.

Bill Odum
Contact Lewis Riviere, 36 W. 138th Street, NYC, Apartment 15, concerning your watch and other valuables. His telephone number is TO 2-9497.

Charles H. Stephenson
Please contact your mother or your brother Louis. They are worried about you.

Edward J. Muller
Contact John E. Brady on board the Chiwawa, in care of Cities Service Oil Co., 70 Pine Street, NYC.

Albert G. Sexton, Jr.
Your mother has been trying to locate you. She asks that you get in touch with her.

Gustave Bechert
It is urgent that you get in touch with your mother-in-law at once at 509 N. Ensor Street, Baltimore, Md.

V. D. Cooper
Your gear is at Edgewater, NJ, in care of the Seatrains Texas.

James Helgoth
Get in touch with your sister, Mrs. Juanita Perry, 416 Springdale St., Cumberland, Md. She has some important papers for you to sign.

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

gates to collect mail from their department members before reaching the Suez Canal.

November 27—Chairman, R. E. Kiedinger; Secretary, Larry Arbec. Suggestion was made and approved to discontinue the use of the steward department head facing the crew messroom. Ship's delegate will ask the captain to put out a draw a day before reaching Karachi, Pakistan, in US currency.

FORT HOSKINS (Cities Service), January 2—Chairman, H. L. Pruitt; Secretary, Bobby R. Messerall. One man missed ship at Norfolk. Hot and cold air ventilators in rooms and messhall should be individually controlled. Repair list was turned in. Vote of thanks went to the steward department and to Captain Stevens, for his excellent cooperation. There is \$8.13 in the ship's fund.

BULL RUN (Petrol Tankers), November 26—Chairman, not listed; Secretary, not listed. M. A. Libby was elected ship's delegate.

January 7—Chairman, G. Sult; Secretary, O. Ergle. S. E. Boggon was elected ship's delegate. Patrolman will see the captain about getting pure pepper, and installing a sink in the butcher shop. Recreation room will be cleaned by the department for a one-week period. Crew asked that every supper they be served canned fruit, and that fresh fruit be available in the night lunch.

GOLDEN CITY (Waterman), January 10—Chairman, Henry Bilde; Secretary, Francis R. Napoli. One man missed ship in Houston, Tex., caught it in Beaumont and was logged by the captain. One man quit the ship in Japan. Action will be taken by the patrolman on this man. Vote of thanks went to the steward department for the good food and service during the entire voyage.

ROBIN MOWBRAY (Robin), January 18—Chairman, Carl Gibbs; Secretary, Edward V. Smith. Ship's delegate will contact the Union about a library. One man from each department will take turns cleaning the laundry. Each man will clean up after using it. Steward will post a list assigning the cleaning.

STEEL NAVIGATOR (Isthmian), no date—Chairman, Mack Chapman; Secretary, Joseph Corriveau. Crew is to stop making noise in the passageway, in consideration of men sleeping. Natives being fed in the crew messhall will be referred to the patrolman. This should be discontinued. One man in the steward department lost all his papers and his permit as well. All shoreside personnel will be kept out of the passageways and out of quarters, and business transactions with natives should be confined to PO messhall. Steward department agrees to feed natives in PO mess. E. Wasden was elected new ship's delegate. Vote of thanks went to the steward department for good food and care.

STEEL ADMIRAL (Isthmian), December 15—Chairman, V. D'Angelo; Secretary, C. Burns. Dirty water in the lines was referred to the chief engineer. All other repairs were taken care of. There is \$64.71 in the ship's fund. Barney Speagle resigned as ship's delegate. A. Sacco was elected. Discussion was held on the crew cleaning the water tanks. This will be referred to the patrolman. Carpenter said that anyone wanting re-

NOTICES

Pick Up Baggage

Baggage for the following men is being held in NY. Please pick it up: Ernest Rubion, Ervin Andra, William P. O'Connell, James Thomas, Dick Sohl, John Sweeney, Arnold Klikus, E. A. Anderson, Frank Butler, S. Rothschild, Webb, Gerald Nance, Gus Liakos, W. J. Keenan, F. F. Auffin, Joseph Arabasz, C. K. Jewel, William Hernandez, Eddie Drigger, James Sovell, Emil Nordstrom, John Williams, Neil Boyle, Louis Brown, John Rubinskas, Eric Thompson, Bob Schultz and Tom King.

Joseph F. Dabkoski
Your last draft board classification notice is in the LOG office in NY. Please pick it up.

pair work done should notify him. It was voted to go away with the ship's fund and purchase weight-lifting outfit and a speed bag, saving the balance of the money for emergencies.

January 3—Chairman, Charles Collins; Secretary, C. Burns. Charles Collins was elected ship's delegate. First assistant said he would replace the broken wash basin in the deck department 8-12 foci'sles as soon as possible. Discussion was held on getting US currency draws, \$40.45 was spent on athletic and fishing gear; \$2 for the delivery of the library and \$9.90 for carfare, leaving a total of \$21.39. There were complaints on noise around the passageways.

EVELYN (Bull), January 17—Chairman, William B. Aycock; Secretary, George Hoff. There is \$58.07 in the ship's fund. New keys are needed for some foci'sles. Repair lists will be turned over to the ship's delegate.

BRADFORD ISLAND (Cities Service), December 31—Chairman, Charles Connors; Secretary, Andy Massano. F. Meinertzh was elected ship's delegate by acclamation. Foci'sles need painting.

January 10—Chairman, Leo Paradise; Secretary, Thomas Cummings. Leo Paradise was elected ship's delegate by acclamation. Deck department foci'sles should be painted. Delegates should be contacted about getting repairs done, and not go to officers. Glasses and cups should be returned to the pantry.



EVELYN (Bull), December 20—Chairman, W. Wesley Efty; Secretary, William H. Laffon. There is \$58.07 in the ship's fund. Department delegates will make up repair lists and give them to the ship's delegate. Messhall should be kept clean.

January 1—Chairman, W. Wesley Efty; Secretary, William H. Laffon. There is \$58.07 in the ship's fund. The baker missed the ship in Claymont, Del. and will be reported to the patrolman on arrival. Membership voted not to buy a TV set. Ship's fund will be spent on miscellaneous items.

REPUBLIC (Trinidad), December 1—Chairman, John Abrahamsen; Secretary, T. L. Armstrong. One man missed ship in England. Steward department was thanked for a good job. A few repairs will be reported to the patrolman in Port Arthur. Washing machine should be cleaned after use. Ship's delegate should take up the question of new mattresses. Crew's quarters should be sougeed and painted. This will be taken up with the patrolman. Lockers will be cleaned out in Port Arthur. Letters will be written to headquarters on the men who missed ship. Patrolman will be asked if we are entitled to penicillin shots; we now have only pills.

CITY OF ALMA (Waterman), January 9—Chairman, Charles Jordan; Secretary, Norman Plummer. No repairs were done because the former ship's delegate neglected giving a repair list to the patrolman in Savannah at the payoff and before the sign-on in New York. He gave 6 copies to the master and one to the steward. Chief mate promised he would give the bonus OT to repair whatever he can. Motion was passed not to leave any cups and dirty linen lying around on deck or any other place. Feet should be kept off the chairs, and there should be more consideration for men sleeping watch below. It has been kind of noisy so far.

January 12—Chairman, not listed; secretary, not listed. Mate has kept his promise and everything on the repair list was fixed except the heating vents, which cannot be replaced at sea.

BENTS FORT (Cities Service), January 24—Chairman, H. M. Connel; Secretary, D. Fischer. One man missed ship in Lake Charles; another missed ship in Philadelphia. Pumpman wants the ship's delegate to get information regarding clothing allowance for him and the machinist and the OT rate for work performed Saturday, Sunday, holidays, after 5:00 PM. He wants to know if the machinist is required to assist him in pumping. Amidship 'tween deck doors are sprung causing leakage of water during rough weather. Doors aft also are

sprung. All these should be repaired. Motion was made to get a fresh supply of bread at each end to insure freshness. New eggs should be procured. Another brand of face soap and washing powder should be obtained, as some of the crew are complaining that they are causing them to get rashes. Each man should help clean up the messroom at night. Radio tube is needed for the messroom radio. Ship's delegate will take care of starting a ship's fund.

ARCHERS HOPE (Cities Service), October 24—Chairman, K. Hellman; Secretary, Theodore Jones. Steward was asked by the ship's delegate to come to the messroom and ice box to see conditions as they are. He informed the delegate that he was a company man and only on the ship for a pleasure cruise, and he was not interested in the crew's welfare. When the second cook asked him for various cooking utensils he said he didn't know what was on ship and didn't care. Telegram will be sent to the States to have the agent meet the ship. Motion was made to ask the licensed personnel not to use the crew messroom.

December — Chairman, K. Hellman; Secretary, Walter Ensor. Ship's delegate contacted the captain about laundering pillow cases at sea in the crew's washing machine, which is in constant use by the crew of 31 men. He wanted to know if it would be possible for the BR to use the machine amidships, as it is in a better condition and used only by six men. The captain gave no definite answer, but said he would at a later date. Pantryman was cautioned by the ship's crew to stop hoarding and to put out fresh fruit when available.

FELTONE (Ore), January 17—Chairman, Clyde Crawford; Secretary, R. Stephens. Patrolman should see the captain about having the quartermaster assigned to some foci'sle. Steward department got a vote of thanks. More silverware, glasses and soup bowls are needed. Toaster and washing machine need repairing.

MAE (Bull), January 10—Chairman, William Morris; Secretary, Sid Berser. There is \$51 in the ship's fund. Patrolman was contacted about the washing machine; it will be repaired this trip. Library will be taken care of this trip. Door taken off the boiler heads makes it too hot to remain in the fire room. Patrolman will be contacted. Repair list will be made out.



YORKMAR (Calmar), November 30—Chairman, Braunstein; Secretary, Peter F. Di Capua. Washing machine and drinking fountain have still not been fixed, but the captain said he would take care of it as soon as possible. Vote of thanks was given to the whole steward department for the excellent job they have been doing and for the fine food that has been prepared. Ship's delegate saw the captain about the washing machine and the drinking fountain and was told it would be taken care of—if not this trip, at the shipyard. All other details—fans, lockers, wind scoops and leaking toilet—will be put on the repair list and taken care of at the shipyard. Nothing can be done about the rusty washing water as the tanks have to be cleaned in the shipyard.

January 10—Chairman, Richard Tolery; Secretary, Peter F. Di Capua. Department delegates will make up repair lists. Third cook complained that his room is not properly ventilated and the steam pipes are not covered, causing excessive heat. This will be brought to the attention of the patrolman. Entire steward department was thanked by the crew for maintaining the excellent service and preparation of food that has marked this whole voyage. Motion was passed to get a new washing machine, as the present one is always breaking down. When the officers' washing machine water is let out, the water backs up and flows into the galley, making for a very unsanitary condition. Motion was passed that the crew help keep the washing machine and laundry as clean as possible.

SEA CLOUD (Seatrains), January 10—Chairman, George Matgimisios; Secretary, Felix Apontl. Lockers need repairing. Mattresses and pillows put on in Baltimore were no good.

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

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

NAME

STREET ADDRESS

CITY ZONE STATE

Signed

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

CITY ZONE STATE

Aid On Maintenance Is Daily Job

One of the functions of the Welfare Services office is helping Seafarers obtain payment of maintenance and cure without undue delay or difficulty. When a Seafarer gets off a ship because of illness or injury, the procedure calls for the captain to make a medical report. But sometimes the skippers fail to do so and when that happens the Seafarer will have trouble collecting his maintenance.

If the companies have no record of the accident or sickness, they will refuse to make payment. That's when the Seafarer will turn to Welfare Services and ask the office if it can't run down the documents that are needed before he can become eligible for his maintenance payments.

When such a request is made, a Welfare Services representative will go aboard ship, if possible, and get the necessary information on the spot. It saves the disabled Seafarer the time and trouble of chasing around for the material later on after the ship has left port.

Report All Injuries

It would be best in such cases if the crew would report to Welfare Services all cases of injury or illness aboard the ship. Such reports would make it smoother for the disabled Seafarers to follow up on their maintenance claims without a great deal of difficulty since some kind of report would be available to them at the Welfare Services office.

If any statements are taken



Welfare Services representative Al Thompson (right) discusses the case of an injured Seafarer with the men's shipmates after he was asked to get the record on the accident.

aboard the ship by the officers, it would be a good idea for the man involved to ask the delegate to get an accurate copy of such a statement that would be available when

needed. Such copies could also be sent to Welfare Services where they could later be picked up and be put to use by the Seafarer in pressing his claim.

in the HOSPITALS

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

- | | | | |
|--|--|---|---|
| <p>USPHS HOSPITAL SAVANNAH, GA.
 Paul B. Bland
 Fred U. Buckner
 A. Cohen
 P. G. Daugherty
 E. J. Deardarben
 F. W. Grant
 Chas. M. Kirkland
 Joseph Kramer</p> | <p>Jimmie Littleton
 Bert Rickard
 James T. Siney
 James H. Smith
 Chester O. Story
 Richard M. Sullivan
 G. W. Wilson</p> | <p>Lloyd Miller
 Alfred Mueller
 Eugene T. Nelson
 Geo. E. Shumaker</p> | <p>E. R. Smallwood
 Henry E. Smith
 Renato A. Villata
 Virgil E. Wilmoth</p> |
| <p>USPHS HOSPITAL SAN FRANCISCO, CAL.
 King C. Dao
 Henry J. Childs
 Ho Yee Choe
 Billie J. Davis
 F. Fondila
 Ray W. Frye
 Olav Gustavson
 Harvey M. Johnson
 A. M. Keller</p> | <p>William J. Loss
 F. B. McCallan
 B. L. Robbins
 John W. Singer
 W. Singleton
 Andrew A. Smith
 W. Timmerman
 M. B. Wilson
 P. S. Yuzon</p> | <p>USPHS HOSPITAL SEATTLE, WASH.
 Jacob Arshon
 Clarence E. Dudley
 Leo A. Dwyer
 J. B. Garrison
 William K. Gulley
 F. R. Hall</p> | <p>Leonard E. Hedges
 Charles E. Johnson
 John L. Millner
 Joseph Spasato
 Reonald D. Stough
 Joseph E. Wells</p> |
| <p>USPHS HOSPITAL STATEN ISLAND, NY
 John Abraham
 Percy D. Allred
 Geo. Athanasourelis
 Michael Averano
 Melvin Bass
 John Beckmann
 Bothwell Blanchard
 Marcie Boyles
 William J. Carey
 Jar Chong
 Henry Currier
 Yannis Dallal
 Eddie Driggers
 R. Edmondson
 John Fontries
 Eric Foreman
 Estell Godfrey
 Halim Hambouz
 Hans R. Hansson
 Michael Katrausky
 Wong Kong
 Kaz R. Kuchinski</p> | <p>Chang Choo Lai
 Alf Larsen
 N. H. Lundquist
 John MacInnes
 Anthony Marano
 George N. Monahan
 Leonard G. Murphy
 Donald Peterson
 Jan Rooms
 Evert Rosenqvist
 Arthur Rummel
 Jose Salgado
 Virgil Sandberg
 Sal J. Sbriglio
 Robert Szemore
 Walter Sudnick
 Stan Swienkoski
 Harry S. Tuttle
 J. J. Uszakiewicz
 Frank Walaska
 Albert Williams
 Yu Song Yee</p> | <p>MUNICIPAL HOSPITAL TAMPA, FLA.
 Ed T. Glazder</p> | <p>USPHS HOSPITAL BOSTON, MASS.
 Ernest P. Belkner
 R. M. Churchill
 George N. Clarke
 W. V. Kouzounas
 Robert E. LaGasse</p> |
| <p>USPHS HOSPITAL NORFOLK, VA.
 Charles W. Burke
 C. C. Lanier, Jr.
 Charlie W. Phelps</p> | <p>W. A. Rowe, Jr.
 Greer C. Stevens Jr.</p> | <p>USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY
 Bomar R. Cheeley
 Julian Cuthrell
 Chas. M. Davison
 Antonio M. Diaz
 John J. Driscoll
 Jose G. Espinoza
 Robert E. Gilbert
 Bart E. Guranick
 John B. Haas
 Thomas Isaksen</p> | <p>John W. Keenan
 Ludwig Kristiansen
 Frederick Landry
 James J. Lawlor
 James R. Lewis
 Francis F. Lynch
 Harry F. McDonald
 Archi McGuigan
 David McIlreath
 Vic Milazzo</p> |
| <p>USPHS HOSPITAL BALTIMORE, MD
 Leslie R. Aaron
 Julian A. Blanco
 Arthur R. Brooks
 Thomas B. Bryant
 Albert Carrion
 Robert Chapline
 Jessie A. Clarke
 Philip Costa
 Thomas J. Cox
 Jeff Davis
 James R. Dodson
 Earl T. Erickson
 John J. Ferreira
 James G. Girolami
 Roy B. Gorsen
 Frederick Harris</p> | <p>Roy M. Hawes
 Donald J. Hewson
 William Ivins
 B. Klakowicz
 Clyde R. Leggett
 Lloyd G. Linthicum
 Melvin Mason
 Francisco Mayo
 W. Middendorf
 Henry T. Miller
 R. D. Musselwhite
 Chester Pratt
 Walter H. Sibley
 Chas. N. Summerell
 Paul M. Wood
 Franklin D. Gilman</p> | <p>USPHS HOSPITAL GALVESTON, TEX.
 C. Adkins
 N. Baker
 M. Fontenot
 Geo. D. Hugson, Jr.
 Edward H. Idell</p> | <p>Howard E. Liles
 J. E. Markopolo
 D. B. Patterson
 Jose Sanchez
 Franklin D. Gilman</p> |
| <p>PROVIDENCE HOSPITAL MOBILE, ALA.
 Roscoe Alford</p> | <p>SAILORS SUNG HARBOR STATEN ISLAND, NY
 Joseph Koslusky</p> | <p>USPHS HOSPITAL NEW ORLEANS, LA.
 E. G. Anderson
 T. L. Ankerson
 T. W. Bernsee
 Charles E. Brady
 William R. Burch
 Max Byers
 Antonio Carrano
 Charles W. Christ
 Clarence W. Cobb
 S. Cope
 John Culeton
 Thomas J. Dawson
 J. M. Edmonds
 M. Eurasis
 Leo Fontenot
 E. D. Foster
 F. Fulbright
 Jas. E. Gardiner
 Nathan L. Gardner
 Jack H. Gleason
 John L. Hinton
 Robert B. Hunt</p> | <p>J. H. Jones
 Thomas F. Keller
 E. G. Knapp
 D. Korolia
 A. Landry
 Leo H. Lang
 Thomas Lind
 John C. Long
 Thomas G. Lyons
 O. F. Madere
 William R. Massey
 James Norfleet
 E. A. Pappas
 Thomas C. Reynolds
 W. E. Reynolds
 J. Santiago
 Luther C. Seidle
 D. D. Shaw
 Tedd R. Terrington
 Edgar Walker
 J. E. Ward
 Chas. V. Weiborn</p> |
| <p>VETERANS ADMINISTRATION HOSPITAL NEW ORLEANS, LA.
 Leonard Franks</p> | <p>ENDWOOD HOSPITAL TOWSON, MD
 L. Bourdonnay</p> | <p>USPHS HOSPITAL DETROIT, MICH.
 Tim Burke</p> | <p>USPHS HOSPITAL MEMPHIS, TENN.
 Charles Burton</p> |

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.

Antonio Arcadio Llanes, Jr., born December 8, 1953. Parents, Mr. and Mrs. Antonio Llanes, 3408 Lauren Street, Tampa, Fla.

Suzanne Cabral, born December 21, 1953. Parents, Mr. and Mrs. John Cabral, 1275 Sterling Place, Brooklyn, N.Y.

Stella DeLos Santos, born January 7, 1954. Parents, Mr. and Mrs. Raul DeLos Santos, 552 R 1/2 Street, Galveston, Tex.

Charles Emanuel Eberhart, born November 12, 1953. Parents, Mr. and Mrs. Charles F. Eberhart, 100 San Marco Avenue, St. Augustine, Fla.

Dawn Marie Ramsey, born December 8, 1953. Parents, Mr. and Mrs. Kenneth R. Ramsey, PO Box 7006, Memphis, Tenn.

George Michael Chea, Jr., born December 21, 1953. Parents, Mr. and Mrs. George Chea, 4718 Avenue M, Brooklyn 34, NY.

Rita Marie Lazar, born June 22, 1953. Parents, Mr. and Mrs. Joseph A. Lazar, 1222 Perry Street, Helena, Ark.

Susan Diane Guthrie, born November 21, 1953. Parents, Mr. and Mrs. Ernest J. Guthrie, 3623 McBerry, Tampa, Fla.

Sidney Ralph Dorgan, born Jan-

uary 1, 1954. Parents, Mr. and Mrs. Marion Dorgan, 152 South Jefferson Street, Mobile, Ala.

Frank Eugene Johnson, born December 2, 1953. Parents, Mr. and Mrs. Antoine E. Johnson, Sta. Btl. Box 1272, Westwego, La.

Leona Terry Dasher, born December 8, 1953. Parents, Mr. and Mrs. James O. Dasher, Pooler, Ga.

Mitchell Robert Harski, born November 20, 1953. Parents, Mr. and Mrs. Stanislaw Harski, 1549 Sunnydale Avenue, San Francisco, Cal.

Kathryn Marie Bolton, born January 8, 1954. Parents, Mr. and Mrs. Virgil W. Bolton, 2105 Avenue N, Galveston, Tex.

Pride Thomas Cheatham, born December 28, 1953. Parents, Mr. and Mrs. William L. Cheatham, 1652 West 57th Street, Los Angeles, Cal.

Milagros Del Valle, born January 1, 1954. Parents, Mr. and Mrs. Bartolome Del Valle, SIU Stop #5, Pelayo Street #51, Puerto de Tierra, Puerto Rico.

Christina Schumacher, born December 9, 1953. Parents, Mr. and Mrs. Francis Schumacher, 529 Main Street, Ansonia, Conn.

Lucille Grace Mehringer, born December 17, 1953. Parents, Mr. and Mrs. Stephen R. Mehringer, 1354 Jackson Street, Camden 4, NJ.

Jill Marie Agan, born January 1, 1954. Parents, Mr. and Mrs. Oakley H. Agan, Jr., RFD No. 1, Verona, NY.

Pamella Sue Cuccia, born December 28, 1953. Parents, Mr. and Mrs. Jacob J. Cuccia, 1526 Camp Street, New Orleans, La.

Cary Clay Previto, born November 10, 1953. Parents, Mr. and

Mrs. James J. Previto, Route 1, Theodore, Ala.

Venessa Theresa Mitchell, born January 4, 1954. Parents, Mr. and Mrs. Lawrence A. Mitchell, 306 Homer Street, Algiers 14, La.

Pamela Sue Freeman, born January 8, 1954. Parents, Mr. and Mrs. Benjamin Lee Freeman, 88 Richmond Street, Brockton, Mass.

Virginia Mae King, born December 4, 1953. Parents, Mr. and Mrs. Julius L. King, 2807 East McBerry Street, Tampa, Fla.

Eric Lowell Hoffman, Jr., born January 5, 1954. Parents, Mr. and Mrs. Eric L. Hoffman, 284 Indian Hill, Quincey, Ill.

Michael Charles Lynn, Jr., born January 10, 1954. Parents, Mr. and Mrs. Shelley M. Lynn, 354 Ocean Avenue, Brooklyn, NY.

Larry Spivack, born January 8, 1954. Parents, Mr. and Mrs. Irwin Ira Spivack, 2070 20th Lane, Brooklyn, NY.

Robert Dwight Williams, born November 30, 1953. Parents, Mr. and Mrs. Robert Williams, 13 1/2 North Royal Street, Mobile, Ala.

Kenneth Franklin Strickland, born January 15, 1954. Parents, Mr. and Mrs. Franklin R. Strickland, 2956 Frederick Street, Crichton Station, Mobile, Ala.

Robert Earl Coker, born October 29, 1953. Parents, Mr. and Mrs. Steven L. Coker, Route 1, Hobgood, NC.

David Edward Smalling, born November 17, 1953. Parents, Mr. and Mrs. John J. Smalling, 7125 South Lamar Street, Dallas, Tex.

Mary Gladys Dehring, born December 15, 1953. Parents, Mr. and Mrs. Charles F. Dehring, 3313 Iberville Street, New Orleans, La.

New Arrival In Sunny Florida



Tony Arcadio Llanes is on hand with his mother and big sister Patricia Ann, 2, to receive \$200 maternity benefit check delivered by SIU representative Jimmy Kelly in Tampa. Dad is Seafarer Tony Llanes.

Fill That Berth

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

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.)

From time to time we've run across brothers in the Union who have gotten themselves into a tight spot by signing something they didn't understand completely. This is particularly true when it comes to signing statements about illness and injury that they might have come up against on a ship.

As a general rule a man should demand a duplicate copy any time he signs a statement, so that later on when the question of what he signed comes up he will have his own proof. And sometimes these statements do not mean what they seem to on the surface. So if you don't understand it 100 percent, don't sign it.

The same goes for men in the hospitals who are conned by ambulance chasers into signing them up as their representatives, or by company agents in foreign ports who may get men to sign away some of their rights under the contract. There's just one thing to do in such a case: Think twice before you sign anything.

Heading the list of hospitalized men this week is one brother who has been readmitted to the Staten Island hospital. Back in again during the last week in January went brother Melvin Bass. He hopes to be up and around soon and shipping out at an early date.

Another brother readmitted to the same hospital around the same time with Bass is George Vickery. He doesn't know how long he'll be in, but he's real keen on getting well soon so he can ship out soon.

Jan Vanos, a native of New York, has been admitted for observation at the Staten Island hospital, not far from his home. Vanos' last ship was the Cantigny of Cities Service, where he sailed as an AB.

Anthony Morano of the Bronx went into the same hospital for observation at the end of last month. His last job was as a wiper on the Anniston Victory of South Atlantic, and he hopes he'll be able to sign on an SIU ship soon again.



Vickery

Slipped On Sidewalk

Just to prove that there are other ways to get in the hospital besides being hauled off a ship in an emergency, brother George Athanasonrells had a shoreside accident which has beached him temporarily. The Astoria, LI, Seafarer, who last sailed on the Western Trader (Western Navigation) as chief steward, landed in drydock as a result of a hip injury sustained after slipping on an icy sidewalk near his home. New York's worst winter in years proved to be an inconvenience for this Seafarer, but he hopes to be up and around soon and trying out his knitted bones. The membership hopes he gets well soon, as well as sprinkling some salt on that sidewalk.

Men in the Manhattan Beach hospital include Joe Carr, oiler, off The Cabins (Cabins); Thomas Bryant of Baltimore who was transferred from the Baltimore USPHS hospital after sailing as AB on his last ship, Bull's Ines; Frank Mackey, an AB off the Topa Topa (Waterman), transferred from Brighton hospital.



Athanasonrells

Baltimore Office In High Gear

A little over two weeks old, the new Welfare Services branch office in Baltimore is in full swing. Seafarers in the port and their families have been quick to take advantage of the services offered, with numerous inquiries coming in daily.

John Arabasz, who is handling the Baltimore duties, reports that Seafarers in and around Baltimore have welcomed the establishment of the new office as offering even faster service than they got otherwise. And many Seafarers who might otherwise not have bothered to take up personal problems through the Union are now doing so because of the convenience involved.

The result is that Welfare Services is giving assistance to a larger number of Seafarers than ever before.

One instance in which Welfare Services proved very helpful to a Seafarer was the case of Thomas Tierno. Tierno was being held as a state's witness in a case and was unable to raise bond for his release. He got in touch with Welfare Services with the result that arrangements were made to expedite the trial proceedings so that Tierno could get released.

Many Seafarers in the past who had disputed maintenance claims against the various shipping companies have found that they can collect on their claims more rapidly where such claims involve companies that have their main offices in another city. Company agents in Baltimore, like company agents everywhere, do not give maintenance claims the hurry-up treatment, but Arabasz, by working jointly with the headquarters Welfare Services office, has been able to speed up matters considerably.



Seafarer Thomas Tierno, left, thanks SIU Welfare Services Representative John Arabasz, for assistance in getting him released after he had been held as state's witness in a legal proceeding.

He's also aided the men in collection of necessary documents, filling out forms and getting statements ready for that purpose. In addition, he's making regular weekly visits to the membership in the Baltimore US Public Health

Service hospital and other hospitals in the surrounding area. Affairs of deceased Seafarers in the port are also being handled through the branch Welfare Services office.

Seafarers and members of their families in and around the port who have any difficulties that Welfare Services can be of help on, or who want information on a variety of matters, can get in touch with Arabasz at the Baltimore SIU branch hall.

When the new Baltimore building is opened the Welfare Services office will move in with other union offices.

Cold Weather Breeds Tenant Complaints About Landlords

The old story of the hard-hearted landlord and the embattled tenant is repeated many times over in the Welfare Services office. With housing accommodations still hard to get in New York, landlords aren't going out of their way to give tenants anything in the way of essential services, and many Seafarers have complaints accordingly.

When Seafarers bring complaints to Welfare Services, the Union representative makes it a point to get in touch directly with the landlord to try to straighten out the beef. Usually a telephone call is sufficient to get action on minor matters.

A typical complaint that the office will get in cold weather is lack of hot water. It seems that in many of the small two, three or four-family houses down in Brooklyn, the owner will start skimping on coal and oil in the cold weather or maybe run out and not be anxious to lay out cash for more supplies.

In one such instance, the landlord told Welfare Services that he couldn't get coal, claiming that the coal company wouldn't deliver to him. The Welfare Services office called the company and told them to make a delivery. The company did so, and apparently the landlord was in a position to take it because the delivery was accepted.

Other common complaints involve a variety of housing violations such as paint jobs, leaks, repairs to walls and ceilings and the like. Welfare Services is familiar with the regulations that apply and is in a position to give speedy information and assistance to Seafarers involved.

Seafarers are advised to take advantage of this experience the next time they're involved in a hassle with a landlord over necessary repairs or services for their living accommodations.

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.

William Walter Barrett, 43: Brother Barrett died of lobar pneumonia on November 23, 1953 in San Francisco, Cal. He had been a member of the SIU since 1938, sailing in the engine department out of New York. Surviving is his mother, Annie E. Barrett, Peachland, NC.

Henry C. McDiida, 46: On January 11, 1954 Brother McDiida died of a heart ailment while enroute to the USPHS Hospital at Galveston, Tex. Since 1944 he sailed as a steward out of New York. He is survived by a niece, Mrs. Athene Todd, Reidsville, Ga.

William D. Pauls, 38: Suffering a brain injury and possible broken neck as the result of an auto accident, Brother Pauls died on Highway 90, Rural Lake Charles, La., on December 22, 1953. He sailed in the engine department since 1951, joining in Baltimore. He was buried in Omaha, Neb.

Gregorio Briguera, 58: A member of the Union since 1941, Brother Briguera sailed as steward from the port of Miami. On October 13, 1953 he suffered a fatal cerebral hemorrhage in New Orleans, La.

He leaves his wife, Ines Briguera, 6467 South West 9th Street, Miami, Fla.

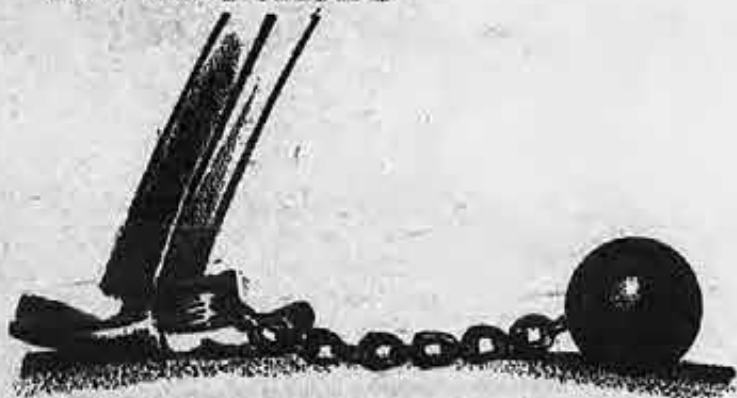


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