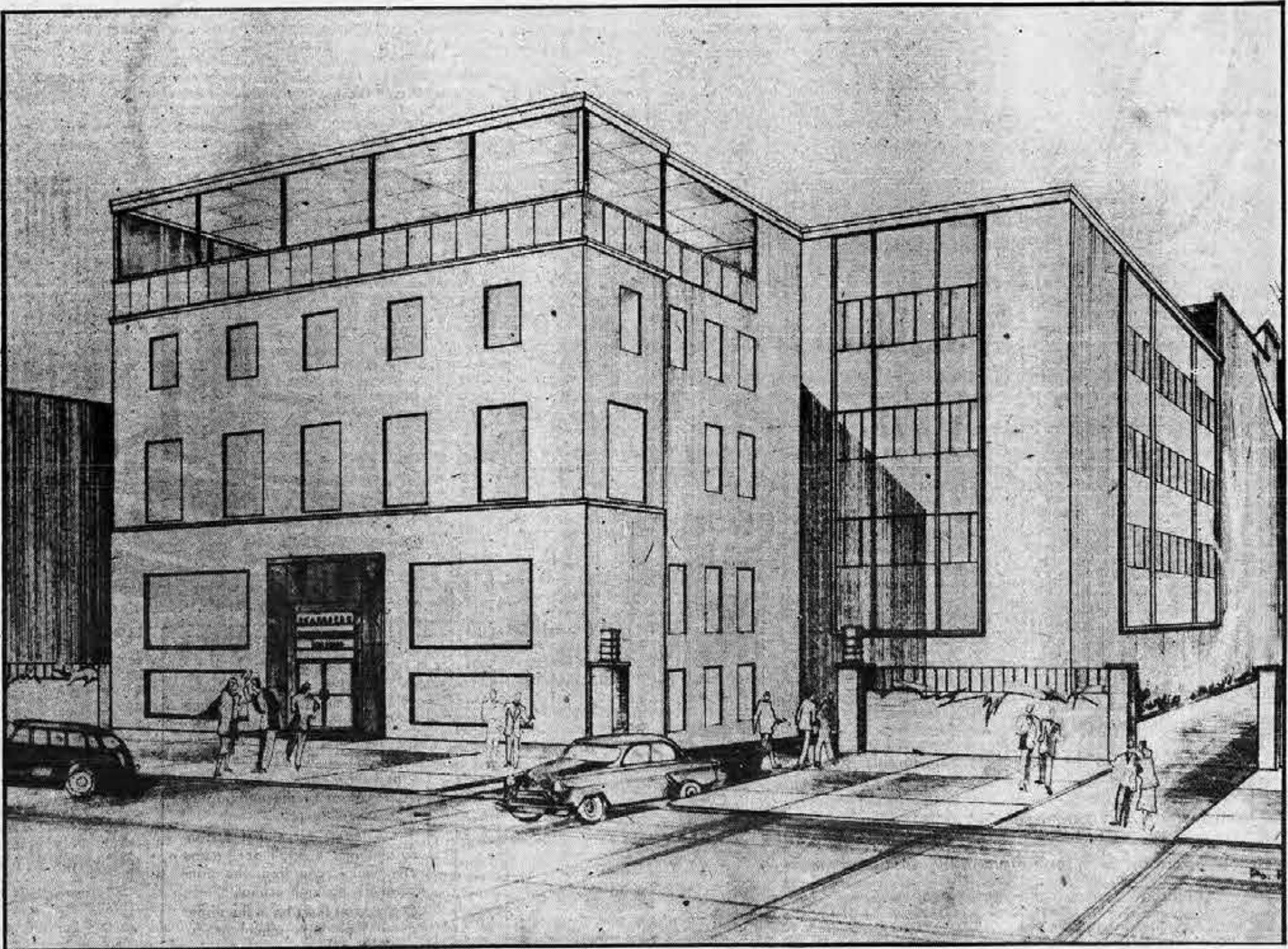


ATLANTIC VOTING AT HALFWAY MARK

Story On Page 3

Canada SIU Wins 26 Day Strike

Story On Page 2



Baltimore's New Look. Architect's drawing shows new exterior of Baltimore branch hall now under construction in the Maryland port city. The building has been re-designed to provide for a four story wing (right) with needed office space and a new building front providing display windows for the Union's subsidiary corporations. New design assures ample room for efficient Union operations in the port. (Story On Page 2.)

Less Hours, More \$ Won By Canada SIU

The seven-day week aboard Canadian ships is now dead. The SIU Canadian District knocked out the 56-hour shift as it won its 26-day strike against the Canadian Shipping Federation, a group of deep-sea shipping companies.

While the reduction in working hours was the major victory coming out of the strike, the Canadian District also won pay increases, better vacation provisions and improved working rules.

From the time that the Canadian District hit the bricks, Canadian vessels were tied up tight. The strike was a quiet one, with everything proceeding efficiently and in an organized fashion. Picketlines

were manned around the clock, and soon the Shipping Federation members saw they couldn't hold out any longer. As a consequence, the Canadian District won almost all its original demands.

The victory marked another great step forward for Canadian seamen, and followed close on the heels of an SIU Canadian District victory in a Great Lakes strike.

Under the terms of the agreement, watchstanders and stewards department personnel will now work a 48-hour week, instead of the 56-hour week they had been working. Daymen now work a 40-hour week.

All unlicensed personnel get a \$6-per-month pay increase, and day workers of the deck and engine departments get an additional \$10 pay raise. The agreement also calls for improved vacation provisions, better overtime provisions and higher stand-by rates.

The SIU A & G District offered its fullest support to the strikers, as did other SIU affiliates.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 P.M. The schedule for the next few meetings is as follows: November 18, December 2, December 16.

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

Shipping Experts Criticize Liberty Conversion Plan

A proposal to streamline and modernize the World War II-built Liberty ships offered by Hugh Gallagher, president of the Propeller Club of the United States, was universally denounced by shipping men.

Offered before the Potter subcommittee surveying maritime subsidies in San Francisco late last month, the proposal got a thumbs-down rejection last week from shipping men. The plan called for re-engineing the vessels to give speeds of 18 or more knots compared to present speeds of 11 knots, streamlining the front hull of the ship with a longer and sharper bow and increasing the length of the vessel to 450 feet. The cost was estimated at \$2,200,000 for each vessel.

The suggestion, shipping men said, was "short-sighted" and an "expediency that failed to recognize the future needs of the country and the merchant marine."

The cost of such conversions could better be applied to developing new designs and tonnage, according to Robert C. Lee, vice chairman of the board of Moore-McCormack. He commented on the inadvisability of spending huge sums of money on ten-year-old ships not fit for, as he put it, "any trade I know of at any speed."

"The first obligation of the Government, the Maritime Administration and the Navy is the maintenance of a merchant marine suitable to the defense needs of the



The AFL-ILA negotiating committee meets with the New York Shipping Association to submit demands. Among the AFL-ILA representatives, who are backed by most rank and file longshoremen, are: (left to right), Jim Downey of the Checkers local, Howard Schulman, union attorney; Sigmund Brovanski, John Dwyer, both longshore rank and file leaders, and Peter Johnson, attorney for the union and Local 895 of the ILA.

AFL-ILA Seeks 20c Pay Increase, Pledges Mount

Demands for a 20-cent hourly increase plus other major contract improvements highlighted recent developments in the AFL-ILA drive to win control of the docks. The demands, which far exceed those sought by the old ILA, have already been presented to the stevedoring firms.

The growing trend to the AFL-ILA was indicated by the fact that the new union has now enrolled 121 ILA locals from various inland and seacoast ports throughout the U.S. Meanwhile in New York, pledge cards on behalf of the new union passed the 12,000 mark for the port.

So rapidly has the AFL-ILA grown that this past Wednesday night, 1,000 rank and file organizers in Brooklyn and Staten Island held a mass meeting at Prospect Hall at which the union's future

organizing plans were discussed and past progress reported on.

Besides the 20-cent figure the demands include a guaranteed eight-hour day. The AFL-ILA also is seeking additional vacations, holidays, \$100-per-month pensions, and additional welfare benefits. The working conditions also came in for attention, as the AFL-ILA insisted that the shippers negotiate with the new union to set up a fair and equitable method of employment.

Fast Progress

Meanwhile, the new AFL-ILA, with the full backing and support of the SIU and the Teamsters, continued to make fast progress as events happened in rapid-fire order.

The Federal Court issued a permanent injunction against the old ILA, stopping Tony Anastasia and others in control of the old ILA from using threats or intimidation, or interfering in any way with the men's rights to join the new AFL-ILA.

The AFL-ILA notified all longshoremen that they should not pay any more dues to the old ILA. The AFL-ILA has stated that it will not ask any of its members to pay any dues until after the waterfront situation has been settled. Since the Federal Injunction prevents the old ILA mob from stopping any longshoremen from going to work, or from threatening any longshoreman with loss of his job, or from checking the books of any longshoreman, the old ILA cannot compel the men to pay dues.

On another front, the National Labor Relations Board began its formal hearings on the AFL-ILA's petition for a port-wide representation vote for longshoremen. These hearings are the preliminary step before the NLRB sets the date for the vote and decides the scope of the voting unit.

The New York-New Jersey Waterfront Commission announced that over 18,000 longshoremen have already registered under its program in preparation for December 1, when the new bi-state waterfront laws go into effect. These 18,000 men registered despite repeated warnings and orders from the old ILA telling longshoremen not to register.

The AFL-ILA offered a \$10,000

reward for information leading to the arrest and conviction of the person or persons who murdered Michael Brogan. Brogan was a pro-AFL-ILA longshoreman whose body was found in the North River 10 days after he had disappeared from work at Pier 32.

A program for the structural set-up of the new union has been drafted calling for a new constitution, election of officers and other steps necessary to get the AFL-ILA in further operating order.

This includes the making of regular financial reports to the membership, the guarantee of the members' rights, and full democracy and membership control.

(Continued on page 17)

New Design Built Into Balto Hall

The Baltimore SIU hall, now under construction, has been redesigned to allow for added office space, recreational facilities for the membership and for added conveniences.

The big change made in the design is the addition of the four-story wing, which will run along one side of the building, thus allowing for expanded membership facilities, as well as added office space which will make for more efficient service for the membership.

In addition, an elevator has been added in the building. This was included to provide more convenient transportation among the four floors of the building, which will include a glassed-in solarium on top with membership facilities.

The front of the building has also been redesigned slightly to provide for added display-window space, which will be used by the Seafarers Sea Chest, and for the other services provided within the building.

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After heaving issues of Fleet News aboard the Atlantic Traveler off Stapleton, Staten Island, Seafarers Frank Pasaluk, left, and Alan Macdonald make victory sign aboard launch.

Seafarers On Target With Throwing Arm

George Washington may have tossed silver dollars across the Potomac—but he had nothing on a couple of Seafarers involved in the Atlantic organizing campaign. Seafarers Frank Pasaluk and Alan Macdonald heaved 14 out of 15 bundles of the "Atlantic Fleet News," publication of the Tanker Organizing Committee, on the deck of the Atlantic Traveler from a bobbing, bouncing launch. And what makes their throwing arms all the more impressive was that the ship was traveling light at the time and was high out of water.

The two Seafarers' tag game with the big Atlantic tanker began on the Hudson River and continued all the way to Stapleton, Staten Island, where the ship voted. Another launch on the same mission was left in the lurch of the tanker as it fairly flew downriver to get away from its SIU pursuers.

First Ship to Vote

The Traveler was the first ship to be voted in the NLRB election, and crewmembers aboard had not received copies of the special election edition containing a sample ballot and voting instructions. Once the NLRB election officials

Union Crew Gets Praise From Gov't

SIU crewmembers aboard the Binghamton Victory (Bull) have won high praise from the Maritime Administration for the excellent way in which they have maintained the Government-owned ship while she is under charter to the company.

A Maritime Commission representative, in forwarding the results of an inspection report on the vessel to the company, declared that the "vessel was found to be in excellent condition."

"We take great pleasure in forwarding this report (of the Coast Guard inspector) and felt that his word of commendation should be passed along to the master, officers and crew for the high standards . . . being maintained throughout all departments."

The Binghamton Victory was inspected in New Orleans on October 30, 1953. She has been carrying military cargo for the Government.

brought the ballots on board, the Union would not be permitted to distribute the material as the ship would automatically become a polling place. As the vessel was known to be headed down-river from Rensselaer, New York, the organizers (Continued on page 17)

50-50 Under Fire Before Study Group

WASHINGTON — An important US business group has joined foreign shipping interests in attacking the 50-50 law providing that 50 percent of Government-owned cargoes move on American bottoms. The Committee for Economic Development, through its chairman, Meyer Kestenbaum, has recommended to a Government commission that preference for American flag ships be gradually reduced.

The CED was formerly headed by Paul Hoffman, prominent industrialist, and former head of the European Recovery Program. It was Hoffman who bitterly opposed the original 50-50 law when the recovery program first got underway.

Kestenbaum testified before the Randall Commission on Foreign Economic Policy which has begun a series of public hearings on international trade. The Commission was appointed by President Eisenhower to report back to him on foreign trade policies.

In his appearance before the Commission, Kestenbaum admitted that "a sizeable American merchant fleet is clearly important for our national security," but contended that the present preference to shipowners is greater than needed on grounds of US security.

The 50-50 law has been under constant fire from foreign-flag shipowners ever since its passage. But Congress has reaffirmed the provisions each year by overwhelming vote in the various foreign economic and military aid programs.

See Fast Decision In Atlantic Election, Half Of Votes In

With more than half of the 23-ship Atlantic Refining fleet already voted, SIU organizers were looking forward to a speedy decision in the National Labor Relations Board election. At the present pace, all but two of the company's ships will be voted by December 1. The two remaining, the Atlantic Exporter and the Atlantic Dealer, are out on foreign runs, and just how they will be voted is not yet certain.

Meanwhile, indications are that the SIU is winning a very solid lead in the balloting. While no figures are available, since the ballots will not be counted until every ship has voted, the tankermen themselves report that SIU sentiment is very strong in the fleet and growing stronger as the election progresses.

Nowhere was this more evident than in the Anchorage, Atlantic's shoreside establishment for tankermen waiting to ship. A large number of tankermen waiting assignment to ship voted there as well as Atlantic's shore relief, leaders, men on vacations, and others who came down to vote. SIU backers in the Anchorage reported that the company union diehards were glum and few in number while pro-SIU men were openly joyous at the way things were going.

SIU Seen In

As one of the men put it, "If the AMEU (Atlantic Maritime Employees Union) and the company couldn't even win the Anchorage where they've got all their leaders and shore relief and everybody else, how can they expect to even make a good showing in the vote? I think this is proof that the SIU is in."

He also pointed to the obvious physical fact that very large groups of pro-SIU men gathered around the gate before and after the voting, while AMEU groupings were conspicuous by their smallness and lack of numbers.

Further indication of the strong SIU attraction for men in the fleet was the fact that several SIU backers on vacation traveled hundreds of miles to cast their ballots. One man came all the way from Cuba, another from Ohio.

Aside from the Anchorage vote, ship's voting thus far include: the Traveler, States, Refiner, Franklin, Blum, Mariner, Transporter, Van Dyke, Engineer, Ranger and Navigator. Two ships are scheduled to vote today, barring delays. They are the Voyager and W. C. Yeager. Most of the ships have voted in Philadelphia.

Of the two remaining ships out foreign, the Atlantic Exporter is posted for voting on December 12. As far as is known, no date is set for voting the Dealer. If either or

Put Number On Meeting Excuses

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

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

both of these ships should be voted in foreign ports, the SIU will make arrangements to have an observer present.

Voting of ships in a foreign port took place in the Cities Service election so there is ample precedent for such action.

An amusing sidelight to the election took place when AMEU chairman Stanley Alcott, who is on the company's payroll as a leaderman, came down to the Atlantic Traveler to vote. SIU men noticed that his car's rear bumper was plastered with "Go SIU—Vote SIU" stickers. Apparently he had been driving all over Philadelphia and

other points with the pro-SIU notice on his car.

First man to cast a ballot in the election, voting aboard the Traveler along with the rest of her crew, was a serviceman, Robert D. Campbell of the US Navy. An ordinary seaman and an SIU supporter almost from the start of the drive in 1952, Campbell was on the Atlantic Engineer until he went into the Navy early in 1953.

In addition to the actual voting on the ships, and in the anchorage last week, balloting will also be held this coming Monday, November 16, at the company's refinery.



Keith Terpe, SIU Director of Organization, right, leaves the Atlantic Mariner in Newark after serving as an observer for the SIU in election. Accompanying him are NLRB official, left, and a company observer.

Coast Guard Modifies Screening Procedures

New regulations covering the screening of merchant seamen are in the works as a result of a recent Federal Court decision in San Francisco. Within the next few days, a Government order is expected which will provide seamen who are classified as poor security risks with a statement containing the basis for the denial.

In addition, seamen who appeal denial of validated papers will be entitled to a bill of particulars specifying the charges against them. The source of the information, however, will not be revealed.

Court Decision

The new regulations are an outgrowth of a decision by the Ninth US Circuit Court which ruled that it was unconstitutional to screen seamen off the ships without specifically informing them of the charges they are facing. The Court held, however, that the basic security act under which the screening program is run was lawful and constitutional.

While no information has as yet been issued on whether or not the Government is appealing the decision, the pending regulations indi-

cate that no appeal will be taken to the US Supreme Court.

The screening procedure was set up originally by executive order in January, 1951, on the basis of the security act passed by Congress in August 1950. At that time, labor and industry representatives won the right to participate on the appeal boards that were not composed exclusively of Coast Guard representatives. SIU representatives in major ports are members of local appeals board panels.

The total number of validated documents issued by the Coast Guard since the screening began runs in the vicinity of 300,000, including as it does, issuance of documents to shoreside waterfront workers as well as seamen. Of that figure, authoritative sources indicate that about 2,500 men have been denied clearance or less than one percent.

Channel Fight Delaying Ore Ship Program

A dispute over who is going to pay for the deepening of the Delaware River ship channel will delay construction of giant ore carriers to service US Steel's huge Fairless mill in Morrisville, Pa.

The giant ore carriers have been talked about ever since US Steel started developing its Venezuela properties and building its new plant on the Delaware. To date, though, no steps have been taken in that direction and the ore is being hauled at present on foreign-flag ships.

Cost \$36 Million

In order for the carriers to be built, the present channel above Philadelphia will have to be deepened to 40 feet. It is between 25 and 37 feet deep right now. The Army Corps of Engineers, which is in charge of the waterway, has recommended that the dredging be done, but that US Steel share about half of the cost of the project, estimated at \$36 million.

US Steel in turn has refused to pay any part of the cost. Its president, Clifford Hood, charged that to do so would be to "extend special subsidy to a Government project." The channel deepening would be solely for the benefit of the Fairless works.

The final decision on how the project will be handled will be up to Congress. Meanwhile there is no action being taken on the construction of the ore carriers, that were originally supposed to be assigned to Isthmian, US Steel's ocean-going subsidiary.

1931 Wage Scales A Painful Memory

TO UNLICENSED PERSONNEL OF VESSELS.

WAGE SCALES.

Effective on vessels signing articles on or after March 1, 1931:

Ordinary seaman	\$40 per month
Deck Boys	\$5 " "
Wipers	\$30 " "
Mess Boys	\$40 " "

Able Seamen	Firemen
\$55 per month	First Voyage \$57.50 per month
\$55 " "	Second " \$54.50 " "
\$55 " "	Third " \$57.50 " "
\$60 " "	Fourth " \$62.50 " "
\$60 " "	Fifth " \$62.50 " "
\$62.50 per month	Sixth " \$65.00 " "

The wages will continue at that rate but will apply only if members of crew remain on same vessel. Discharges covering these voyages are to be produced at time of signing on.

Yours very truly,

MISSISSIPPI SHIPPING COMPANY, Inc.

Reproduction of the Mississippi Steamship Company letter of 1931 showing the wage scales set for the crews of its ships.

NEW ORLEANS—A dramatic reminder of the kind of shipping conditions seamen faced 22 years ago was turned up accidentally by the bosun of a Mississippi Shipping Company shore gang. While working

on the docks he noticed a stained and yellowed piece of paper, which on closer inspection proved to be the wage scale on the company's ships back in 1931.

The paper consisted of a notice

to crewmembers dated February 28, 1931.

It informed them that effective March 1, 1931, deck boys would start at \$25 a month, AB's at \$55 a month and firemen at \$37.50 a month.

Other wages provided for included: OS, \$40 a month; messmen, \$40; wipers \$50.

If an AB stayed on the same ship for six consecutive trips he could get up to a ceiling of \$62.50 a month, while firemen could go to a maximum of \$65.00.

The company specified that these increases would be coming only to men who rode the same ship. They would not apply to men working on different ships of the same company.

No provision for overtime was made in the announcement, and apparently no overtime was paid despite a seven day week and other work that today comes under the heading of overtime.

Of course, the notice was issued by the company simply as an order, without the seamen having an opportunity to negotiate on the wage question.

Voyager Carries Holiday Sweets

The Steel Voyager (Isthmian) is the first vessel of the year to make inroads on American sweet teeth in the date trade, unloading a 10,000-ton shipment at Erie Basin, Brooklyn, during the past week. Enough dates came in the 75-pound packing cases to provide at least two ounces for every American for the Thanksgiving season. The dates were shipped from Iraq.

Another similar shipment is expected later this month aboard the Steel Artisan, with Isthmian handling all of the date trade from Iraq this year.

Not all of the present supply, however, will be distributed by importers for use on holiday tables. Some will find its way into baked products and candy.

As I See It . . .

Paul Hall



IT'S ROUGHLY SEVEN WEEKS NOW SINCE THE AFL-ILA WAS chartered in St. Louis by the AFL convention to organize a genuine trade union for working longshoremen. During that period the new union has made a great deal of progress and has justified the beliefs of those who argued that longshoremen would welcome a new union on the docks.

There is plenty of evidence around for all to see as to the effectiveness of this campaign. Of particular interest is the fact that the leaders of the old, discredited ILA have shown the white flag and would like to work out some kind of a deal to get back under the AFL banner. But the AFL will not accept any such negotiated surrender. It will push this through to the finish.

At the beginning of the campaign, your Union was asked by the AFL to assist in the formation of the new AFL-ILA along with the Teamsters Union. Because of the fact that we are so strongly organized in our particular section of maritime, the AFL felt that we would be helpful to the new organization.

As a result of your Union's participation in this organizing drive, it became the target of the discredited ILA leadership, which loudly accused us of scheming to seize the jobs of longshoremen for "unemployed seamen."

The reasons why this propaganda fell flat were obvious to every working seaman and longshoreman. The longshoremen know too well that, thanks to the lack of representation they have suffered from through the years, their wages and conditions are, unfortunately, far inferior to those enjoyed by Seafarers. Many of them are well aware of how our rotary shipping system works and of the fact that Seafarers enjoy at all times an average of at least one active job on a ship, or better, for every member of the Union.

It's interesting to note that the line taken by the old ILA leadership was exactly that of the company union that currently holds the contract for Atlantic tankermen. They too, raised the cry that we were out to seize the tankermen's jobs. They too failed to convince the tankermen of this claim because of the obvious superiority of conditions and take home pay on SIU ships.

One of the major objectives of the AFL-ILA is to eliminate as rapidly as possible the great gap on wages, conditions and welfare benefits between the longshoremen and other sections of the maritime industry such as the Seafarers. In this objective it has succeeded in enlisting very large numbers of rank and file longshore organizers who have come forth in recent weeks. It is encouraging to see that good men in the longshore union, who were long held in submission by the disreputable old ILA are now coming forward and contributing to the formation of a trade union run by and for longshoremen.

THE NATIONAL LABOR RELATIONS BOARD ELECTION IN Atlantic Refining is running pretty smoothly according to all reports, with the ships voting on a set schedule. Up until now, the organizers report, the company has juggled men from ship to shore and back again in an unsuccessful attempt to influence the trend. But all efforts to build up a pro-company union feeling have failed in the face of the obvious attachment of the tankermen to the SIU.

A couple of typical examples will illustrate how the tankermen themselves regard the importance of this election. One tankerman on vacation in Maine interrupted his time off to come back to Philadelphia for the election. A second man came all the way from Cuba. One of the tankermen who had been fired out of the fleet (and now has charges pending against the company) came clear across from Seattle in order to record his vote for the SIU.

Even more remarkable was the response of some former Atlantic men in service, who were ruled eligible to vote by the Labor Board. One of them had never heard of the organizing drive. He had no idea about what was going on until the company sent him a letter notifying him he was eligible to vote in some sort of election involving the SIU. This man came to Philadelphia and called the SIU hall asking what it was all about. When told that the SIU had been organizing in the fleet in order to win an SIU contract for tankermen he promptly went down to the polling place and cast his vote. Another serviceman, a Navy man, pawned his watch for a bus ticket from Norfolk and went without food on an all day bus ride so that he could vote in the election.

It seems pretty clear now that Atlantic tankermen have long sought the opportunity to get representation by a genuine trade union. This election has given them their chance and all accounts indicate they are making the best of it.

WE HEARD RECENTLY FROM ONE OF OUR brothers, Earl Spear, who has been receiving the disability benefit from the Union's Welfare Plan. It seems Brother Spear has gone back to his home state of Maine and is taking life easy there with the assurance that the checks come in regularly from the Plan to keep him going. Further, he writes us that with this worry off his mind his condition has been improving and he is getting along quite well right now.

This kind of a letter from one of our disabled brothers makes it pretty clear just how important our disability benefit is. It's been an unhappy tradition among seamen that when they weren't able to pull their weight any more on a ship they had nobody to turn to. Sure there have always been outfits that have given charity to the seaman, who was in a fix like this, but those kind of things always had plenty of strings attached to them.

With our SIU disability benefit, men like Brother Spear have assurance of their personal independence and at the same time enough money coming in to keep the feedbag on and a roof over their heads. That's the least we can do for those brothers who can't work for a living any more.

BROTHER CHAIRMAN!

That well-known Seafarer-painter of clipper ships, Hans Skaalegard, turned his fine hand toward conducting a union meeting at the last Seattle membership get-together. Skaalegard took over the chairmanship at the Seattle meeting along with Bob Cowdrey who served as recording secretary, and Jack R. Simson, the reading clerk.

Skaalegard will be forever famous in the SIU as the fellow who sent his paintings into the last SIU Art contest securely packed in a 300-pound wooden crate. He took one of the prizes too.

All of his paintings were portrayals of sailing ships, most of them the old-time clipper ships which once graced all the world's oceans.

Denmark Native

Skaalegard, who sails as bosun and other deck ratings, is a native of Denmark, being born there on February 7, 1924. He joined the SIU in Boston a little over ten years ago, on July 10, 1943.

Cowdrey came a long way to get to salt water, being born in Iowa on December 22, 1926. He got to the SIU out of the port of New York in May, 1950. He sails in the engine department.

The third officer of the meeting is another midwestern native, Jack Simson. Ohio was his birthplace 26 years ago. He joined the SIU when he was just 17 years of age, on April 7, 1945, and also sails with the black gang.

Over on the other coast, in the port of Norfolk, the chairman's post was handled by Otis C. Bailey, who comes from nearby Portsmouth, Virginia. Bailey, who is 28 years old, is a native Virginian who joined the Union in Norfolk eight years back. The recording secretary was Purvis Parker, who sails in the steward department. Parker lives in Rockymount, North Carolina. He joined the SIU in Norfolk on November 4, 1944 and is 28 years old.

San Francisco's last meeting had Seafarers Philip Robertson and Pasquale Marinelli serving as recording secretary and reading clerk, respectively. Robertson is a native of Crete, Illinois, being born there on March 17, 1924. He's completing his tenth year with the SIU this December and sails on deck.

Marinelli is a New Yorker who has been an SIU member a little over a year. He was born in New York on October 17, 1920, and makes his home in Brooklyn. He too, sails in the deck department.

Several other SIU outpost membership meetings had rank and file Seafarers serving as meeting officials. As a result a growing number of Seafarers are gaining invaluable experience in the conduct of Union business and participating in a greater degree in the all-important membership meetings where Union policy is decided.



Skaalegard



Marinelli

'Mother ML' Stands For Tender Thought

At long last the secret is out. The ML in the name of the SIU-contracted Mother ML, long a puzzle to Seafarers aboard the vessel, stands for a very special sentiment, mother love. The full name of the ship is "Mother My Love" abbreviated for convenience and other tender reasons.

Some might be doubtful that affectionate regard for a mother's heart beats beneath her steel decks and inside every cylinder head, but that's what the owners, the Eagle Ocean Steamship Company, insist.

One cynic was heard to say that the ML really stands for M. Lyras who happens to be one of the owners of the company. This was indignantly denied by a company spokesman who claimed that if it was named after Lyras it would have to be called Father ML.

In a way, Mother ML isn't such a bad name for the ship because it was originally named after the late Alfred E. Smith, one of New York's most successful and popular politicians who made quite a point of being kind to mothers and their babies, especially around election time. As a matter of fact, a slab of concrete from one of the sidewalks of New York that Al Smith made famous, is in the ship's wheelhouse.

When the ship was sold to its present owners, the name of Mother ML was substituted because in the words of the port captain, "The new owners thought they could extend that affection (for Alfred E. Smith) with a name appealing to all mankind."

Whether the name appeals to all mankind or not is a moot point. But at the very least, the name titillated the curiosity of every Seafarer who boarded the vessel, all of whom must have muttered to themselves at one time or another about those mysterious initials and what they stood for.

At any rate, in the future we expect to get nothing but happy reports from that ship being that love conquers all—or so they say. Right now, Mother ML is in a

Seattle drydock. She is getting a little beauty treatment including some new paint on her like all mothers do from time to time.

First '54 SIU Scholarship Exam Dec. 5

Candidates for college scholarships under the SIU Scholarship Plan can still send in applications for the next qualifying examination to be held on December 5, 1953. Four successful applicants from the ranks of Seafarers and their children will receive the 1954 four-year scholarship worth \$8,000 each for study in any field at any recognized college or university in the US.

The scholarships will be awarded at the conclusion of exams, scheduled to be held on January 9, March 13; May 22 and August 14 of next year as well as on the December date, after trustees of the SIU Welfare Plan, which administers the scholarship program, study the results of the tests. There has been no flood of applications by prospective college students at this time, but officials expect Seafarers and their children to avail themselves of the plan once more this year as they have done in the past.

3-Years' Sea Time

In order to qualify, Seafarers or children of Seafarers must produce records of three years' sea time, attributed to themselves or to fathers, on SIU ships. Applications must be accompanied by applicant's high school transcript showing a standing in the upper third of their high school class.

(Continued on page 17)



Hoosier Mariner (left) rests in Brooklyn drydock after her "record" Atlantic run. At right, fireman Ed Tonisson puts burner in one of the ship's super-powered boilers.



Hoosier Mariner Sets 'Record,' Crosses Atlantic In Six Days

The speed potential of the Mariner class ship was partially revealed when the Hoosier Mariner made a "record" crossing of the North Atlantic. The Hoosier, which is under charter to the Isthmian Steamship Company, made a run of 3,162 nautical miles from New York to La Pallice, France, in

six days, four hours and 40 minutes. The speed maintained averaged out to better than 21 knots.

While there is no official record for freightships and the run to La Pallice is far from a standard one, it is safe to say that no other freighter has made a crossing as fast.

Further, the ship made two other stops, one at Bremerhaven and returned to New York in 25 days. By comparison, the Waterman C-3 run to North Europe, stopping at three ports, takes 30 days or more, and the Waterman run is less mileage because all stops are made at North Sea ports such as Bremerhaven and Antwerp.

Damaged Tiller

Chances are that the ship would have come back even faster were it not for some damage to the tiller on the return run. As a result, she has gone into Todd's shipyard for repairs and a new paint job.

Seafarer Nick Wuchina, who also sailed on the Keystone Mariner, the first Mariner to go into service, reported that many improvements have been made in the engine room of the Hoosier. "Many of the valves are located much better where it was easy to service the ship," he said, "and they also provided more catwalks so we could

reach every part of the engine room."

Actually, Wuchina said, there was no effort being made to push the ship's speed up. They had pretty fair weather going over, and the ship ran very smoothly.

Chief Engineer William Vincent substantiated the fact that the ship was running well below her potential. "She was running on only 12 of her 31 nozzles," he said, "and we weren't pushing her in any way. She is a beautiful ship down below. You couldn't find a better

one." Further, Vincent pointed out, the ship was running pretty light with little cargo aboard. Had she been more heavily loaded, he believed that she would have bettered her elapsed time.

Wuchina said that the entire engine room gang was staying aboard the vessel for another trip. "You can't find a better chief engineer," he declared, "and all the officers are the best I have ever sailed with. She's a ship and I'm well satisfied to be aboard her."

'Bonuses Are To Continue,' Union Informs Companies

SIU-contracted companies have been notified that the Union expects them to continue payment of all bonuses for the remainder of the contract, expiring December 1, 1953. The Union has also informed the shipowners that the bonus question, as in previous years, will be the subject of negotiations for a new contract.

The SIU action came after shipowners on the West Coast and those contracted to other unions discontinued the bonus payments on orders from Washington. Affected by the order are all bonuses in European waters, as well as the Korean area bonus. Payments for Formosa and the war risk insurance coverage in Chinese and Indo-China territorial waters will continue.

60-Day Extension

Under a recent agreement made with the shipowners, the contract expiring as of October 1, was extended for 60 days to permit negotiations to continue without interruption. Since the bonus is written in the agreement the Union expects the shipowners to live up to that part of the contract.

The subject of bonuses will be taken up in the course of negotiation sessions with company representatives.

Summing up the situation, an SIU headquarters spokesman declared:

"The SIU has always negotiated its bonus agreements in the past, and these matters have always been written into the Union contract. While Government action on the subject may affect the source

of bonus money, it in no way destroys the bonus clauses in the contract.

"These clauses will stay in effect through the life of the agreement just like any other, and like the rest of the contract, they will be a subject for negotiation, as in the past.

"Consequently, the shipowners are on notice that we intend to take the matter up with them in the course of our negotiations."

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.

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 XIV Section 6

"The meeting chairman shall be a member elected from the floor by majority vote of the members at any meeting."



There are no permanent meeting chairmen in the SIU. At every membership meeting a new chairman is elected, and under provisions elsewhere in the constitution, any member present at the meeting can nominate himself, and stand for election as meeting chairman.

Profit Tax End Aids Big Firms

Ending of the excess profits tax on December 31, 1953, means that many corporations can take a big drop in profits and have plenty left to pay their stockholders, according to the magazine US News and World Report. General Motors can take an \$800 million profit drop in 1954 and still have \$600 million left for its stockholders when the tax expires. Many other companies are in the same position.

As an example, a manufacturer might make \$100 million this year and pay \$70 million in taxes, leaving \$30 million net profit. Next year, if his profits fall to \$62.5 million his taxes will go down to \$32.5 million and the company would still have \$30 million left.

Aliens Get New Rulings On Entries

New regulations easing up on aliens who do not have passports have been issued by the Departments of Justice and State recently. The new orders will benefit many alien seamen who do not have passports for a variety of reasons.

These men will be admissible to the US as immigrants if they are considered stateless persons, if they have been admitted for permanent residence and are temporarily absent from the US, or if they are a national of a Communist-controlled country and are unwilling to apply for a passport from the government of that country.

Married to Citizens

Allen-immigrants who are husbands of US citizens are also exempt from the passport requirement. The same thing, of course, would apply to women married to US citizens.

Where aliens can show proof that they are unable to obtain a passport for some other reason not specified in the regulations, the passport requirement can be waived.

The new regulations are expected to ease matters considerably for seamen who are nationals of Iron Curtain countries, and who up until now, have been unable or unwilling to get a passport from those countries for fear that the Communist governments there would lay claim to them.

Several seamen in that category have been denied admission to the US up until now.

Steel Apprentice Rams Lighthouse



Messman Chan King shows where the Isthmian Line's Steel Apprentice ripped a gash in her hull ramming a Philadelphia lighthouse. Although damage to the ship and lighthouse was considerable, there were no injuries.

Unconscious Seaman Saved By Shipmate

Quick action by Seafarer Joseph D. McPhee saved the life of a brother Seafarer aboard the Trinity (Carras) when the latter was knocked cold and thrown into the water during a lifeboat drill accident in Portland, Maine.

Seafarer Francis P. O'Connor was the victim of the freak accident which resulted when a worm gear broke on the forward lifeboat davit while the boat was being lowered to the water. The davit fell across the deck and snapped off at the base, falling into the water along with the boat.



O'Connor

In the process, something struck O'Connor in the head and knocked

him cold. He was dumped unconscious into the harbor and would have certainly drowned were it not for McPhee.

McPhee dived overboard, fully clothed, and seized O'Connor, keeping him afloat. Meanwhile, Seafarers on deck threw lines overboard. While keeping O'Connor's head above water McPhee made him fast to the lines, all the while treading water in the process.

Hauled Aboard

O'Connor was then hauled aboard and subsequently the crew threw a ladder over the side so that McPhee, who was thoroughly exhausted by this time, could get back on deck.

Once O'Connor was aboard, the crew revived him by artificial respiration. Fortunately, Boston Port Agent James Sheehan, who was on the ship at the time, went with O'Connor to the hospital where he received emergency treatment for a brain concussion, several rib fractures and a badly cut eye.

McPhee himself, was completely worn out by his efforts in the water which is icy cold at this time of the year.

At last word, Sheehan reported, O'Connor was resting comfortably in the hospital and several crewmembers were going over there to donate blood in case he needed it.

Coast Guard inspectors, who were present at the time, have started an investigation of the equipment.

SIU COMMITTEES

AT WORK

The SIU's six-man membership committee elected by the headquarters membership to go over the Union's finances has completed its quarterly report and made several recommendations to the membership as to the conduct of the Union's financial activities.

The committee, consisting of Seafarers Maurice Whale, J. W. Malone, Alexander Dudde, J. B. Lippincott, Joseph Pilutis and Edward Hansen, was elected by the membership for the regular three month audit, during which it works with a Certified Public Accountant to examine all the books and



Pilutis

report on same.

The committee reported that the new system of posting dues receipts by machine that has been installed in Union headquarters appears to be working very well and providing a very tight control on all the receipts of the Union. It also made a very thorough inspection of the National Cash Register bookkeeping machines and approved them heartily as providing for a more efficient and more rapid system of bookkeeping.

The committee pointed out that

these machines will enable the present accounting department to take on additional work involved in the operations of subsidiary corporations in the new Baltimore hall.

Another action taken by the committee was to destroy certain unused dues receipt books because they were numbered in improper order. To be on the safe side, the committee felt it was best to do away with the mixed-up books.

In addition to these recommendations and actions, the committee went through the regular check-up of Union weekly financial reports, Secretary-Treasurer's reports and other financial transactions of the Union. As is customary, the committee counted the bonds in the Union's name that are in a bank safe deposit box and tabulated at their present value. It also took a complete inventory of all receipt books and listed them accordingly.

In conclusion, the committee felt that headquarters was taking all necessary steps to keep expenses of the union at a minimum figure that was in line with efficiency of Union operations.



Lippincott

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight. Seafarers are urged to use one permanent address for mail so that claims can be checked speedily and payment made right away.

SIU NEWSLETTER from WASHINGTON

The special Senate Subcommittee on Maritime Subsidies has only begun to get at the root of our maritime problems, but the chances are good that it will have a new chairman come next January.

The seniority rule is followed most of the time in connection with Congressional Committees. However, it was by-passed by the late Senator Tobey, New Hampshire, when he chose Senator Potter, Michigan, to head up the Maritime Subcommittee. Under the seniority rule, the chairmanship of the important Subcommittee would have gone to Senator Butler, Maryland.

Senator Bricker, Ohio, the new head of the Senate Committee on Interstate and Foreign Commerce, is likely to favor Butler over Potter, to continue the maritime studies. It is true that Butler has lots of reasons for wanting recognition as Chairman, more so than Potter, because he comes from the maritime State of Maryland.

In any event, any such change in the chairmanship of the Maritime Subsidy Subcommittee would not materially affect the merchant marine, because Butler, as well as Potter, is sympathetic to the problems of the maritime industry.

Just a few years ago strong political forces close to the White House were urging that the US should scuttle its merchant fleet and rely on the merchant shipping of friendly foreign powers. This trend of thought has about been checked entirely.

Both the White House and the Department of Defense now firmly believe that in any future war, foreign fleets cannot be counted on to supply our own needs. Although this subject still is under active consideration by the Defense Department and, to a very considerable degree, is classified, the Defense Department feels that this country could expect such assistance from foreign nations only to a "limited degree." Therefore, their feeling is that the US must rely primarily and basically on a US-flag merchant marine for the defense of this country, and that it is definitely wrong for us to depend upon foreign-flag shipping to provide the logistical support in time of war.

Throughout the world today about 20 million tons of ocean-going ships are under construction or on order. With the second largest merchant fleet in the world, the US is building less than 3 percent of this total. The United Kingdom, in contrast, is building ten times that much. Seventy-seven passenger ships are now on order there, not one for the US. Six and one-half million tons of freight ships, not one for private US account, and less than 5 percent of all tankers built in the world are for US registry.

Upon the occasion of a recent launching of a Mariner-type ship at Baltimore, Maryland, former Senator O'Connor, of Maryland, said that the American shipbuilder and the maritime industry will assume full responsibility for keeping our flag on the seas, but that they look to our nation's leaders to support their efforts to stay afloat since our foreign policy, our overseas commitments and our position as the arsenal for the free world have implicit bearing on our maritime strength. If this strength declines, Americans and lovers of liberty and free enterprise throughout the world may find themselves well armed but without adequate means of delivery.

New security rules issued by the US Coast Guard became effective on November 3, 1953. The purpose of the revised regulations is to provide that any seaman denied security clearance or any person denied a Coast Guard Port Security Card shall receive a written notification of denial as to the basis of denial. If such person appeals, he will be furnished a statement or bill of particulars setting forth the alleged acts, or other data which formed the basis for the determination that such person is a poor security risk or is not entitled to security clearance.

As forecast in this column previously, the Commission on Foreign Policy, appointed by President Eisenhower, now has before it a recommendation from a business group to eliminate or alter the 50-50 shipping provision in US-aid laws. The special Commission was appointed by the President to examine and report on the subjects of international trade and its enlargement consistent with a sound domestic economy, our foreign-economic policy and the trade aspects of our national security.

The Commission, headed by Clarence B. Randall, a steel executive, will make a report to the President and the Congress shortly after the Congress reconvenes in January, 1954.

In order to combat thinking along these lines, it is very likely that the shipping industry will ask Congress next year for permanent legislation to provide that at least 50 percent of US-financed cargoes be transported in American bottoms.

The Military Sea Transportation Service has its back to the wall, after the fight by the maritime industry to take it out of competition with private American-flag shipping. This fight is sure to continue in the next session of Congress as operators and maritime unions join forces to urge legislation providing that cargo or passengers under control of the US Government be transported in privately-owned ships to the extent of the capacity and ability of such vessels to perform the services required.

Confronted with this combined opposition, the MSTs, as a preliminary move, has agreed to lay up some of its Government-owned tankers as privately-owned tankers become available. In the first move along these lines, MSTs has agreed to lay up eight Navy-owned, T2 type tankers in the next few months.

The eight Navy tankers to be inactivated will be replaced by four super tankers of the Orion Shipping and Trading Corporation, which will be operated by MSTs on the basis of 5-year contracts.

Your SIU Washington Reporter

Top of the News

ROYAL COUPLE VISITS US—King Paul and Queen Frederika of Greece arrived in New York last week aboard the United States. The Greek monarchs were house guests of President and Mrs. Eisenhower at the White House. The royal couple were later given the traditional New York "ticker tape" parade down Broadway, winding up at City Hall where they were presented with keys to the city by Mayor Impellitteri. The king and queen plan to tour the country to raise funds for the victims of the recent earthquake disasters in the Ionic Islands.



King Paul and Queen Frederika of Greece arrive in New York on the United States.

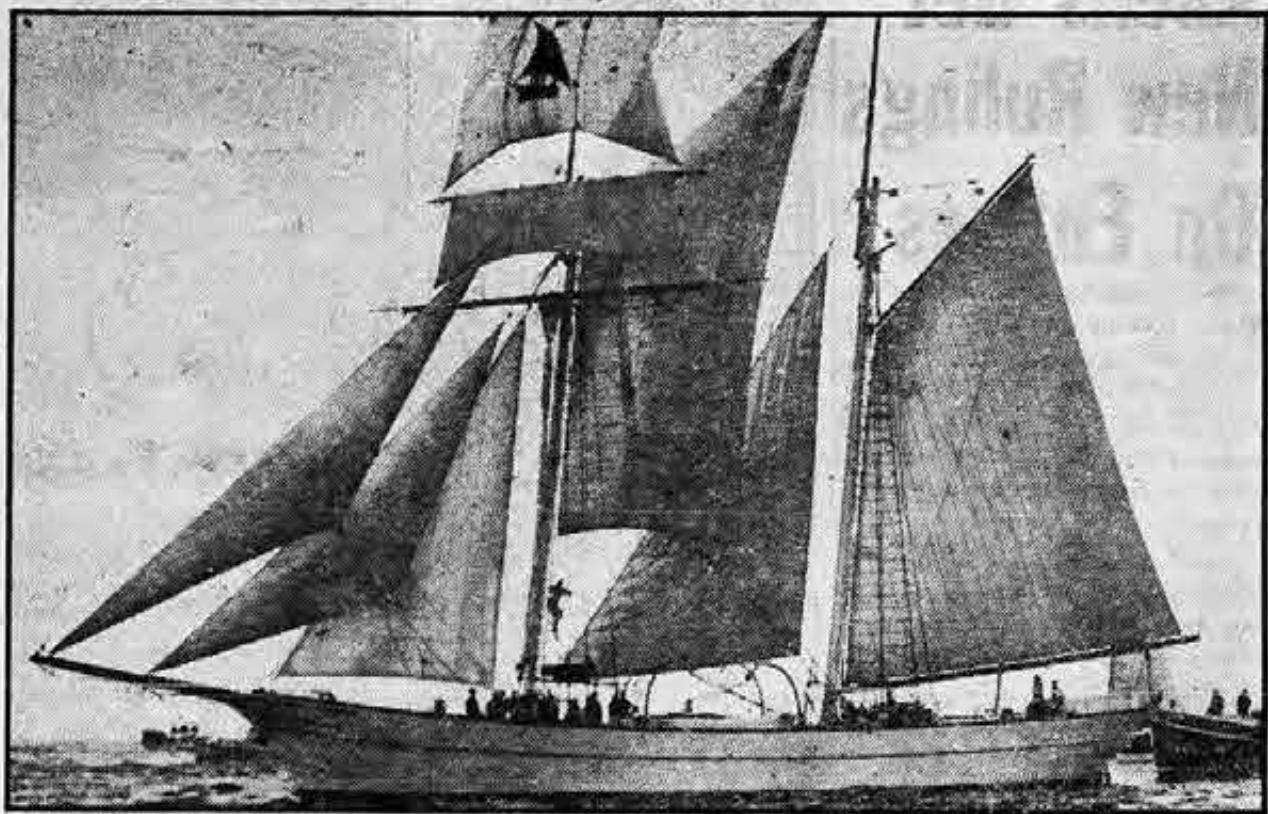
DEMOCRATS GAIN IN ELECTIONS—In widely scattered election returns throughout the country the Democrats scored convincing victories over Republican opponents. In New York city, Robert F. Wagner, Jr., the Democratic candidate for mayor, piled up a plurality of almost a half-million votes over Republican Harold Riegelman. Democrats were also swept into office in Massachusetts, New York state, Connecticut and Virginia. In New Jersey, Robert Meyner was the surprise victor as governor in a Democratic landslide in which a Democrat, Harrison Williams, scored a stunning upset in a New Jersey Congressional race.

GODFREY, LaROSA HOG HEADLINES—The recent public airing of radio and television entertainer Arthur Godfrey's family squabble was competing with national and international affairs for headline space. After Godfrey fired his star performer, crooner Julius LaRosa, intimate details of his private life became matters of vital interest to the nation. The object of the singer's affections and a cause of the feud, was Miss Dorothy McGuire, one of the singing McGuire sisters still appearing on the Godfrey show. Miss McGuire is separated from her husband, Army Sergeant John Brown. Brown, in Korea, applied for special leave, but the Army turned him down, feeling that Julius constituted no emergency.

DULLES-WILSON SNAG—Evidence of some crossed signals in the Government turned up last week when the Defense and State Departments contradicted each other on storage of atomic weapons abroad. Army Secretary Robert Stevens and General Nathan Twining, on an inspection tour in Spain, told the press there that the United States would store atomic weapons at the Spanish bases. This announcement brought angry protest. Secretary of State Dulles quickly came out with a statement denying that the atomic weapons would be sent abroad. President Eisenhower sent for Dulles and Defense Secretary Charles Wilson and ordered them to clear their statements with the White House.

TROUBLE IN TRIESTE—As the Korean peace talks became increasingly snarled, other parts of the world not involved in the East-West dispute emerged as danger spots. Sporadic fighting has already broken out in the divided cities of Jerusalem and Trieste. Trouble is expected from nationalist elements in Tunisia and Morocco. In Trieste several civilians were killed in rioting against British and Americans who failed to hand over Trieste to Italy as previously announced.

Brigantine Embarks On 40,000-Mile World Cruise



The 95 foot brigantine Yankee heads out to sea from Gloucester, Massachusetts, on the first lap of a 40,000 mile round-the-world cruise. Skipped by Irving Johnson, the former German pilot boat has made two previous world cruises. The Yankee will be out for 18 months. In addition to Captain Johnson and his family, the Yankee will carry a doctor, cook, mate and sixteen young people, including four girls.

Mail Buoy?—It Really Works

The next time that a new OS spends a few chilling hours standing up on the bow on a special lookout for the mail buoy, he needn't feel that he's in the same class as the new wiper who searches for a left-handed monkey wrench—because there is such a thing as a buoy, and if you don't believe it, just ask the crew of the Government Camp (Cities Service).

Of course, the Government Camp's crew didn't get to pick up any mail from the mail buoy, but they did get to send out eight letters and eight postcards—and they got mighty fast service too. In fact, their letters were in the mails within a few hours after the tanker dropped the mail buoy.

The Government Camp was offshore between Boca Raton and Delray Beach, Florida, when she spotted a 22-foot fishing boat. The boat contained a party taking part in the annual fishing tournament of the Boca Raton Junior Chamber of Commerce.

Since the tanker was on her way out, the crew figured that this was the last chance to send some mail, and so eight letters and eight postcards were sealed inside a five-

gallon can, and then the tanker pulled in closer to the fishing boat, the Marijo II.

Captain E. R. Wagster, the skipper of the Government Camp, put a message inside the mail buoy reading, "Dear friend, the master, officers and crew will appreciate it very much if the finder of this mail buoy will mail letters enclosed at nearest postoffice. If you care to write us about finding the mail buoy, please write and your letter will be posted on the ship's bulletin board."

Then the tanker gave a few blasts on her whistle, and the mail buoy was thrown over the side.

Meanwhile, the fishing boat had come in close alongside while members of the party aboard were taking some pictures of the 16,600-ton ship. They waved to the crewmembers on deck, and then turned around and picked up the mail buoy.

After reading the message, the

fishing boat put back into shore, and the Government Camp's mail was taken directly to the Delray Beach postoffice.

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.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Don't Get Hooked On Jewelry

Seafarers have a reputation for buying a lot of jewelry. Seafarers are also good customers for watches. Possibly too good.

For if you don't know the ropes you can be the victim of serious price gouges in buying gifts and time-pieces. Possibly in no other merchandise is there as much price-jacking as there is on jewelry. Such items as necklaces, compacts, rings (including wedding and engagement rings), religious jewelry, and so on, often sell for as much as ten times their wholesale cost.

Not all stores charge such fantastic mark-ups. The chief culprits are some of the credit stores and canvassers who go from house to house selling on the installment plan, and also make their headquarters on the docks. Some of these credit sellers will actually charge as much as \$30 for a costume pearl necklace that other stores may sell for as little as \$6.

Exaggerated List Prices

The more unscrupulous jewelry sellers are able to get away with these fantastic charges because the manufacturers and wholesale jobbers engage in a notorious practice of pre-ticketing jewelry and watches with exaggerated list prices. Some of the best-known brands of watches

carry printed tickets showing prices of as much as three times their actual cost, although a few of the more reliable makes, like Hamilton, and Ingersoll usually are list-priced only at a normal retail markup.

The facts are, you absolutely should not trust these printed price tickets as indicating either a fair or actual price of a watch or jewelry item. An official of one large chain of stores, Grayson's, recently stated that a retailer can sell some of the well-known watches for 50 percent off the list price set by the manufacturers and still make a profit. Many other cash retailers and discount houses similarly give big discounts off the exaggerated list prices of such items. The Seafarers' own Sea Chest, for example, offers big discounts on watches and jewelry.

Fantastic Watch Charges

Also aiding the installment sellers to sell working people cheap jewelry and watches at fantastic prices, are the catalogs put out by some of the wholesale jobbers. I have one such catalog in front of me. It has a separate confidential price list which says: "For the benefit of installment dealers, the retail prices of many items in our catalog show a higher-than-normal dealer's markup. By so doing, we have allowed for the higher markup required by those selling on the time-payment plan".

The purported list prices in the catalog are shocking.

There's the Cort women's watch which has a fancy bracelet covered with rhinestones. The Cort watches sell at varying prices at different stores. This credit seller's catalog lists it as \$100. It actually costs \$17.50 wholesale. Even such well-known brands as Benrus, Bulova and Gruen carry highly-inflated price tags and must be shopped with care.

And what do you think expensive-looking engagement and wedding rings are worth? Even those with bits of diamonds that carry price tags of as much as \$15 cost only \$3.25 wholesale, and aren't really worth more than \$5-\$6 retail.

One point to watch carefully when buying jewelry or watches is a little extra glitter. It is the practice in the trade to jump up prices drastically with the addition of a fancy bracelet, or a few rhinestone chips, or some additional jewels in the movement of a watch, which may add nothing worthwhile to the efficiency of the watch.

The big point to get into your mind is that whenever you buy any kind of jewelry or watch, you can't trust the list price as shown on a printed price ticket or in a catalog, even if it's the so-called "Fair Trade" price set by the manufacturer.

The other big point is to beware of the credit jewelers. Christmas is coming, but don't let them make you be Santa Claus.

New Mariner To Crew Soon, Sixth For SIU

The sixth Mariner to be assigned to an SIU-contracted company will crew up sometime around the end of next month, according to present plans. Meanwhile, the Orion agency has announced that the new Orion Comet, and the other three supertankers they have under construction, will be operating under Navy charters.

The Show Me Mariner — which was named for Missouri according to the custom of naming the ships after the nicknames of the states — is being assigned to Bull Lines. She, just as the other Mariners, will be operated under MSTs.

According to present plans, the Seafarer-crew will go board the vessel in Baltimore, where the ship is under construction. The Show Me Mariner follows the Keystone Mariner (Waterman), the ill-fated Cornhusker Mariner (Robin), the Magnolia Mariner (Mississippi), the Hoosier Mariner (Isthmian), and the Badger Mariner (South Atlantic), which crewed up this month.

Orion has announced that it is chartered all four of its new supertankers to the Navy for five years. They will continue, however, to be manned by Seafarer-crews. The 29,000-ton Orion Comet took in her SIU crew this month. The agency has three more such supertankers now under construction with the next one scheduled for completion being the Orion Star.

Colonial Steamship Company, also has applications pending for

six more new supertankers, which it will start building as soon as the applications for Government construction subsidies are approved.

Lighthouse At Stamford To Be Sold

One landmark of the sea known to all Seafarers, the Stamford Light, is soon to go under the auctioneer's hammer following the sale of the century-old lighthouse at Bridgeport, Conn., for \$1. The Stamford Light has been relegated to the category of surplus property by the regional office of the General Services Administration in Boston as the first step in requesting bids on the Connecticut lighthouse.

The Bridgeport lighthouse, bought by James Burroughs, head of the Fairfield Dock Company, is destined for removal to another site. At a cost of \$3,000, the new owner intends to move it to the vicinity of St. Mary's-on-the-Sea to a proposed basin for 400 small boats near the Fairfield Town line.

The Stamford Light is not movable. It was built like a fort in the early Eighties and local defenders of the light want it saved as a landmark. A Government assessor will be assigned to set a cash-on-the-barrel-head value on the structure.

Injury Rates At Record Low

The Labor Department reported that injury rates have dropped to a record low, as a result of stronger inspection laws and safety campaigns. Figures issued for 1952 show 14.3 injuries for each million-man hours worked, which was eight percent lower than the previous year. The Department has been keeping tabs on injury rates for the last 27 years.

Lumbering and woodworking plants had the highest rate of all, 49.6 injuries for each million-man hours.

Don't Send Your Baggage COD

Seafarers have again been warned not to send their baggage COD to any Union hall. No Union hall can accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co. All COD baggage—regardless of the port—goes to the local express office, where it is held by the express company until claimed.

Seafarers who want to be sure of getting their baggage when they want it, can send it to any Union hall provided they prepay the shipping charges.



Fit for a Seafarer!

THE FOOD AND PRICES AT OUR OWN CAFETERIA IN THE NEW YORK HALL ARE GEARED FOR SEAFARERS — THE MEMBERS OF OUR UNION. DROP IN THE NEXT TIME YOU'RE AT THE HALL.

The Seafarers Cafeteria

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 10-26-53 To 11-6-53

No. Seafarers Receiving Benefits this Period	1173		
Average Benefits Paid Each Seafarer	51.96		
Total Benefits Paid this Period		60,953	57

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	6300	00	
Death Benefits	11338	25	
Disability Benefits	1225	00	
Maternity Benefits	3400	00	
Vacation Benefits	38,690	34	
Total			60,953 57

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	395,190	00	
Death Benefits Paid Since July 1, 1950*	719,855	74	
Disability Benefits Paid Since May 1, 1952*	23,765	00	
Maternity Benefits Paid Since April 1, 1952*	181,800	00	
Vacation Benefits Paid Since Feb. 11, 1952*	2,705,357	16	
Total			4,025,967 90

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	420,014	23	
	Welfare	436,166	15	
Estimated Accounts Receivable	Vacation	128,041	00	
	Welfare	123,096	00	
US Government Bonds (Welfare)		1,976,066	38	
Real Estate (Welfare)		416,408	28	
Other Assets — Training Ship (Welfare)		109,990	78	
TOTAL ASSETS				3,599,782 82

COMMENTS:

During the two week period of this report, a total of seventeen (17) maternity benefits have been paid. Of the seventeen benefits paid, ten (10) were on the birth of boys and the remaining seven (7) were on the birth of girls. This makes a total of nine hundred and nine (909) maternity benefits that have been paid since the inception of the benefit that was made retroactive to April 1, 1952.

Payments of all benefits maintain a steady level, with the assets of the Plans continuing to grow, even though new benefits are added from time to time. Present assets of the Plans combined totals \$3,599,782.82.

Al Kest

Submitted 11-9-53

Al Kest, Assistant Administrator

... and, remember this ...

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

UNION TALK



By KEITH TERPE

Two weeks have passed since the voting started in the Atlantic fleet, and already the balloting is half over, with every indication that an overwhelming SIU victory is in the making. Thus, at this point, half-way to victory, we can forget about the crystal ball routine and look at the hard facts of the election and the people directly involved in it.

Atlantic men have been waiting for their day of reckoning with the company for a long time and their one way to make it stick, of course, is how they mark their ballot. You can tell on their faces how they've voted when they come out of the voting booth. Their feelings run from outright jubilation to plain and simple relief. They're glad they've made it up to this milestone and their only concern now is when we're going to start on the contract.

Waiting For SIU Contract

There doesn't seem to be any step in between for them; it's all over even without the official tally at the end as far as they're concerned. Many, like the green ticket AB forced by Atlantic to sail galleyman, had a few choice words to say about Atlantic and its whole marine operation after he'd cast his vote in Newark. He figured he'd lost about 400 hours of overtime on his last five-and-a-half-month trip, but it was more than a decent bread and butter deal he was thinking about as he spoke about it.

New Way Of Life

It was the way of life he could look forward to as a Seafarer that he knew he couldn't hope for under the present Atlantic set-up. For him, and hundreds of his shipmates, there was the realization that he'd come a long way since August of 1952, and was no longer just another name on a payroll that was expected to do as he was told no matter how it destroyed his dignity. He was a man with a ballot, and he was making his own destiny.

Voters Flocked From All Over

Others, fired or railroaded out of the fleet by company discrimination, hard-timing and all the rest of the rotten little tricks an employer can bring to bear, came in from all over to get in their votes. There was no question either how they were voting; they had a legitimate score to settle. Many came off SIU ships where they'd seen in practice the way of life we had been selling all through the campaign. They were making their way now as they themselves wanted it.

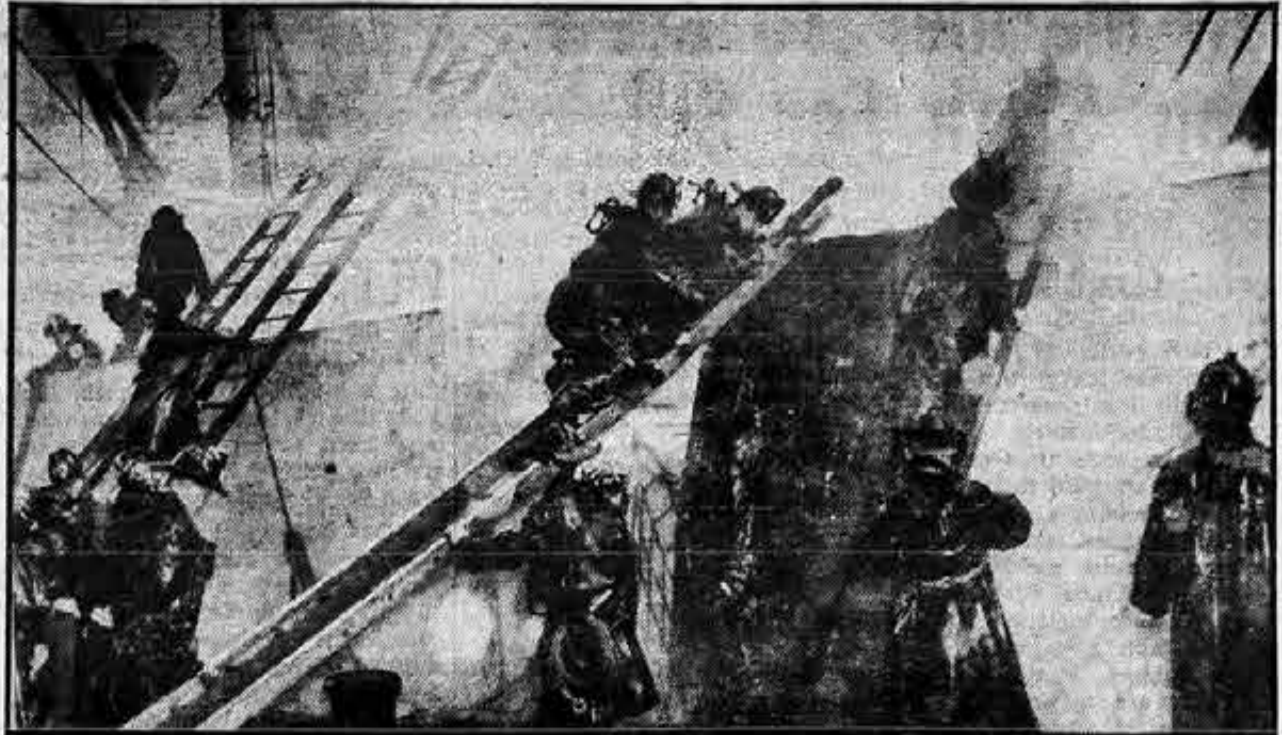
Seafarers on ships carrying ex-Atlantic men in their regular crews were the best judges of their new shipmates. They saw them at work and after hours, at shipboard meetings, and ashore. Many of the Seafarers themselves had come out of unorganized fleets. They knew good Union men when they saw them and this only confirmed things that were obvious from previous contacts in Atlantic.

It is that we in the SIU are also gaining by adding these men to our ranks. It's a two-way gain; good trade unionism and all it entails for them and, on our side, a solid body of men eager to embrace it because they can well appreciate the SIU way of life after what they've had in Atlantic.

SIU Is That 'Something Better'

They know now there's something better although they wouldn't admit it before or never had the opportunity to find it out. Those who were opposed to the SIU before recognize that they were part of a scheme to defraud themselves and that they can control their own destiny as members of our Union. Those who finally studied our operation, our contracts and our constitution instantly realized why they were duped into fighting us.

For they stood only to gain by endorsing the SIU; the one who figured to lose was the company. Contracts will now mean something; in Atlantic's case, they will really be enforced for the first time, in addition to being improved right down the line. Shipowners don't fight unions out of any feeling of benevolence for their employees. There's more to it than that. That's why we are confident of victory in the election.



Fireman fight the raging fire aboard the Norwegian freighter Black Falcon. Fire broke out aboard the freighter in Boston harbor, the third major marine disaster in that harbor in three weeks. Seven longshoremen, who were trapped in the ship's hold, lost their

Seven Dockers Lost In Ship Blast

A disastrous explosion, the third to rock Boston Harbor in the past eight weeks, took seven longshoremen's lives aboard the Norwegian freighter Black Falcon. Thirteen other dock workers were injured in the blast which took place in a cargo of chemicals.

The explosion aboard the Black Falcon occurred while longshoremen were unloading the vessel at the Boston Army base. Apparently a spark, caused by a barrel striking the deck, set off the chemical explosion.

A Coast Guard court of inquiry heard testimony from Army representatives and other witnesses on the accident. It has not announced its findings as yet.

Previously, the aircraft carrier Leyte exploded at its berth a few hundred feet from where the Black Falcon was berthed, killing 31, while tow ships collided off the port of Boston earlier.

Oil King Ibn Saud Dies

King Ibn Saud of Saudi Arabia, a key country in the Middle East oil dynasty, died this week after a long illness. He was 73 years old. Emir Saud, his son, was proclaimed the new monarch.

The former king is responsible for bringing Saudi Arabia into international prominence with fabulous oil leases won from the Arabian American Oil Company after uniting the country with his sword, his camel cavalry and the ritual of matrimony.

Won Concessions

After being proclaimed king in 1927, the late ruler won the concessions amounting to \$200,000,000 annually, being in large part responsible for the international commerce of oil traffic flowing from the borders of his kingdom. Ports such as Ras Tanura rivaled oil cities throughout the world in volume of production and oil shipments. The Persian Gulf also became an important freight ship row, as all supplies were brought in from the outside.

The 64 monarch fathered 140 children from many wives, married after winning his desert kingdom

slowly by conquering neighboring tribes and wedding their daughters. Forty of his children were sons.



Ibn Saud

Be Sure to Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered, be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

Cartoon History Of The SIU

Continued Growth

No. 50



A special agent's conference in New York mapped out plans to broaden the organizing program, intensify education and cooperate more closely with other unions. Thus, the SIU would never be "caught short." The "breathing spell" of the two-year contracts made the future planning possible.



To keep pace with the rapid growth, 37 Seafarers in New Orleans proposed a \$10 assessment for the Union's General Fund. All ports approved it, and, in accordance with the SIU's democratic procedures, a 30-day Union-wide referendum was held. The LOG urged all members to vote on the question.



The assessment was overwhelmingly carried. Over 88 percent of those voting favored the assessment. It showed the membership wanted to bolster their Union, to make possible more organizing strength, and broaden the Union's services and functions. It also served warning on the operators.

PORT REPORTS

Baltimore:

Men Report Ore Lines Feeding Much Better

Shipping in this port is still better than average and it looks like it will continue along the same lines through the year-end holidays. We shipped a few more men in the past two weeks than we registered, and I am glad to say that more of the bookmen are taking the Ore Line scows.

The men who are making their first trips on these vessels are bringing back very favorable reports as to the way they are feeding. As I said before, the crew makes the ship, so any of you fellows who want to stick close by come on down and grab one of these scows.

We have a couple of ships still laying around idle which will probably crew up in the next two weeks. Hope that some of the old timers who have not been here for some time will drop around and see us soon.

Payoffs

Ships paying off in this port were the Evelyn, Edith and Elizabeth (Bull); Cubore, Baltore, Venore, Feltore, Bethore and Chilore (Ore); Gateway City, Yaka and Lafayette (Waterman); and Steel Surveyor and Steel Apprentice (Isthmian). Sign-ons were on the Marymar and Bethcoaster (Calmar); Sweetwater (Metro Petro); and the Evelyn, Edith, Cubore, Baltore, Venore, Elizabeth, Chilore, Yaka, Steel Apprentice, Steel Surveyor and Feltore.

In-transit ships included the Steel Vendor, Steel Apprentice and Steel Age (Isthmian); Antinous, Gateway City, Chickasaw and Afoundria (Waterman); Robin Kettering (Seas); Petrolite (Tanker Sag) and the Alcoa Ranger and Alcoa Partner (Alcoa).

Building Shaping Up

We are glad to report at this time on the new building that the workers are going all out to get the exterior finished before the bad weather sets in so that when it does it won't set them back as they can go right ahead on the interior work. What they have accomplished so far proves that Headquarters really knew what it wanted. At its completion, the building will stand second to none in the world.

I certainly appreciate the cooperation the membership is showing in our beef to keep the hospitals open. Keep sending the letters in from the different ships and we will keep sending them to the respective Congressmen and Senators. The more pressure put on these guys the better we will make out in the beef.

Democratic Swing

It looks as though Maryland will continue the Democratic swing along with the rest of the country, because we have some powerful Demos running for Governor and Congress.

In the marine hospital at this time are John Brooks, Earl McKesdree, Broxton Conway, Harry D. Emmett, Frank Pasquali, Robert Lambert, Josef Antoniak, Lloyd J. Thomas, Alexander Presneel, Samuel Drury, Walter Swacker, William Mays, Jessie Clarke, William Gallaway, Thaddeus Loboda, Wayne Hartman, Jeff Davis and Thomas Nicholas.

One of the oldtimers on the beach, Eleuterio Magboo, is now resting in the hall after quite a

few months at sea and said that he will be ready to go in a week or so. We are always glad to welcome Magboo as he has always been a credit to the Union, having been a member since its beginning. I am sure that all of his friends and shipmates will be glad to know of his whereabouts.

Earl Sheppard
Baltimore Port Agent
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San Francisco:

SIU Offices Move In To Another Set-Up

Shipping during the past two weeks has been a little slow, but it is expected to pick up pretty soon and the next two-week period should be a little better.

We have moved into smaller space in the hall out here because of the expanding facilities of the SUP Welfare Services. Also, we are now shipping off our own shipping board.

Paying off in the past period were the Keystone Mariner and Citrus Packer (Waterman); Jefferson City Victory (Victory Carriers) and Olympic Games (Western Tankers). The Keystone Mariner and Jefferson City Victory signed on, as did the Fairland of Waterman and the Ames Victory of Victory Carriers.

In-transit vessels included the Hastings, Fairport and Fairisle of Waterman Bloomfield's Mary Adams, the Coeur D'Alene Victory of Victory Carriers and The Cabins (Cabins).

David Sorensen, D. H. Boyce, J. Corsa, J. Asavicuis, J. J. Perreira, R. R. White, W. Timmerman and Peter Smith are in the marine hospital out here. Drop them a line.

All the boys in the hall are interested in the outcome of the Atlantic elections, almost as much as they are in getting a ship on their favorite runs. Interest is at a high pitch on this coast and everyone is confident that the SIU will come through with a resounding victory once again. We've never lost yet.

All we can say about the weather is that it's seasonal, if you know what we mean. Speaking about seasons, the holidays are rolling around once again and most of the boys can't wait to sink their teeth into those fat turkeys on the family table during Thanksgiving. A fat turkey and a fat SIU payoff, they say, make fine living.

Tom Banning
San Francisco Port Agent

New Orleans:

Men Starting To Get Off For Holidays

Shipping and business down here is good and has picked up quite a bit in the past month. It looks like a lot of the brothers who have been sailing steady all year are now getting off in order to be home for the holidays.

It has been good shipping in all departments and more permitmen shipped in the past two weeks than had registered; to be exact 90 permitmen registered and 120 shipped. This goes to show that the holiday season is soon at hand and the men are beginning to pile off the ships and be in line to re-ship after the holidays are over.

Veteran Seafarer, Russell "Red" Wentworth, formerly from the East Coast but now shipping from New Orleans, has been admitted to the local hospital to undergo treatment for high blood pressure and appears to be doing nicely. Erwin Berwald, also newly admitted, does not expect to be long confined.

Doug Craddock, Harold Crane, Jules Massicot, Isadore Morgavi, George Spondike and Leon Maas are the latest to report additions to their families. Several have already received the welcome Welfare Plan maternity benefits.

Two Deaths

Unpleasant news from down this way is the reported deaths of two of our brothers, John L. Cobb and Gregorio Briguera. Brother Cobb died in Buenos Aires while a crew member of the Del Mar (Mississippi), and Briguera while at sea and a crew member of the Del Sud (Mississippi). Cobb was buried in Buenos Aires and Briguera was buried here in New Orleans with SIU members as pall bearers. The crew of the Del Sud took up a donation for the wife of Brother Briguera and passed on \$500 to her after the burial in order to help her carry on until the welfare benefits were paid. The crew were only too willing and happy to come to the aid of a shipmate's family when the news of her plight was received by them. The SIU took care of the burial until things could be squared away and the brother's wife was paid benefits due under the much-praised Welfare Plan.

Injunctions seemed to be the or-

der of the day here in New Orleans recently with the AFL Teamsters being on the receiving end of the injunctions. Local 270 of the AFL Teamsters was handed an injunction due to its picketing of Gulf Shipyards Storage Corp., because of the company's failure to agree on a "union shop clause" in the contract which they claim is illegal. Also barred from picketing by the courts were locals 63 and 479 of the AFL Teamsters who are on strike against the New Orleans Funeral Directors Association who represent various funeral homes here in New Orleans.

Strike in News

Also in the news again was the strike in Elizabeth, La., of the paper mill workers where three strikers were arrested by State Police, and charged with trying to dynamite the gas pipeline to the company plant. The pipeline in question that supplies the plant has been blown up 41 times since the strike began.

Ships paying off were the Del Sud, Del Alba, Del Campo and Magnolia Mariner (Mississippi); Alcoa Pioneer (Alcoa); Antinous and Chickasaw (Waterman), and the Catahoula of National Navigation. Signing on were the Alcoa Pioneer, Trafalgar's Republic and Mississippi's Del Sud, Del Santos, Del Oro and Magnolia Mariner.

In-transit vessels were Alcoa's Cavalier, Pennant, Clipper and Pilgrim; Isthmian's Steel Executive, Steel Chemist, Steel Navigator and Steel Flyer; the Del Santos and Del Oro of Mississippi; Seatrain's New Jersey and Savannah (Seatrain); Waterman's Claiborne and Hurricane; Southern Districts (Southern); Republic (Trafalgar) and Bull's Binghamton Victory and Evelyn.

Lindsey Williams
New Orleans Port Agent
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Wilmington:

Three Clean Payoffs Keep Wilmington Busy

Shipping has been very good for all ratings in the Port of Wilmington and we have really been busy in this town. We hope and expect it will keep up this way right through the holidays and beyond.

Ships paying off and signing right back on again were the Seacomet II (Ocean Carriers), Choctaw and Young America (Waterman). All payoffs were clean and they were the best three consecutive payoffs this port has ever seen, bar none.

John Arabasz
Wilmington Port Agent

New York:

Predict Good Shipping In Port Of New York

The port of New York has been enjoying that good old summer time weather and instead of the boys heading south like the geese as they usually do around this time of the year, they are still picking out the air conditioned joints. Although there was a lull for a few days due to a number of ships being diverted from this port on account of the longshore situation, things are now about back to normal.

Shipping is not booming, but there is a steady turnover in jobs so all in all things are pretty good. We paid off a total of 20 ships in the past two weeks, signed nine on foreign articles, and serviced 14 in-transit ships.

Ships Paying Off

Paying off were the Steel Age (Isthmian), Seatrain New Jersey (Seatrain), Abiqua (Cities Service), Carolyn (Bull), Chiwawa (Cities Service), Seatrain Savannah (Seatrain), Ocean Nimet (Ocean Trans.), Seatrain Texas (Seatrain), Afoundria (Waterman), Wild Ranger (Waterman), Val Chem (Valentine), Kathryn (Bull), Michael (Carras), Suzanne (Bull), Seatrain Georgia and Seatrain New York (Seatrain), Salem Maritime (Cities Service), Steel Chemist and Steel Navigator (Isthmian).

Ships signing on were the Robin Locksley (Seas), Ocean Nimet (Ocean Trans.), Wild Ranger and Golden City (Waterman), Steel Worker, Steel Chemist and Steel Navigator (Isthmian), San Mateo Victory (Eastern), and Badger Mariner (South Atlantic).

Ships-in-transit were the Winter Hill, Government Camp, and Bents Fort (Cities Service), Petrolite (Tanker Sag), Alcoa Partner, Alcoa Planter, and Alcoa Pointer (Alcoa), Lafayette and De Soto (Waterman), Steel Age and Steel Vendor (Isthmian), Seatrain New York, Seatrain Louisiana, and Seatrain New Jersey (Seatrain), and Portmar (Calmar).

One ship was laid up, the Carolyn (Bull).

Out of Lay-up

Two ships came out of lay-up, the San Mateo Victory (Eastern), and the Golden City (Waterman).

All these ships were taken care of in good order, with no major beefs on any of them.

Since two ships came out of lay-up in the past two weeks, and only one went in, we didn't do too badly on that score. Both the Golden City (Waterman), and the San Mateo Victory (Eastern), which came out of layup, took on full crews.

Shipping should be good for the coming period. We have several ships due in for payoff from long trips, and a couple of ships scheduled to come out of lay-up.

Claude Simmons
Asst. Secretary-Treasurer

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Keith Alsop, Agent Phone 2-8448
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Leroy Clarke, Agent Phone 6-5744
MIAMI Dolphin Hotel
Eddie Parr, Agent Miami 4-9791
MOBILE 1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
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PHILADELPHIA 337 Market St.
S. Cardullo, Agent Market 7-1635
PORT ARTHUR 411 Austin St.
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Marty Breithoff, West Coast Representative
PUERTA DE TIERRA, PR Pelayo 51-1a 5
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SECRETARY-TREASURER Paul Hall
ASST. SECRETARY-TREASURERS
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WILMINGTON 505 Marine Ave.
Terminal 4-2131
NEW YORK 675 4th Ave., Brooklyn
STERLING 8-4671

Canadian District

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HALIFAX, N.S. 128 1/2 Hollis St.
Phone 2-9011

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Ontario Phone: 3-3221
PORT COLBORNE 103 Durham St.
Ontario Phone: 5591
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EMPIRE 4-5719
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SOUTH CHICAGO 3261 E. 52nd St.
Phone: Essex 1-9416

Don't Wait, Get Vacation Pay

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

PORT REPORTS

Miami:

SIU Helps Deliver Vessel To US Navy

Shipping has been on the slow bell for the past period and it looks as if it may stay that way until the holidays roll around.

Paying off was the Florida (Penn. & Occ.), while in-transit ships included the Yaka, Azalea City, and Afoundria of Waterman; Ponce (PR Marine), and the Florida three times weekly.

Had a call from Port Everglades at 5 AM for a cook to take a mine-sweeper to New Orleans which was going to be delivered to the Navy there. When I got there she had already left the harbor and was waiting in the bay so I had to put the cook on the pilot boat and send him out. There are 17 of these vessels to be delivered to New Orleans and we may get called again if they need some men.

The weather is cooling off a little, but we are still getting some rain. The mackerels and blues are starting to run and everyone is heading to the fishing grounds on the charter boats if they have the price.

Thank Captain

The boys on the Ponce asked me to express their appreciation for sailing with such a wonderful captain as Captain Bellhouse, who was relief skipper on the ship for a few trips. They said it was a pleasure to go to sea under such a skipper. I suppose some of the boys will want to ship with him on his next vessel.

George Murphy also asked me to thank the boys on the Council Grove for their help in trying to make him more comfortable after he broke his back and feet. Some of the boys on the ship wrote me asking about him so I brought him the letter. He was greatly pleased by their interest. Last week, when I visited him, his doctor had just presented him with a pair of crutches, so he will be able to get out of his wheel chair and hobble around. I expect to see him any day up at the hall. Jose Vilar still is in the hospital.

Tug Tied Up

The tug Hela is still tied up and I don't know just when she will be coming out. Some of the crew are sticking close by the hall so they can ship out on it again when it is seaworthy. H. Miller shipped on the Florida so he can check up on the Hela every other day as he wants to go back on board. He was one of the organizers on this tug and he feels that from now on it is his home.

Dutchy Moore has gone completely native with a set of tomtoms on the Ponce after one trip to Haiti. The other members of the crew complain a bit as Dutchy practices up on his voodoo.

We're glad to see that everything is going along well in the AFL drive to clean up the longshoremen and the waterfront situation. They know they can count on the SIU to back up the drive, including the outports and especially the Port of Miami.

The holiday spirit seems to be settling over the countryside down this way, with the boys preparing to spend some time ashore with their families for Thanksgiving and the coming year-end holidays. Even the tourist business is picking up apace now that the cold weather is settling in around the country.

ing the returns in the Atlantic election. That includes the students from the University of Miami who worked in the Atlantic fleet during the summer and are keeping a close check with the hall to find out when they will be entitled to cast their ballots.

Eddie Parr
Miami Port Agent
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Savannah:

Two Brothers Cross Bar On Last Voyage

As far as the shipping picture goes in this port it has been fine, with the outlook for the future expected to keep steady as she goes.

Ships paying off were the Fort Hoskins of Cities Service and Bull's Monroe, with the latter signing on again. In-transit vessels included the Seatrails Georgia, New York and Savannah (Seatrail); Transatlantic (Pacific Waterways); Bienville, Wacosta and Azalea City (Waterman), and the Robin Locksley of Seas.

One of the local boys who dropped around the hall is Seafarer H. A. Anderson who joined the SIU early in its stages of organization. He started to sea in 1921 with Standard Oil of New Jersey on the Polarine as a wiper making a grand total of \$57.50 per month for a seven-day, 75 hour week.

In those days, he says, the conditions were somewhat on the rough side with the foc'sle doubling as messroom. The bunks lined the bulkheads and the tables were set in the center of the foc'sle. Andy sure is glad to be with the SIU today, knowing what real conditions mean to a Seafarer. He thinks the Welfare Plan is just about the tops in the Union.

Men on the beach include J. W. Floyd, J. Nelson, E. L. Thompson, C. Medley, J. B. Crane, R. F. Burnsed, T. M. Hedlun and H. Cantwell. In the marine hospital are J. Littleton, John Duffy, J. B. Farrow, R. Huggins, H. Gardner, L. Love, Sam Jonas, R. Denmark, S. Kirkpatrick and C. Kent.

Two of the brothers who crossed the bar on their final voyages were F. M. Hansen and W. W. Alfred. Hansen died at the Savannah USPHS hospital and was buried in Tampa, Fla., while Alfred was laid to rest in Columbus, Ga.

Jeff Morrison
Savannah Port Agent

Boston:

Men Want Artificial Respiration Pamphlets

Shipping is fair in the Port of Boston and we expect it to continue along the same lines in the next two-week period.

Ships paying off included the Queenston Heights (Seatrade) Trinity (Carras), Bradford Island and Logans Fort (Cities Service) and the W. E. Downing (State Fuel). All the ships signed on again. In-transit ships were Waterman's Lafayette, De Soto and Iberville.

Pamphlets concerning ship board first aid should be printed and distributed to all ships, especially ones concerning artificial respiration and its new methods of application. Seamen have been called on quite a few times to administer artificial respiration, saving many a life with the induced method of breathing. It would be a wise move to have this knowledge spread around the ships, not confined to one or two men on each ship. Let's have those pamphlets.

Men in the marine hospital include E. Callahan, J. Penswick, T. Mastaler, F. Mackay, and J. E. Crowley. Oldtimers on the beach are E. Taber, C. Karas, P. Karas, John Halpin and James Halpin. The Halpin boys are brothers, as are the Karases.

James Sheehan
Boston Port Agent
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Mobile:

NLRB Election In Atlantic Tops News

Shipping in the port of Mobile for the past few weeks has been holding its own with approximately 135 men shipped to various off-shore jobs and about 60 more to various relief jobs in and around the harbor.

Ships paying off included the Alcoa Pegasus, Puritan, Clipper, Pilgrim and Corsair (Alcoa); and the Clalborne, Warrior and Monarch of the Seas (Waterman). Signing on were the Alcoa Pegasus, Puritan, Pilgrim and Corsair, along with Waterman's Warrior and Hurricane.

In-transit vessels were the Topa Topa, Iberville, Antinous and Gateway City (Waterman); Del Santos (Mississippi);



Jordan

Mankato Victory (Victory Carriers) and the Steel Flyer of Isthmian.

The big news around the port is the Atlantic Refining Company elections which started a few weeks ago and are going ahead at a rapid pace. From unofficial indications, the SIU has a substantial majority at the anchorage and aboard the ships, thus assuring the Atlantic seaman of becoming a member of the SIU family in the near future.

Work is still going on at the bulk terminal being built on the site of the old Turner Terminal docks. This terminal is supposed to take care of all ore and other bulk shipments coming into port when it is completed in approximately one year. Representatives of other countries which ship ore into this area have been inspecting the facilities which have been completed at this date. When this project is completed it is supposed to be the finest of its type in the country, able to handle any size ore ship in a matter of hours whether it be loading or unloading. Isthmian and other large ore outfits are expected to use the terminal's facilities to save time and loading expense.

At this writing there is none in the hospital from the Mobile area except Willie Reynolds who would appreciate hearing from some of his old shipmates. He expects to be there for quite some time, so if any of the brothers are in the New Orleans area we hope they don't forget to stop by the hospital to visit him.

Old Timers on Beach

Some of the oldtimers on the beach down this way include Mickey Pinner, A. Barnes, L. Jordan, Kenny Lewis, Charles Hanners, Charles Wells, L. Kyser, Ernest Mosley and Jimmy Bradley.

Also around the hall is Seafarer Ernest Hannon. Hannon is married and makes his home in Mobile, usually sailing out of here in the rating of steward. For the past couple of years he was chief steward on the Golden City (Waterman).

Brother Hannon has been in the organization since its early days and believes that our disability benefit is one of the finest points of the SIU. He likes them all, but thinks especially well of that.

The weather outside is delightful, to paraphrase the words of a popular song of a few years back. The rest of the country may be storm-tossed, but we like the sunshine down this way.

Many of the boys are headed back to Mobile around this time of the year. They can't wait to get off the ships with those SIU payoffs and get home for a good time with the family.

Cal Tanner
Mobile Port Agent

Lake Charles:

Active Shipping Keeps All Members Happy

Things are running along full blast here in this sunny little city, with quite a few men here on the beach, but shipping is holding up well.

Ships coming through this port were the Winter Hill, Cantigny,



Lyle

Abiqua, Bents Fort, Chiwawa, Bradford Island, Government Camp, Paoli and Council Grove (Cities Service); Del Santos (Mississippi); Steel Age (Isthmian); Alcoa Pioneer (Alcoa), and the W. E. Downing (State Fuel).

The Paoli paid off and signed on for Japan, taking quite a few men from the hall, while the Council Grove paid off here and went back coastwise. All of the ships took quite a few men making all hands happy.

Came in Clean

The Paoli and the Council Grove both came in clean with bangup SIU crews. Most of the beefs were squarred away before they got in so we only had a couple, which were settled to the satisfaction of the crew.

Over in Elizabeth, La., where the Paperworkers Union has been out for over a year, the Superintendent of State Police picked up three strikers on what is obviously a trumped up charge of trying to dynamite a gas line. The union is fighting it all the way and someone's face will be red before it is over. This is the same man who goes around smashing slot machines and is now facing trial in court for smashing some juke boxes during one of his Carrie Nation-styled raids.

Among the boys on the beach we find J. Mitchell, recovering from an operation. Just waiting around for the next ride are J. Mapp, Ross Lyle, J. McConathy, J. Blizzard, F. Fall, C. Everett, C. Istrr and T. Dempsey.

Leroy Clarke
Lake Charles Port Agent
↓ ↓ ↓

Seattle:

Army Grip Still Tight On Korean Shores

Shipping has been good in spite of the fact that we have had a few vessels go into layup. The majority of the ships coming in the Seattle area for payoffs have beef against the Army for rough treatment ashore in Korea.

Ships paying off were the Ames Victory (Victory Carriers); Sea Nan (Stratford); Jean Lafitte and City of Alma (Waterman); Odeanstar (Dolphin); Irenestar (Maine); William Carruth (Trans Fuel) and Camp Namanu (US Petroleum). Signing on were the Coe Victory (Victory Carriers); The Cabins (Cabins); and the Ames Victory, Sea Nan and Jean Lafitte. The Alamar of Calmar and the Jean Lafitte, Coe Victory and The Cabins were in transit.

Men in the marine hospital who would appreciate hearing from their old shipmates include B. L. Royster, C. E. Owens, and M. R. Reeves.

We are enjoying typical fall weather for Seattle, foggy in the mornings and usually rain and sunshine before the day is over. We like it, though.

Jeff Gillette
Seattle Port Agent

A & G SHIPPING RECORD

Shipping Figures October 21 to November 4

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW.	SHIPPED
Boston	30	19	18	67	12	11	9	32
New York	152	143	128	423	100	80	83	263
Philadelphia	54	32	35	121	40	44	38	122
Baltimore	120	91	71	282	104	79	74	257
Norfolk	18	15	8	41	6	8	3	17
Savannah	14	21	11	46	13	9	7	29
Tampa	18	24	20	62	11	5	2	18
Mobile	78	57	60	195	45	42	48	135
New Orleans	135	107	122	364	134	106	132	372
Galveston	52	22	47	121	66	59	40	165
Seattle	21	26	16	63	59	40	31	130
San Francisco	40	46	33	119	48	29	22	99
Wilmington	34	26	17	77	29	30	24	83
Totals	766	639	586	1,981	667	542	513	1,722

IN THE WAKE

It is over a century and a half since President Washington signed the act which, ultimately, launched the US Navy. The first appropriation — in 1794 — was fantastically small, considered in the light of today's maritime projects. It provided for six frigates to be used for defense purposes, only if needed, against Algiers, which was, at that time, a troublesome area for the United States.

Built by the best shipbuilder in the United States, three of the frigates were 1,600 tons and the others 1,300 tons apiece, and they proved their worth and the superior knowledge of their designer when, in the naval war with France and later, during the War of 1812, they vanquished the ships of their French and English enemies.

The first US Navy consisted of the Chesapeake, Congress, Constellation, Constitution, President and United States, each one of which carried a bristling array of 36 or 44 guns.

The oyster, victim of many superstitions, is actually quite an innocent creature, and has never poisoned people — fatally or otherwise — in months without the letter "R". Neither will the oyster cause discomfort to anyone who wants to eat ice cream. Fishermen, who know oysters better than most of us, do claim that they can foretell the weather. When oysters are bedding deep, this is taken as a sign that the winter will be cold and long.

In addition to all the superstitions about not eating oysters, there is an old belief that to eat oysters on the first day that they are sold in the market will prove lucky for the eater. Perhaps this is the original reason why oysters are delivered to the White House in Washington at the start of the oyster season. The oyster was supposed to have other beneficial qualities, too. Casanova, for example, always gave the oyster credit for at least a part of his success with the ladies.

Tobacco, which was first used by ancient peoples for religious or

superstitious purposes, is surrounded by many contradictory myths: It is considered unlucky to light a pipe from the fireplace, but if you light a cigarette and it goes out repeatedly, you are in love and your love will be returned. Another unlucky gesture is to light one cigar from another. When someone blows a smoke ring, however, it is a lucky gesture to try to put a finger through the ring before it disappears, and make a wish. Snuff, which does not enjoy the popularity it possessed in former days, was supposed to have a beneficial effect, by forcing out of the head any evil which might be lurking there.

"Dead as a herring," a common phrase, is as accurate as it is vivid. The moment a herring is taken from the water it dies, and therefore is deader sooner, and looks deader longer than any other fish. The mouth of a horseshoe crab is in its legs. . . . Contrary to popular belief, tortoise shell does not come from a tortoise, but is derived from the scales of a sea turtle. . . . Among the living creatures which can replace parts of themselves which are lost or injured, is the starfish. One or all of the starfish's rays can be lost without proving fatal. Even if the starfish is divided, each half will grow new rays and become a complete starfish once more. . . . A cuttle fish is not a fish, but an octopus.

Just a century ago, a group of men meeting near New York's Grammercy Park came to a decision which would have far-reaching results — the laying of the first successful Atlantic cable, which made America one of the greatest trade centers of the world. After 12 years of repeated failures and discouragements, the world's largest steamship, the Great Eastern, succeeded in this undertaking, and in 1866 New York celebrated the great event which was to have so important a role in its future. And to Cyrus Field, at whose home the idea began, goes the credit for linking the commerce of the New World with the Old.

THE INQUIRING SEAFARER

Question: Whom do you think should keep the laundry room clean?

Edwin Edginton, ch. electrician: I think the work should be divided up among the three departments due to the fact that the laundry was put aboard primarily for the use of the unlicensed personnel. With no OT, all should clean it equally, and each man should leave tub and machine clean after him.

Audley Foster, bosun: I believe the work should be rotated among the three departments. They all use it and it is only fair that everybody clean it. It has always worked that way aboard every ship I have sailed and I think it is a good system. Also, each man should clean up afterward.

Maynard Newman, FWT: If a man uses the washing machine, I think he should be man enough to leave it clean the way he found it. Leaving it dirty for the next guy is just a dirty trick. If everyone cooperates it will make it that much easier on the next guy who wants to do his wash.

Leonard Bailey, oiler: Each department should take turns cleaning the laundry room. The greatest thing we have aboard ship is the laundry room and the washing machine. If the guys don't want to keep it clean I think we should go back to the old "Chinaman" we had on the Liberty ships.

John Grabowski, OS: If each man keeps it clean after him I think it will make it that much easier on the sanitary men of each department. As far as who should keep it clean is concerned, I believe the work should go to the various departments and each of them should take turns.

Harry Gunderud, AB: The work should be divided among the three departments on a weekly or daily basis so that each one gets its turn. Every man should make it his personal business to see that the laundry room is clean. The officers aren't going to clean it for us.

MEET THE SEAFARER



JOSEPH O. MALONE, ch. steward

Joseph O. Malone, 66, has been a seafarer since 1907. In that year he left Asheville, North Carolina, and went to sea. Since then he's been sailing regularly, except for a few years spent shoreside running saloons and raising poultry. He's been around the world several times and through both wars. But the highlights of his career, he feels, were two rescues.

In November 1920 he took part in the evacuation of the anti-Bolshevik White Army of South Russia, commanded by Baron Piotr Wrangel. Malone's ship, the Eastern Star (Shipping Board), was in Sevastopol when Wrangel's Army, defeated in the Crimea by the Red troops, was forced to evacuate. Malone's ship was one of the fleet that carried the Army to Constantinople. With Wrangel's Army gone, the civil war in Russia ended.

Delivered Babies

Brother Malone has the honor of having sailed on the first ship built for the American Export Line. In 1919, when he was aboard the Winona, another Export Line ship, he had a share in rescuing the Greek inhabitants of Smyrna. The Greeks living in Smyrna had offended their Turkish rulers, who decided to punish them. With characteristic ruthlessness, the Turks put the town to the torch and burned it to the water's edge, leaving thousands of people homeless. The Winona, which was the only American ship in the port, took 2,500 refugees aboard and carried them to Mitelene and Patras. During the voyage to Patras, five children were born. Brother Malone delivered two of them himself.

Opens Saloon

In 1935, after the repeal of prohibition, he opened McGillicuddy's Saloon—named in honor of Connie Mack, the former manager of the Philadelphia Athletics — on 57th and Lexington, in Manhattan. The business failed. He opened another

saloon and lost his shirt. Then it was back to sea again.

Shipped Fast

In 1941, Malone went over to the old SIU headquarters on Stone Street, looking for a berth. Paul Gonsorehik asked him when he'd be ready to sail. "In two hours," Malone said. Two hours later he was aboard, and he's been shipping SIU ever since.

He was out during both World Wars, dodging German submarines and aircraft. His ships were shot at many times, but never hit.

In that respect he was considerably more fortunate than other Seafarers during the war who had a rough time of it.

When the war was over, Malone decided to try his luck at another shoreside business venture. He went home to North Carolina, and with his brother as a partner, made a try at raising chickens. But neither of them knew the business. The birds died, the Malones went broke.

Malone likes to describe how the seafarer's conditions have improved in the last 40 years. In the old days the sailor was ostracized from decent society. Shore people thought nothing of trying to rob him. He had to jump through a ring every time the captain spoke. His old blue mattress cover was left on the sack until it became smelly.

Real People

Now that's all changed. A sailor is no longer considered riff-raff. Malone likes to tell about the society lady who visited the SIU cabaret, saw a group of well-dressed and respectable men dancing with their dates, and said to her escort, a union official, "Are those seamen? Why, they look like people."

Linens are changed aboard ship as often as they are in first-class hotels. The sailor has money and freedom, he can send his children to college, and the public respects him.

Malone is mighty proud of this change. He says "We've gone a long way, and we're gonna keep goin'."

TEN YEARS AGO

Yugoslav partisans, some under Tito and some under General Milhailovitch, reported "great progress" in their activity against the German forces. They reported, in separate actions, the taking of "the second best iron ore mine," and fierce street to street fighting in some areas. . . . The SIU, which had fought attempts to use Nazi prisoners to do seamen's work, attacked an attempt by some businesses to use Nazi POWs in preference to union labor. . . . The Allies said that their fighters and bombers ranged over the entire length of Japanese occupied Burma in "intensified operations" . . . German counter attacks slowed the Allied advance in Italy.

Chicago's first subway, almost five miles long and costing \$34 million was formally opened. . . . A mass air raid of Flying Fortresses hit the roller-bearing factories at Schweinfurt, Germany, a 1,000-mile trip. The US said heavy fighter opposition was met and that, in addition to destroying the plant, 186 enemy aircraft were knocked down while 60 fortresses were lost. . . . Allied forces continued to advance toward the Burma Road, with heavy fighting encountered every step. . . . The

SIU wages a campaign to have the Government approve its new contract which called for wages well above the "mode" or "average" allowed by wage laws. . . . US Secretary of State Cordell Hull and British Foreign Secretary Anthony Eden arrived in Moscow for a wartime policy conference with Soviet Foreign Commissar Vyacheslav M. Molotov.

The 83,423-ton Lafayette, formerly the French liner Normandie, was turned over to the Brooklyn Navy Yard for refitting for active service. Salvage work, which had started in May, 1942, after the vessel burned and capsized was completed at a cost of \$4.5 million. . . . Berlin claimed that its troops, in "stiff counter-attacks" were inflicting "heavy losses" on Allied forces north of the Volturno River in Italy. . . . The SIU fought "to the hilt" an attempt by the Army to grab jurisdiction over merchant seamen and to inflict Army regulations and punishment on seamen. . . . Mass raids of 500 and 1,000 Allied planes hit light industrial centers in Germany, primarily in Essen and Gelsenkirchen. . . . US planes dropped 250 tons of bombs on Akyab, a Japanese base in Burma.

The Seafarers Puzzle

ACROSS																																			
1. Texas	2. Recipe	3. Where Donald Duck Bar is	4. Black Bar, in BA	5. Age	6. Where Charlie's Bar is	7. Hurry	8. Bit of advice	9. Yankee ballplayer	10. Arrive: Abbr.	11. Greek letter	12. Marshal, Napoleon's army	13. Brother: Slang	14. Theatre district	15. A pushover	16. White poplar	17. Encourage	18. Politician: Slang	19. Three-masted ship, Mediterranean	20. Tourist guide	21. Walk in water	22. Historic spot, Texas	23. Street, Liverpool	24. Snake	25. Leave out	26. Girl: Slang	27. Short drink	28. Nothing	29. Extra pay for dangerous work	30. Lajoie, old time ballplayer	31. It beats a king	32. Positive pole	33. High note	34. Thai girl	35. Small Spanish horse	36. An Aleutian island
DOWN																																			
1. Wager	2. Puerto Rico port	3. Man's name	4. Destroyer	5. City in Maine	6. Fish bait	7. Do as told	8. Girl's nickname	9. What every navigator needs	10. Part of name of SA port	11. Former Giant manager	12. Sick	13. A lost weekend	14. Hit	15. Important Gulf shipping area	16. Nut grown in 23 down	17. Man's nickname	18. Exist	19. Lopat of Yanks	20. New class of freighter	21. Port in Honduras	22. How the weasel goes	23. Soaked	24. Lieutenants: Abbr.	25. Bad luck symbol	26. Priest's garment	27. Member of track team	28. Evade	29. Departed	30. Soon	31. Catch of game	32. Position, as of sails	33. Man's nickname			

(Puzzle Answer on Page 25)

SEAFARERS LOG

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Canadian Victory

Another significant victory for maritime unionism has been won by the SIU in Canada. The Canadian District of our International Union has settled a 26-day strike against that country's deep sea ships with a convincing contract victory. The 56-hour week, long the bane of Canadian maritime, is dead, and the union has won important improvements in wages and other contract provisions.

This was the first major test of strength for the Canadian District since it won the right to represent Canadian deep sea men three years ago. And it was only at the last SIU convention this spring that the District was granted its full autonomy as a member of the SIU of North America.

As an autonomous unit, the Canadian District went it alone in this strike and came through with colors flying. It did not have to call on the A&G District or the SUP for help, although that help would have been granted if needed. That fact is the surest possible proof that the Canadian District is now firmly established as a full-fledged member of the SIU family.

Election Progress

Approximately half of the Atlantic Refining vote has now voted, and nothing has happened to change the convictions of SIU organizers as to the favorable outcome of the balloting. On the contrary, there is every indication that the fleet is going strongly for the SIU with a pro-Union swing making itself felt on the ships.

A typical straw in the wind was the reaction of the crew on the Franklin, a small inland ship which Atlantic uses as a sort of oil barge to move local shipments in and around Philadelphia. The half-a-dozen jobs on this ship were generally considered plums that were parceled out to company favorites. Consequently organizers had made little contact with the crew.

Yet when news of the election came through, a crewmember of the Franklin made a point of coming down to the SIU Philadelphia branch hall to get pledge cards for the entire gang aboard the ship.

Within a month, the NLRB should be able to count the ballots and make the results known. When that happens, Atlantic Refining will have to negotiate with a real maritime union for the first time in its history.

Dispute On Libertys

The proposal to convert the old Libertys into 18-knot cargo carriers has aroused a great deal of controversy all over the industry. Many segments of the industry oppose the plan because they feel it would take attention away from the much-needed planning and building of new, modern vessels. And, frankly, the idea of a rusty old Liberty ripping through the seas at 18 knots seems sort of fantastic anyway.

However, there probably would be no harm in trying out the plan by converting one ship, and then seeing how it turns out. If it works out, the plan would be useful for converting some of the 1,500 Libertys in the Reserve Fleet—in case of an emergency. In no case, should conversion of the old Libertys be allowed to take the place of a badly needed program for planning and building modern, efficient new ships.

Changing Times

We came across a mimeographed sheet put out by Mississippi Steamship Company back in 1931 that points up how much times have changed for a seaman. This sheet was a notice to seamen that, "beginning tomorrow, the following wage scales shall go into effect." The sheet said that ABs would get \$55 a month, messmen and ordinaries would get \$40 a month, wipers \$50, and firemen \$57.50 a month. There was no mention of OT or any working conditions.

The company said "this is the wage scale," and the men took it, or got off the ships. Things have certainly changed since then. Now, Seafarers on Mississippi ships, or any other ships for that matter, with their SIU contract and representation, have the top wages, OT and working conditions in the industry. They also have plenty to say about their contract.

LETTER of the WEEK

Steward's Life No Bowl Of Jello

To the Editor:

Beefs have often arisen aboard ship about so-called "second" meats on the entree. There are no "second" meats served on our ships today. If you see corned beef and cabbage, pot roast of beef or some other meat on the menu, they are main dishes, and not "seconds."

A second meat would be something left over from a previous meal and served at a later meal. No good steward would allow this to happen very often, since he can operate on an a la carte system on most of his major meats, cutting down left-overs to any great extent. Cooked ham and cold cuts, of course, can be used on the night lunch plate.

On any usual menu for the Alamar, the principal meat comes up to the standard of any good American menu. Both meats offered are entrees, according to Charles Ranhofer, the famous chef of Del Monico.

Variety Spice of Food

Here is another point: a ship is supplied with 4,000 pounds of meat for 60 or 70 days. This includes beef, pork, veal, lamb, chicken, turkey, corned beef, corned shoulder, ham, ox tails, tongue, etc. Could you serve steak every day? Or beef? Could you serve pork chops every day or veal? No, you could not; there must be variety. The only way to vary the menus is by using the meats that you fellows may call "seconds."

Go into any first-class hotel or restaurant and you will find this kind of meat on the bill of fare. However, you may not find corned beef on all of them. Do you know why? It costs too much to offer on the menu.

Can't Please Everyone

Another thing I'd like to bring to your attention is that meals on a ship are prepared for at least 37 men. Each man has different likes and dislikes.

Some call hamburger steak a second meat, but throughout the United States it is a favorite food, both commercially and in the homes of 90 percent of the nation's families—when they can afford to buy it. The same goes for frankfurters.

I am defending only the case for the steward, who has a heavy load on his shoulders at sea. No hard feelings, fellows, I'm just trying to clear up some of the steward's shipboard headaches, like the ones I get myself, sometimes.

Pity the poor steward on a stormy night, or on any other night, for that matter, when hungry Seafarers hit the mess room. And during the day, too. It's pretty rough, but it's fun, too.

So, fellows, when you start blowing your top about the food, just stop and remember that your steward is a Union man, too, with SIU standards and a contract to live up to.

Clarence L. Yearwood



Yearwood



LABOR ROUND-UP

Approximately 1,600 Louisiana sugar workers are still on strike against low wages and bad housing. The strike is being conducted by the AFL's National Agricultural Workers Union. Plantation owners and growers have thus far refused to accept the existence of the union. Cuban sugar workers are readying an embargo against raw sugar shipped to refineries owned by the Louisiana sugar concerns.

Electrical workers at the Hilliard Corporation in Elmira, New York, have won general wage increases of from ten to 25 cents an hour plus seven paid holidays. Christmas bonuses and other fringe issues have been improved and disability insurance has been raised from \$30 to \$40 a week. These workers, now members of the International Union of Electrical Workers (CIO) had voted to quit the left-wing UE in 1950.

The CIO Textile Workers Union has asked the new Secretary of Labor, James P. Mitchell, to increase the Walsh-Healy minimum rate in the woolen and worsted industry to \$1.20 an hour. Present minimums are \$1.05 hourly. These minimums are enforced on Government orders for textiles.

Skilled patternmakers in Detroit, members of the AFL Pattern Makers League, have won a pay increase of 20 cents an hour and other improvements. The settlement came at the end of a week-long strike of 950 members against the Michigan Pattern Manufacturers Association.

Members of the Newspaper Guild have settled their strike against three newspapers in Portland, Maine, with increases up to \$6.25 a week retroactive to June 1. The agreement also calls for arbitration of grievances and maintenance of union membership for the life of the contract.

Bus drivers in Reading, Pennsylvania, have taken ads in the local newspapers calling the car pool habit unfair to the union's members. Division 1345, of the AFL Motor Coach Employees Union declared that motorists who carry fellow workers to and from work

for free are reducing the number of buses in operation and the number of drivers.

The blacksmith is still in business judging from a report of the Blacksmith's division of the Brotherhood of Blacksmiths and Boilermakers. The union reported a variety of wage gains at several widely scattered foundries and forges throughout the country. Also, an NLRB election was won at the American Brake Shoe Company in Los Angeles.

Milk wagon drivers and inside milk employees in New York ended a week long strike with a package increase amounting approximately to \$8.50 in wages, vacations and other benefits. The strike shut off most of the city's milk supply as well as for surrounding areas, but housewives largely overcame the inconvenience by using canned and powdered milk.

Approximately 6,000 production workers at the Singer Sewing Machine company in Elizabeth, New Jersey, have reached agreement with management on a new contract providing an increase of eight cents an hour. Federal and State mediators aided in reaching a settlement of the wage dispute.

Miami bus drivers received \$80,000 recently in a share-the-profits plan that was reached between their union and two transit companies in the Florida city. The drivers are members of Bus Operators Local 1267, AFL.

Representatives of the AFL United Brotherhood of Carpenters and Joiners and the AFL International Association of Machinists met in Washington to begin a series of conferences designed to end a more than 40-year-old jurisdictional conflict between the unions. The conflict has centered over which union has jurisdiction over the installation and erection of machinery. The Carpenters claim that its millwrights have that jurisdiction, and the Machinists also claim the jurisdiction. The conflict first came up in the ALP Convention of 1913, and has been a source of trouble between the two Unions ever since.

VOTING DAY

in Atlantic!



A LOG reporter interviews tankerman Jack Tambascie for his reaction to the election. Looking on is GI Ted Theodore, former Atlantic tankerman who came down to cast his ballot in the National Labor Relations Board voting.



Philadelphia SIU Port Agent Steve Cardullo swears in a group of new SIU members from Atlantic fleet at pre-election rally held in that city. New members are (left to right) Bjorn Wagones, Anthony Good, Joe Hargraves, Paul Beasley.



Two tankermen discuss the outlook with SIU organizers outside the high wire fence that surrounds the Anchorage in Philadelphia. Facing camera are tankermen H. Aquio and J. Dioquino. SIU men are (l-r) Jim Golder, Jimmy Kaup and Frank Boyne. The Atlantic men were confident of an SIU victory.



Victory spirit is in the air as a group of tankermen pose with V for Victory sign outside the gates of the Anchorage. SIU supporters were in evidence in large numbers while AMEU men were hard to find. Seafarer E. B. McAuley (kneeling), an SIU organizer, led the cheering section.



Tankermen Matthias Jackson (left) and Mrs. Jackson, chat with organizer John Sweeney at rally in Philadelphia.

The long-awaited election in Atlantic Refining, toward which SIU organizers and supporters had been working for many months, got off to a fast start under the supervision of the National Labor Relations Board. As of now approximately half of the ships have voted, as well as Atlantic's shoreside installation, the Anchorage.

As presently scheduled, the remainder of the Atlantic fleet will vote by the end of November with just two ships out foreign voting later than that date.

While the results will not be known until every ship has voted and ballot boxes are opened, all indications are that SIU supporters are in a very solid majority in the fleet. The start of the voting was greeted with jubilation by SIU men, while back-

ers of the company union entered the balloting with sinking feelings that were plainly evident on their faces.

Nowhere was this more obvious than in the Anchorage, where the company union, the AMEU, could be expected to have considerable strength in shore relief gangs, leadermen and other shoreside jobs. Nevertheless, groups of pro-SIU men far outnumbered the scattered handful of AMEU backers. The same situation showed up on the ships.

But the best indication of the way things are going was the response of men who had not yet committed themselves to the SIU. A sudden last-minute jump in pledges was convincing proof that the SIU was on its way to a decisive victory in the Atlantic fleet.



An NLRB representative struggles up the Jacobs ladder of the Atlantic Traveler, the all-important ballot box in hand.



A company representative (left, dark coat) boards the launch that took NLRB men as well as SIU and Atlantic observers out to the Atlantic Traveler, first ship to be voted in the election.



Al Gibson (left) and Jack Weeks were two of the many tankermen who made a point of coming down to the Anchorage to vote. Many men on vacation traveled long distances to get their ballots in.



The march to the polls begins as group of SIU supporters strides down the road to Anchorage gates where voting for shoreside men was held. Director of Organization Keith Terpe (with large white envelope) goes along with group.



Victory rally shows tankermen brimming over with confidence as to the outcome. Men are displaying copies of "Atlantic Fleet News", published by the organizing committee, as well as the SEAFARERS LOG. This rally was held in Philadelphia.

MARITIME

Edward F. Cavanaugh, Jr., Commissioner of Marine and Navigation for the City of New York, has under advisement a plan which would enable the city to acquire the seven now privately-owned ferry boats running between Brooklyn and Staten Island. The boats are presently owned by Electric Ferries, Inc. Commissioner Cavanaugh conferred with Ogden B. Hewitt, president of Electric Ferries, Inc., and Lazarus Joseph, Controller for the City of New York. If the City agrees to purchase the ferries, which last year carried 2,435,216 vehicles and 4,518,623 passengers, the Board of Estimate would have to approve the move. The company has notified the city that it does not intend to renew its franchise after it expires next March 31. The City is determined to keep the important transport link system, even if it means operating the ferries at a loss.

The Military Sea Transportation Service has signed or renewed charters with two steamship companies to operate six privately-owned C-2 type cargo ships. Under the agreement, each vessel is contracted at the rate of \$1,950 a day on time-charter basis, where ships are provided fully equipped and manned. Charters were renewed on three Waterman ships, the City of Alma, the Beauregard and the Warrior. New charters cover the Golden City also a Waterman ship, and the African Pilot and the African Sun of the Farrell Lines. The charters run from four to six months with options of like periods.

The General M.B. Stewart cleared the Panama Canal and arrived in New York on Wednesday. This ship is the fifth Navy transport to sail from the Far East to New York. The Military Sea Transportation Service reports that the Stewart carried 2,685 military personnel, including 170 Puerto Rican troops, who debarked at San Juan, and 301 Columbian soldiers, who were transported to Cartagena.

Lloyd's Register of Shipping reports that ships lost as a result of sea hazards numbered 181 in 1952. The amount of tonnage was 219,429. The number of vessels was the second lowest in a peacetime year since 1928. The tonnage figure represented the lowest since that year. Statistics released by Lloyd's showed total losses resulting from wrecks topped all other types of casualties last year, 79 ships of 127,777 tons were lost in that way, 42 vessels of 31,252 tons floundered, while 22 of 17,592 tons burned, 19 ships of 28,391 tons were lost in collision and 10 of 2,832 tons were reported lost under circumstances not fully reported and 9 of 11,479 tons were reported as missing. The United States fleet lost the most ships in 1952 with 28. Greece was next with 7 and Panama third with 6.

Brazilian President Getulio Vargas has approved a plan to spend \$4,000,000 on improving shipping on the River Plate, in an effort to relieve his country's transport crisis. The plan would cover renovation and expansion of the River Plate fleet plying through the River Plate between the Parana and Paraguay rivers. It was indicated that at least part of the cost could be met with funds recently approved by United States for coastwise shipping. The scarcity of roads and railroads in Brazil gives water transport a special importance. The plan provides for the purchase of five river tugs and 22 steel barges of 1,000 tons each, for use on the Paraguay River and two tugs, six 200 ton barges and two small passenger vessels to use on the Parana.

A post-war shipbuilding boom has lifted The Netherlands from sixth to fourth place among the world's shipbuilding nations. Only the United States, the United Kingdom and West Germany continue to rank ahead of The Netherlands. There are 300 shipyards in that country and all are now fully-booked through 1956 with advance construction orders. . . . The SS Veendam, Holland-American Lines' 30-year-old, 15,652 ton liner, arrived at Hoboken on her last Atlantic crossing. Known as the "Graceful Old Lady of the Atlantic," the ship will head South for Baltimore, where she will be converted into scrap steel. Captain Harm Oldenberger, skipper of the Veendam, said that scores of former passengers has asked for the ship's furnishings and fixtures as souvenirs. Mr. and Mrs. Francis Webb, of Stamford, Conn., who were aboard the Veendam on its final crossing, were also aboard on the ship's maiden voyage.

The new Greek Line flagship, the Olympia, was inspected by over 5,000 visitors who swarmed over the eight passenger decks and through the 21 public rooms. The 23,000 ton liner was tied up at the 58th Street pier. This was the Olympia's maiden voyage, after being built in Scotland. The flagship plans to pay a visit to Boston. It plans to make Boston its regular port of call in the United States and make five runs a year to that city. The admission price paid by visitors was for the benefit of the Ionian Islands Emergency Relief Fund for the relief of the thousands of families left homeless by the recent volcanic explosions in those islands and elsewhere in Greece. While the vessel was built in Scotland, it is owned by Greek shipping interests and is under Liberian registry.

SEAFARERS in ACTION

There's always a considerable number of new faces coming into the SIU every year. That's a part of the normal turnover in the shipping industry as many men settle down shoreside after a few years and are replaced by newcomers.

With this in mind, Seafarer Charles R. Johnson of the Feltore



Johnson

proposed that educational meetings be held regularly for all departments. He suggested that such meetings could make up the history and aims of the SIU, as well as acquaint the new men with the constitution and by-laws of the Union.

Johnson himself has been sailing with an SIU book since January, 1948, joining the Union in Philadelphia. He's 26 years old and comes originally from North Carolina. He sails in the stewards department.

By now practically every SIU ship's crew has discussed the problem of the US Public Health Service hospitals at their shipboard meetings and has voted to take some kind of action on that score. Aboard the Alcoa Clipper the initiative came from veteran Seafarer William J. McKay, known to his shipmates as "Professor" McKay. He emphasized that it's much more effective for the individual Seafarer to write his Congressman as an individual than for a ship's crew to send a collective telegram.

The individual letters always attract more attention because they mean a man was so interested that he took the trouble to write himself.

McKay, a native New Yorker, passed his 65th birthday last June 24 and is still going strong. He joined the Union in Miami in 1941, and holds stewards department ratings.

Crewmembers of the Clarksburg Victory (Eastern) expressed their appreciation to ship's delegate Kenneth Roberts on their last voyage for a very fine job of representing the gang. Roberts was thanked for his efforts on behalf of the crew that made for a smoother trip than would otherwise be the case.

Roberts, who is 26, is a native of Michigan. He joined the Union in New York in 1949, and sails regularly in the deck department.

On the Job

Using Common Hand Tools

A standard comic book gag is the one about the fellow missing the nail with the hammer and landing on his thumb instead. Whatever the humor in the situation, it seldom appeals to the victim. A considerable percentage of such accidents results on shipboard from the use of hammers and other hand tools. While they aren't necessarily the serious kind, they are responsible for cuts, severe bruises and sometimes broken bones.

A great many of these accidents result from use of tools that aren't in good condition to begin with. Loose handles, dull cutting edges, broken and chipped parts all are conducive to somebody getting hurt. Improper handling of the tool, or use of the wrong tool for the job is another cause of accidents.

While here, like in most other matters, the ship's officers have the responsibility of inspecting tools and seeing that defective ones are repaired or discarded, it's only sensible for the Seafarer to put an oar in on the subject. After all, he's the one who is going to be using the stuff, so he should take an interest in seeing that he has good tools to work with.

Tools Dropped From Above

One of the most serious, and easily avoided, shipboard accidents is the result of hand tools being dropped from aloft or from stagings. These have a habit of landing on somebody's head below more often than would seem possible. It's simple enough to prevent this kind of thing. All that has to be done is to tie light lanyards to tools being used aloft, or put them in a box or bucket lashed to the staging. It saves a lot of time and trouble climbing down and picking them up, then climbing up to where the work is.

Any tool like an ax, hammer or sledge is dangerous if the handles aren't in good condition. A loose or split handle at the best makes it difficult to swing the tool accurately. If the head of the tool flies off it can have serious consequences. Splinters in a handle can lead to cuts and make it difficult to use the tool properly. Oil and grease will cause handles to slip. Keeping them clean and wrapping tape on the ends are two sound precautions.

After a while, any wooden tool handle will tend to shrink so that new wedges have to be inserted between the handle and the head to hold it fast. Either a metal or a wooden wedge is satisfactory, but nails should not be used because they will split the handle.

Carry Spare Handles

The best thing of course, is for the ship to carry some spare handles just in case. If any aren't around, the crew just has to make do with what they have.

The ordinary hammer face is a smooth and flat one except for some types used for special work. They should be kept that way for most effective operation. A carpenter's hammer should be limited in use to the work it's designed for—driving nails. Where a chisel is used, employ a machinist's hammer which will not chip.

Sometimes when chisels, punches, wedges and similar tools are used, chips will be knocked off their heads under the pounding of the hammer. Usually this happens after the head has spread from repeated use. The head of the chisel should be ground so that the burrs are removed and the danger of chipping reduced. Keeping the cutting edge of the chisel sharp is also important so that it won't slip out of the cut.

Wrong-Size Screw Driver Hurts

Screw drivers are responsible for many abrasions and punctures when the driver slips out of the screw slot. That usually happens when a wrong size driver is used or when the screw itself may be jammed or corroded and won't turn.

Another way to invite damage from a screw driver is to hold a small piece in your hand while working. Small work should be held in vices or placed on some kind of firm support so that there's less chance of the palm being punctured.

Hand files, being very hard and brittle tools. Have a tendency to snap if used for any purpose other than what they were made for. Files should never be used without handles for the simple reason that the fingers can be badly scraped or the palm punctured by the file.

Length Of Wrench Important

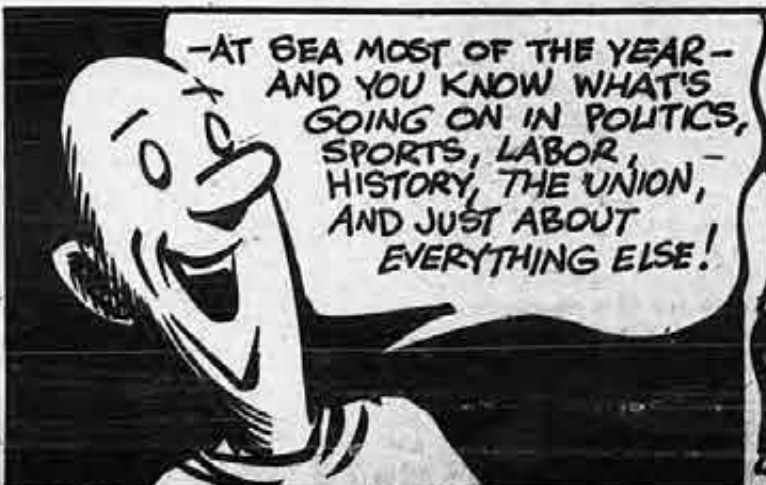
Wrenches, like screw drivers, can cause difficulty if the wrong size is used for the job at hand. Where the wrench is an adjustable one, it's important to consider the length of the wrench in relation to the work to be done. A long-handled wrench should not be used on a small nut and vice versa.

Wrenches should also be inspected to see that their jaws are not worn or sprung. Using wrenches with worn jaws often leads to slips and will damage the nut or bolt, making it difficult to remove or tighten.

Burl



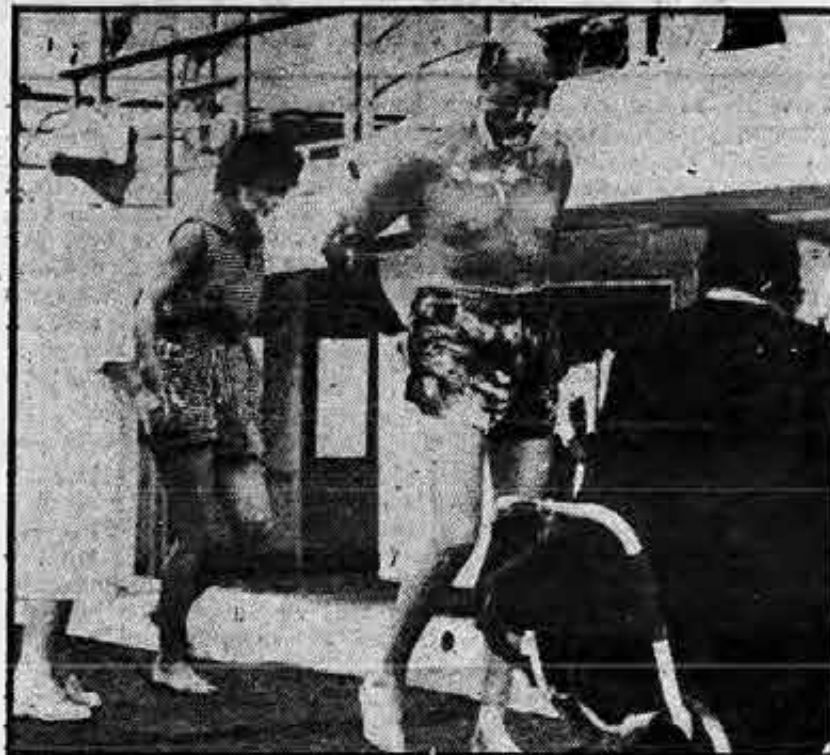
Well-Informed



By Bernard Seaman



Passengers Become Shellbacks



Two passengers aboard the Del Norte, still covered by egg whites and other ingredients, approach the Grand Inquisitor as they are changing into shellbacks.



Father Neptune's crew smear a passenger (left) with a combination of ingredients, and then after he is blindfolded (right) lead him toward Father Neptune.



Seafarers Put on Good Pitch Against Tanker

(Continued from page 3)

decided that the best thing to do was to meet her in mid-stream with a launch and toss the bundles aboard.

The first launch spotted the ship in the vicinity of the George Washington bridge, but it was unable

Keep Draft Board Posted

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

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

to get close enough to begin firing, as the ship was going to fast. So the second launch picked her up off the Battery and started circling for position to get the newspapers aboard.

Full Speed Ahead

Apparently one of the company union men on board spotted the launch, because the next thing the Seafarers knew, the ship gave off a few toots on its whistle and went full speed ahead with the launch bouncing unhappily in its wake.

Nothing daunted, the Seafarers took up the pursuit, cornering their quarry as it slowed down for its anchorage off Stapleton. This time the launch got up nice and close and the Seafarers started firing their bundles of newspapers high in the air.

Only one bundle missed its mark, the rest of them landing on various parts of the Traveler's deck. And as the launch pulled away, mission accomplished, they had the satisfaction of seeing a crew-member pick up the bundles and start to break them out.

Several other Atlantic ships have since been met successfully in much the same fashion with tankermen getting the latest news.

AFL-ILA Demands 20c Increase

(Continued from page 2)

Longshoremen will be guaranteed secret votes on important issues, such as new contracts, the setting-up of a fair hiring system, accepting the constitution, and other important policy decisions. It also means an efficient and clean union working for the benefit of the working longshoremen and giving him the services and representation he needs and deserves, and assurance that every member will have a voice in the policy of his union.

At this meeting, for the first time, longshoremen had the opportunity of voicing their opinions about the contract demands being made by their union. The men considered the demands made, and approved them without reservation.

When the contract demands were presented, the New York Shipping Association officially refused to even hear the demands. However, individual members of the association took copies of the demands home with them for study.

The permanent injunction, which was issued against the old ILA at the request of the NLRB, makes even more binding the provisions of the temporary injunction that it replaces. This injunction prohibits the use of threats and intimidation. They cannot threaten any longshoreman with loss of his job.

They can't threaten to shut down any shipping or stevedoring company because it hires AFL longshoremen. They can't check the books of longshoremen reporting for work, and can't make any longshoremen stand apart or work separately.

They can't threaten longshoremen in any way, or use their henchmen to threaten longshoremen. And, they can't hinder, in any way, the longshoremen's attempts to join the AFL-ILA or to organize their new AFL longshoremen's union.

SIU Scholarship Exam Set For December 5th

(Continued from page 5)

Three letters of reference must accompany each application.

Every qualified candidate must take one of the standard College Entrance Board examinations which are given at regular intervals throughout the country and in foreign lands. Special exams will be given to applicants who live more than 75 miles from a city in which the regular test is given. All exams will be graded by the Educational Testing Service which conducts the College Entrance Examination program.

College Administrators

The winning candidates will be selected by a group of college administrators on the basis of their performance on the college entrance board tests as well as on their past records. Applicants must first be accepted by an accredited college or university before they are eligible to receive an award, but not before taking the exam. No limitations are set upon the type of college nor the field of study of the applicant, but all must be under 35 years of age when they apply.

The winners of the 1953 SIU scholarships are Elizabeth Lomas, who is attending Barnard College; Eugene Goodwin, who is studying at Oregon University Dental School; Charlane Holden, who is attending Richmond Professional Institute, and Alma Jimenez, who is studying at Puerto Rico University Medical School.

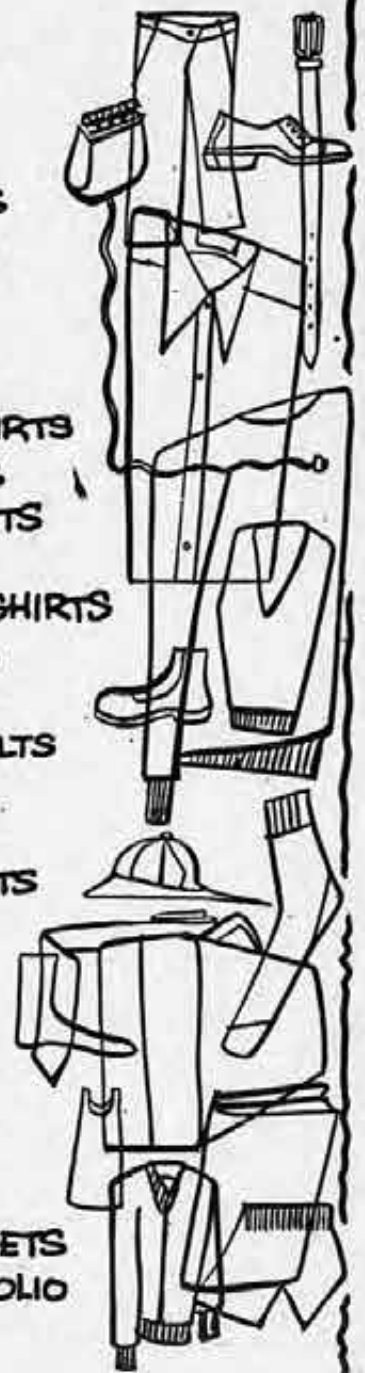
The trustees of the Welfare Plan receive regular reports on the work being done by these winners of the SIU scholarships, and have received completely satisfactory reports to date. It is the policy to study the progress made by each of the winners, all the time they are going to school.

Olde Photos Wanted by LOG

The LOG is interested in collecting and printing photographs showing what seagoing was like in the old days. All you oldtimers who have any old mementos, photographs of shipboard life, pictures of ships or anything that would show how seamen lived, ate and worked in the days gone by, send them in to the LOG. Whether they be steam or sail, around the turn of the century, during the first world war and as late as 1938, the LOG is interested in them all. We'll take care of them and return your souvenirs to you.

What do you need?

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- SLACKS
- TOPCOATS
- DRESS SHOES
- WORK SHOES
- DUNGAREES
- KHAKI PANTS
- KHAKI SHIRTS
- BLUE WORK SHIRTS
- FRISKO JEENS
- HICKORY SHIRTS
- C.P.O. SHIRTS
- WHITE DRESS SHIRTS
- SPORT SHIRTS
- DRESS BELTS
- KHAKI WEB BELTS
- TIES
- SWEAT SHIRTS
- ATHLETIC SHIRTS
- T-SHIRTS
- SHORTS
- BRIEFS
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SIU Crew Of Waterman Ship Draws Praise Of Passengers

A group of passengers making their first trip on what they thought of as an "ordinary freighter" are now singing the praises of SIU-manned ships. When they booked passage for Yokohama on the Andrew Jackson (Waterman) they were looking forward not too

happily to monotonous food, slipshod service, and untidy sleeping and dining quarters. But when they came aboard, according to Mr. Guy Mitchell, of Shikoku Christian College, Zentsuji, Kagawa-Ken, Japan, they got an inkling that their fears were mistaken. Staterooms and dining-saloons were all spic and span. And at the end of the trip, Mr. Mitchell, speaking for the eleven passengers, wrote a tribute to the tiptop condition of the ship, the tastiness of the food, and the excellent service.

Coming in for special praise were Chief Steward Lacey (Tiny) Phillips; saloon waiter J. T. "Blinky" Allen, and bed-room steward Michael Toth. In Mr. Mitchell's own words: "Daily menus and the service, under the supervision of Chief Steward Lacey "Tiny" Phillips have been above reproach. The saloon waiter J. T. Allen and our bedroom steward Michael Toth made the trip quite pleasant and the service they extended all of us was courteous and more than praiseworthy." This outstanding service was described by the skipper of the Andrew Jackson, Captain J. R. Rhodes, as "in true SIU style."



Photographed on deck of Andrew Jackson are (l to r.) Miss Stephans, Mrs. Sanford and West, Judge Haas, Mrs. Morris and Maurada, and Miss Jacqueline. Standing (l. to r.) Michael Toth, "Tiny" Phillips, "Blinky" Allen, and Daryl, all SIU, Mrs. Billsbrough, and Mrs. Mitchell. Standing in the doorway is Capt. Rhodes.

New Perils Found In Texas

In these scientific times, when nobody even sights a single sea monster any more, Seafarers everywhere must take off their caps to Brother Ed Parsons, who has found two—in Texas.

Brother Parsons, a creditable witness, who even goes by the monicker of "Honest Ed," warns all SIU members who may be traveling from Orange to Beaumont, Texas, to watch out. The monsters are known to have their lair in the town of Vidoc, which lies between these cities.

These monsters, according to Brother Parsons, are disguised as deputy constables of Orange County, complete with thirteen gallon Stetson hats, high-heeled boots and pearl handled guns. They prey on unwary travelers, and haul them off to court.

There they confront them with the choice of paying enormous cash bonds, or remaining in the can for 30 days or until their case appears on the court calendar. If the unfortunate traveler is forced to remain behind, the monsters, who consider themselves lady-killers, seize their women and "look after them." The device by which they capture the traveler is

that diabolical instrument, the speed trap.

Gang Busters

A friend of Brother Parsons was tagged recently on a "trumped-up" charge of driving while inebriated. He was required to post an immediate cash bond of three hundred dollars or go to jail for 30 days. Brother Parsons doesn't report what his friend did.

These constables, says Brother Parsons, are new to the force and feel that they have to impress traffic violators with their toughness.

Brother Parsons vents his sarcasm on these constables. He says "I simply cannot understand how Thomas E. Dewey or J. Edgar Hoover have managed to operate so long without these characters for without a doubt they are real Gang Busters."

In conclusion, he offers this serious warning to all Seafarers traveling in Texas: "So, when driving through Vidoc, Texas, watch your step, for you can be arrested and convicted of almost anything, and I know what I'm talking about, for I live in the city of Beaumont."



Parsons

Did You Know . . .

That the keeper of the castle of Frederick III, in Wartburg, Germany, is careful to point out to visitors certain spots on the wall in one of the rooms? According to the story these spots were made by Martin Luther, who perceived an apparition of Satan. Luther is said to have been at work on his famous translation of the New Testament and is supposed to have hurled his inkstand at the devil, who sought to have the monk desist from his sacred task. Luther was kept at Wartburg castle by Frederick to protect the theologian from harm during the height of his controversy with the Roman Catholic Church. Some travelers have reported that there is evidence that new ink has been applied from time to time, presumably by the keeper to keep the castle as a tourist attraction.

That with Korea so much in the news, this area was once referred to on maps as Chosen? This is similar to the ancient native name of Chosyon. It is a name derived from the Chinese Ch'ao Hsien, which means, ironically, Land of the Morning Calm. In 1910 the Japanese annexed Korea, which they called "the dagger pointed at the heart of Nippon" and dethroned the emperor, reducing his title to that of Prince. They changed the name to the Japanese form of Tyosen. Seoul was known as Keijo during the Japanese occupation.

That Sidney Margolius' column "Your Dollar's Worth" appears exclusively in the Seafarers LOG? Sidney Margolius is a nationally

known expert on buying and consumer economics. His column, which appears on page seven of the LOG, advises Union members on how to buy and what to buy, as well as what not to buy. His analyses of brands and products cover such everyday items as clothing, drugs, household utilities, automobiles, eyeglasses and many other products which Seafarers buy.

That lie detectors had wide usage in ancient times? The device used was somewhat different from the mechanical instruments now employed. The technique was that the accused would write his oath on a board and thrown into a well kept solely for this purpose. If the board floated, the defendant was exonerated. If the board sank, however, he was branded a perjurer. One of the most famous of these wells was that in ancient Syracuse in Sicily.

That contrary to popular notion Christopher Columbus did not believe the world was round? Most astronomers of his day had the idea that the earth was flat and a ship would fall into nothingness if it reached the end of the water. Columbus was denounced as a heretic and radical for his belief, which was that the earth was pear-shaped. Possibly to lessen the clerical opposition to his theory, he presented a stem at the end of the pear, reaching to heaven. His contemporary, Ferdinand Magellan, was one of the first navigators to actually conceive of the earth as a ball.

Galley Crew On New Supertanker



No belly-robber trio this, shown aboard the new Orion Comet. In the galley are, left to right, Walter Reddy, steward; Gus Costin, chief cook, and Alvin Carpenter, night cook and baker. The boys made the first trip on the new supertanker.

Seafarer Rags - Settles A Financial Problem

By E. Reyes



The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

The November 2nd issue of "Time" magazine devotes a good deal of space, including its cover, to a review of 50 years of photography. Some of the outstanding photos taken during the past half century are reproduced, both in black-and-white and color. A good deal of space is devoted to some of the work done by some of the outstanding photographers of America. The various types of photography are taken up and examples are shown. The facts and figures indicated are up to date and it would seem that photography is the "only national folk art yet produced by the U.S."

According to the information gathered by the magazine, amateurs in America take nearly 2 billion photos a year, 25 percent of these with flash. The money spent for all this runs to \$300 million for this year, and the hobby has far from reached its peak.

According to the latest count, there are 55,000 professional photographers in the US. The amateurs number 35 million, and here "Time" does some fancy figuring. It claims that of these, 28 million are "casual," 5 million are "serious," and 2 million are "expert." It would be interesting to know how this breakdown was arrived at.

Comparing camera owners with TV-set-and telephone-owners brings up some interesting figures: 27 million families own cameras—as many as have cars, more than have telephones or TV sets. 9.3 million families own two cameras and 1.5 million families have four or more. In 1941 only 29 million families had cameras.

Some additional information gathered by the article shows the amateur spending \$100 million on developing and printing, as against \$20 million in 1940. The industry will net an estimated \$700 million, against \$126 million in 1939. The greater part of this—about 65 percent—will go to Eastman Kodak, the remainder to Ansco, Du Pont and nearly 200 smaller camera and equipment manufacturers.

Since "Time" is a news magazine, we get an interesting discussion of photo-journalism. Matthew Brady, of Civil War fame, is given his just due as the first photo-journalist. Remembering that he worked nearly 100 years ago, with primitive equipment, his photos remain a tribute to his ability. The New York Daily Graphic in 1880 was the first newspaper to use photos in half-tone reproduction. "Life," being part of the same family, is credited with being the first to take advantage of the full potentialities of picture journalism in 1936.

The work of some of the more noted American professionals is analyzed. Starting with Stieglitz and winding up with some of the fantastic photos of Weegee, we find in between such outstanding photographers as Steichen, Weston, Evans, Eisenstaedt, Arams, Newman and others. Fine examples of these and others are reproduced.

The amateur gets his credit also. Some of the more earnest ones are organized into some 9,000 camera clubs across the nation. They exhibit their work in museums, international salons and, between times, to a captive audience of visiting friends and neighbors. Five major camera magazines, with a combined monthly circulation of 806,000, are published primarily for him, as well as camera columns syndicated in hundreds of newspapers.

According to "Time," the photos turned out by the amateurs are excellent. Robert Capa, a distinguished photographer, is quoted as saying, "Most of the people in this country take pictures, and most of them take better ones than I do." Amateur photos that have made history are those of the sinking of the Vestris in 1928, the explosion of the Hindenburg in 1937 and the Hotel Winecoff fire in 1946. The recent spread in Life on the student riots at Ames, Iowa, was shot entirely by amateurs. And, as most of you probably know, a good deal of the photos in the LOG are contributed by our own seagoing amateurs.

Lifeboat Painting On Del Norte



At top, Seafarer Sam Munici, AB, left, and F. Kendericks, AB, put the finishing touches on lifeboat identification aboard the Del Norte on a recent run. The Seafarers relax at bottom with a smile and a cigar before completing the job.

Seafarer Sees Union Go To Work On Old-Time Sailing Practices

Sounding a warning as to what some companies and masters would do if there were no SIU to protect the Seafarer, William Wood, deck delegate aboard the Seanan (Stratford), tells of a recent voyage aboard the vessel in which the captain attempted to pull out all the stops. His attempts at old-

fashioned hard-timing and bucko-skippering were just about as popular as Russia and as effective as a dime-store detective badge. However, when the ship got to Seattle, SIU patrolmen settled everything in favor of the crew.

The conditions aboard the vessel, writes Wood, were reminiscent of the sailing ship days when the "old man" was lord, master and chancellor of the exchequer. It was the time when the serious offense of not saluting officers when addressing them was met with the "cat o' nine tails." It was not quite that lawless on the Seanan, but it was irregular enough for the Seafarers.

Found Out Soon

Wood got the tell on the situation when the captain swung the gangway over the side of the ship on a Friday while at sea in prep-

aration for port arrival on Sunday, disregarding safety precautions in order to save a little money. The gangway was swung under two lifeboats, to add insult to injury. Later, on arrival in San Pedro, California, the crew was given a \$5 draw after a three months voyage and the aliens aboard got no draw at all. The latter matter was soon cleared up, however, and the aliens drew down their overtime for the previous voyage, which they had not received up until that time.

Departing from San Pedro on a clear Sunday morning with a deep load of barley and a deck load of vehicles, the bosun and dayman made preparations to cement the hawse pipes. They were prevented from doing this by the mate who claimed that the weather was fair and calm and it was not necessary. That night the ship encountered a long swell and a 30-mile-an-hour

wind, with the bosun, day man and an AB called on watch to cement the pipes. With the weather ahead, the captain put the vessel in the trough and the cargo came adrift. When her head was finally brought back into the wind, the watch below was brought on deck and an emergency proclaimed. However, emergency notwithstanding, neither the engineer, steward department nor officer personnel on watch below were called out.

Restricted to Ship

Across the Pacific, the master restricted the men to the ship in Inchon, Korea, claiming the area was not safe. He made no attempt to contact the shore battery at all, by blinker, boat or sending a ship's member to the Provost Marshall's office for passes which were available to crewmembers.

The situation got much worse, with a cataloguing of the captain's infractions filling a book. They included: using Korean labor for sailor's work in securing tarps and washing down the ship; refusing to call out a sailor to ring the bell in a fog; refusing to sougee living quarters, messhall and companionways despite running the coal shuttle; refusing to purchase American coffee for four months; refusing to replace missing men and much, much more.

Sick AB Dies

In addition to all this, an AB who reported ill before the ship left San Pedro, suffering internal troubles and vomiting throughout the trip, was put off in Korea where he died from lack of proper treatment aboard the vessel. The officers did not take his illness seriously, treating it for an upset stomach when he was losing weight constantly and looked deathly ill.

The men disputed these actions of the captain, putting in for OT for them as well as for being turned to clean up the ship and wash the holds down in preparation for the grain cargo. A total of \$3,800 was collected for disputed overtime for the crew and general hard timing, including 119 hours for the mate running the gang after the bosun was left in Japan when he fell ill and \$65 for not having American coffee on board for four months. The patrolman gave the company the works.

Wood says that the maritime clock would have been turned back to 1853 aboard the Seanan but for the SIU, and he's sure glad he was around to see the way it turned out in 1953. To put the icing on the Union cake, the captain was replaced as master of the Seanan.

Seafarer Snaps Korean Longshoremen



During a rest period, Korean longshoremen get their pictures taken by a roving Seafarer. The man behind the camera was Evaristo Rosa, aboard the Ocean Lotte on a recent Far Eastern run.

ST New York Salvages Vessel

Seafarers aboard SIU-contracted vessels are becoming increasingly salvage-conscious of late, with small vessels turning up alongside their ships in deepsea waters, according to a report from Antonio Goncalves aboard the Seatrain New York (Seatrain).

Some of these small runabout vessels found off coastal waters prove to be inhabited, as in the case of the ketch Seafarers aboard the Robin Sherwood (Seas) sighted off New York last summer, but the motor boat the Seatrain New York turned up proved to be unoccupied.



Goncalves

The ship was returning to New York after a southern run to New Orleans when it ran across a small outboard motor boat drifting aimlessly in the waters off the metropolis. Unlicensed crewmembers aboard the ship, as well as officer personnel, were not quite sure what to do about the little pickup vessel lying on deck after hoisting it aboard with the winches.

Make Decision

Naturally, there was talk of claiming salvage rights, or selling it to the highest bidder, or raffling it off among the ship's crew. However, with compassionate hearts prevailing, it was decided to return it to its owner when and if it was

claimed. The vessel carried much fishing gear, a 25 horse-power outboard motor and two gas tanks and was valued at approximately \$1,000.

At last report the owner hadn't turned up to claim his boat. Seafarers aboard the Seatrain New York are wondering what happened to its occupants in the middle of the ocean, so to speak. In the meantime, they are content to wait until he turns up to claim it, if he does.

Quiz Corner

1. Who is the only Catholic priest named to the national Hall of Fame in Washington?
2. What is the capital of Alaska? Puerto Rico? Hawaii?
3. Which of the 48 states has only three counties?
4. Who is head of the UN truce team in Palestine?
5. Who were the two Bobos who were paid off last week?
6. Who preceded Charlie Dressen as manager of the Brooklyn Dodgers?
7. Who was named the President's special envoy to the Middle East?
8. What are the first names of the three Gabor sisters and their mother?
9. Which former Army All-American quarterback recently joined the New York football Giants?
10. Who was the famous American jockey who rode his first winner in over twenty years this fall?

(Quiz Answers On Page 25.)

Bosun's Telegraph Key Sets City Buzzing Over Hidden 'Time Bomb'



In photo at left, Seafarer Horace Gaskill, right, talks with porter and desk clerk who made the initial discovery and call for aid. "Bomb" sits in closed trunk. At right, Gaskill and officer George Schaffner, from Baltimore Police crime detection laboratory, look over trunk contents and the "time bomb."

Seafarer Horace Gaskill, with assists from local Army ordnance experts, police officials, hotel employees and a toy telegraphy set had the city of Baltimore buzzing last month with talk of hidden bombs in hotel lobbies.

With plots of sabotage and foreign intrigue dancing through their heads, Army ordnance officials "deactivated" a supposed time bomb found in Gaskill's trunk—and found it was as far from being a bomb as a child's erector set was from being a cyclotron. When the truth was ferreted out, after much sweat and cool display of courage, the "buzzing bomb" turned out to be a telegraphy set hidden away in a corner of the trunk and actuated by a book which had become lodged against the sending key.

It all began when Gaskill left some gear behind in the Armistead Hotel when he shipped out on his last vessel. A porter in the hotel set off the tumult when he was shifting some luggage stored in the rear of the hotel's lobby and was the first to hear the ominous buzzing coming intermittently from the suitcase.

After that, action picked up apace. A hurry call to the desk clerk was relayed to police headquarters and brought Sgt. Arthur Plummer on the double. Plummer picked up the buzzing suitcase with the air of a man handling a nest of bees and rushed it off to

police headquarters where the Army stepped in.

Capt. Joseph T. Cadden and Sgt. Forrest Taylor of the 549 Explosive Ordnance Disposal Control Detachment answered the police emergency call in a jiffy. They decided what to do sooner than that, however, after listening to the "bomb" click its deadly cadence in the trunk. Sooner than you could say nitroglycerine, it was whisked off in a staff car to the wide open spaces west of the city. A police escort led the way with blaring sirens.

Silence, It's Wonderful

About 14 miles outside the city the pair spotted a hilly terrain suitable for their delicate deactivation operations. They carried the suitcase to the hillside, attached a long wire to the latch while hiding behind a rise in the ground, yanked, and opened the suitcase to an accompanying loud silence. There was no explosion.

Approaching cautiously, the ordnance men found the toy telegraphy set still sending out its signals. A book was wedged against the sets keys, causing the sporadic and recurrent sputtering.

Upon returning the trunk to the hotel, police learned it had been in the lobby since December, 1952, with nary a sound coming from its midst. Gaskill turned up a few days later to claim his belongings, after reading about the episode in the paper, getting off with nothing more than an admonition to disconnect his dry cell batteries when next he goes to sea. It was either that or scare a city out of its wits.

The SPORTS LINE

By Spike Martin

Seafarers who happen to be in Japan right now might be a little startled to pick up the Tokyo newspapers and find that the New York Giants are in town. What's more startling is that they have been winning a lot of ball games against the local opposition and drawing more people than ever showed up at the Polo Grounds on a Sunday afternoon in mid-season—except, of course, when the Dodgers were in town.

As a matter of fact, there are two American baseball teams touring Japan right now. The other group is an assortment of players from both leagues under the guiding hand of Yankee pitcher Ed Lopat. It's a pretty good assortment at that with such stalwarts as Ed Matthews, Robin Roberts, Yogi Berra and Hank Sauer, among others.

Wild About Baseball

All this is part of a good will tour which is designed to cement friendly relations between Americans and Japanese. The Japanese are about as wild about baseball as anybody in the States, including the citizens of Milwaukee. The crowds they have drawn are enough to make any American clubowner turn several shades of green.

This isn't the first time Americans and Japanese. Of course, some of the Japanese cities like Tokyo and Yokohama are considerably larger than many US cities now supporting major league teams.

can teams have gone to Japan. John McGraw took a bunch of the old Giants out there in the 1920's and Babe Ruth once barnstormed through the islands astounding the natives with his feats of batting strength.

Baseball had such a strong hold in Japan that the military leaders banned it during the war as "Un-Japanese."

By now the Japanese have been playing baseball long enough to get some pretty professional polish on their players. No doubt quite a few of the islanders are competent enough to rate a trial with a big league club in the States, which offers some interesting possibilities.

Lack Of Beef

Of course, the Japanese players face one major difficulty. Most of them simply don't pack enough beef to stack up with American professionals. While beef has no bearing on speed, agility and endurance, it's needed for any kind of long-distance hitting which is such an important part of the game today. Even a little guy like Rizzuto has more poundage than the majority of Japanese ball players.

Still, we wouldn't be surprised to see some enterprising ball club give a couple of Japanese players a trial. Come to think of it the Giants couldn't do too badly by bringing one or two home with them. The way the club looked at the end of last season, anything would help.

Seafarer Crews, Stewards Dept. In Pitched Battle Of The Menu

In this advancing age of specialization there is no place for the layman, even aboard SIU-contracted ships, if a report from Seafarer Robert Lee aboard the new Orion Comet (Oil Carriers) holds any water.

A delicate situation arose aboard the vessel recently when the food question came under discussion during an SIU meeting. The argument waxed hot and heavy for a while, with the crew on one side of the culinary fence as opposed to the steward and his department. The tempest in a kitchen pot discussion boiled down to the fact that the men wanted certain dishes served in addition to the regular menu.



Lee

Steer Middle Course

After due deliberation and a vote of the membership present, it was decided to steer a middle course in the matter of the menu. The steward took counsel among his department and his recipes and came up with the solution to the gustatory problem. Giving a little and taking as much, the steward decided that it would be all right for the men to suggest the making of special dishes to the cooks, but it was definitely not all right to tell them how to cook same. Too many cooks spoil the broth, so to speak.

Aboard the Kathryn of Bull Line, however, a galley discussion of another sort took place. It seems there were increasing instances of cups and salt shakers missing from the mess after each meal. The problem got to be so acute that the membership held an inquiry at the next meeting aboard the vessel to determine the whereabouts and the disposition of the missing articles.

Affected perhaps by Jack Webb's televised whodunit, "Dragnet," the

chairman of the meeting continually interrupted the proceedings with the remark, "I only want the facts, sir." However, despite the ham, the galley situation came to a head and it was resolved that salt cellars and cups would henceforth be found only on the mess-room tables and in the galley. Of-

fenders would be forced to eat Army K-rations for the duration of the trip.

As an added condiment and side dish to the main issue before the membership, it was decided by one and all that the steward was either to improve the menu or the cooks. And no questions asked.

GALLEY GLEANINGS

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 Deforest Fry's recipe for stuffed breast of veal.

As a tasty second dish (especially good for lunch) to go before the desserts that have appeared in the last two issues of the "Galley Gleanings" column, Chief Cook Deforest Fry offers his own version of stuffed breast of veal. He says it's "something different" from the usual run of breast of veal.

To make the veal and dressing for about 30 men you use the fore quarters of two full sides of veal, one pound of ground pork, one pound of ground veal, one cup of onions, a pound of ground bread crumbs or crackers, half a dozen eggs (both yolks and whites), salt, pepper, sage, and marjoram.



Fry

Take each side of veal and cut a pocket in it, running the boning knife close to the ribs. Grind the pork and the veal, chop the onions, and place all three in a mixing bowl. Add the bread crumbs or

crackers and the eggs. Then mix the ingredients very thoroughly. After that's been done, season to taste with salt and pepper, and with sage or marjoram. When the dressing is the way you want it to be, place it in the pocket you've cut in the veal, being sure to stuff it in tightly. Sew the pocket closed or wrap it securely with butcher's twine. Then place the veal in a baking pan, with the rib side down. Bake it for two hours or less, depending on the weight of the quarter and the temperature of the oven. Add stock after the meat browns.

Brother Fry, who's a native of Auburn, New York, has been shipping as a steward since 1919. Lately he's been going to sea as chief cook or chief steward. A veteran SIU member, he joined the union at the time of its founding in 1939.

Seafarer Sam Says



WHY BE HALF-DRESSED?

FOR THE BEST IN SHIPBOARD TOGGERY, SEAFARERS SEA CHEST SLOPCHESTS CAN'T BE BEAT AT ANY PRICE. IF YOUR SHIP NOW CARRIES AN SIU SLOPCHEST SEND IN YOUR SUGGESTIONS TO HEADQUARTERS FOR ITEMS YOU FEEL SHOULD BE ADDED OR THE QUANTITIES INCREASED.

Drunk, Mate Is Jekyll And Hyde

To the Editor:
I would like to apologize to the membership for the last letter written about chief mate M. Galuch. In my opinion he has turned out to be one of the rottenest mates that I've ever sailed with—two-faced and galling to a working man.

I never knew a man who could change so after taking a few drinks. When he comes aboard he has trouble with the gangway cop and then starts on the poor old deck engineer, W. Murphy, who is very easy to get along with, and then the steward. Later he starts on me. He took me up in front of the captain, who is a fine man in my opinion. He didn't get very far then; after all this happened he had to apologize and try to get himself squared away with the men who were his friends in the past.



Gibbs

This shows you what old John Barleycorn will do for you. The captain's name is Merille E. Frost. He is a fair man to the working man and one whom the crew will respect.

This trip hasn't been too good with this chief mate, but we hope to be able to straighten him out. If anyone comes on board, be on your guard for this chief mate of the Oremar.

Carl E. "Red" Gibbs
~ ~ ~

Left Brothers To A Hard Trip

To the Editor:
I had to leave the Stony Creek to go to the USPHS hospital in Detroit for an operation while the ship was in New York. I got stranded at the airport and it took the Welfare Services Department to bring me into the Union hall. When I left the hospital, Stillman was still there.

I would like to wish the fellows on the Stony Creek an easy trip, but I don't think that will happen, because I know what is going on. Maybe the delegates will tame the chief mate and engineer before the ship hits port.

Adolph Pachucki
~ ~ ~

Steel Architect Protests Closing

To the Editor:
We, the crewmembers aboard the Steel Architect, vigorously protest the proposed closing of any and all USPHS hospitals. Never before, in any previous administration, has such a pernicious health proposal been conceived during the 157 years the USPHS hospital program has been advancing medical science.

Should this proposal become law, thousands of active merchant mariners, as well as qualified Government workers, will be deprived outright of adequate and necessary medical attention.

No Other Benefits

Despite the many wartime injuries received by thousands of merchant seamen while courageously maintaining America's lifeline, the only material benefits received by such men are totally and solely including in the prevailing USPHS hospital program. Never has the valor of merchant seamen been recognized by the Federal Government in any other way, materially speaking, although all other war-connected services, whether in active combat zones and hazardous areas or not, have received educational, housing, business and bonus grants from State and Federal agencies. None

LETTERS

of these grants, other than USPHS hospitals, have been made available to the merchant seaman.

Therefore, the undersigned do unequivocally endorse these statements as our direct protest against the proposed closing of any and all USPHS hospitals.

Signed by 32 crewmembers of the Steel Architect

(Ed. Note: Copies of this letter, in slightly longer form, were sent by the crew of the Steel Architect to President Eisenhower, Vice-President Nixon, Representative Martin, Speaker of the House and Senator Knowland, Republican Majority Leader.)
~ ~ ~

Meet Arco Men In Venezuela

To the Editor:
Several of us from the Alcoa Cavalier encountered Brother Robert Matthews in the port of La Guanta, Venezuela. Several of the ships' crews visited the establishment used for meeting our future brothers of the Atlantic Refining Company. The subject of the SIU was discussed with some of the crewmembers from one of the tankers there.

At this time the fellows sure are favorable to the SIU and stated that the SIU men have a wonderful organization and that they sure would be happy when they become members.

Crew of Alcoa Cavalier
~ ~ ~

See Ex-Shipmate In Pusan, Korea

To the Editor:
Enclosed you will find a picture of a couple of old buddies and myself. Some of them are old shipmates who have visited me quite a few times while in Korea.

I would like to have my LOG subscription address changed because in the near future I will be back in old South Philly, and none too soon to rejoin the Union. Please send the LOG to my home address.

The Shinnecock Bay is now here in Pusan, Korea. Willie Smith came down to the company to see me, and talk over old times, when we sailed together.

The LOG is continually passed on to the ships, while they are here, when I have finished reading the latest news about the Union. It gives me a great deal of enjoyment to read about my old buddies and how they are making out on the seven seas.

Ray Jamack
(Ed. Note: We have changed your address on our mailing list.)



Time out for visiting old friends was taken aboard the Strathport last time it was in Pusan, Korea. Seafarers and soldiers made a time of it, with some of those shown including "Saki" Jack Dolan, Charlie Rinius, Ray Jamack and Bill Smith.

Fine Captain Runs Irenestar

To the Editor:
Well, brothers, we are about to complete another five-month voyage aboard the Irenestar with Captain Krantz, who has been a fine man to sail with. He has always done everything he could to make the trip as pleasant as possible, and don't think the crew didn't really appreciate it.

We also had Pat Fox on here as ship's delegate, and he did a very good job, so that everything ran mighty smooth. There is something I want to bring to the attention of the membership about some of these ships that are going to the Far East: Be sure that the company puts plenty of stores on board, as the stores you get in Japan are of very poor quality and also high in price. If you are heading out that way and are likely to be put on a shuttle run, see that you get at least six to eight months' stores.

So long for now and smooth sailing to you all.

Robert M. Godwin
~ ~ ~

Returns To Sea After 15 Months

To the Editor:
I have been hospitalized about 15 months, since I was injured aboard the Lawrence Victory in 1950 near Japan. I was discharged from the Veterans' Hospital yesterday, and am going to try and ship out again.

I have been carefully observing the different events that have taken place in connection with the SIU, including the "Reader's Digest" article and other items that have been published. The young men who will be the officials of tomorrow should stop and consider how lucky they are to belong to such a grand organization.

James R. Porter
~ ~ ~

Skipper Tops On Steel Recorder

To the Editor:
We would like to call your attention to the extreme cooperation and exceeding fairness of Captain Gaughen of the Steel Records (Isthmian), in his dealings with the delegates and the rest of the crew. It was a pleasure to sail under such a skipper.

As all of you who have made this India run know, it is no bed of roses. With Captain Gaughen,

who has a knack of handling situations with the port authorities out here, the draws and shore leaves were prompt and often. We were especially grateful for the way he turned the deck department to overhauling and inspecting the working gear of the ship with an eye toward absolutely safe working conditions.

As we said before, it was a pleasure.
Crew of Steel Recorder
~ ~ ~

Frisco Agents Aid SIU Aliens

To the Editor:
I wish to state that I am very glad that you have unions in the United States that protect your working class, but especially that there is an SIU, as it really goes to 'bat for its members. I would have really been fouled up, except for the SIU and its West Coast Representatives.

Six other aliens and myself were dispatched from the hall to catch the Fairland. After working on her for two days we were informed that the company was not hiring aliens, but when the Union was informed it did me good to see the machine of justice swing to action. I was not surprised when the dispatcher informed me to report back to sign on the same vessel.

I wish to go on record that not another union would fight for its men like the SIU did. Also, I would like to thank San Francisco port agents Thomas Banning, Marty Briethoff and the dispatcher for the trouble they went to on our behalf and to thank the SIU and all its members. It is a great pity that other seamen of other nations do not have the same protection that the SIU gives to its members and affiliates.

Kenneth Collins
~ ~ ~

Wants To Win USPHS Struggle

To the Editor:
I do hope and pray the Union will be successful in its fight to keep the American seaman in the USPHS hospitals. That is where they should be, if they need treatment. It was their hard-earned money that started the hospitals originally. After all, I believe it was President Adams's administration which started the free care for seamen.

President Eisenhower has called the merchant marine the "fourth arm of defense." Yes, we all want to economize, but not at the cost of good government.

AMA Man On Staff
Secretary Oveta Culp Hobby has a member of the American Medical Association on her staff. No wonder the doctors all applauded and laughed when she addressed their convention. They were looking forward to all the business that it would throw their way. Now they have more than they can take care of. Seamen would never get the good care they have at USPHS hospitals in private institutions.

The USPHS hospitals have a wonderful set-up, are efficiently run and staffed with the best of trained personnel. I hope and pray the fourth arm of defense gets the chance to keep the USPHS hospitals. It is a pleasure working with such a wonderful bunch of men.

John Schock
~ ~ ~

Thank Union For Its Sympathy

To the Editor:
We would like to thank the members of the SIU for their expressions of sympathy and help on the death of Jefferson Davis.

Family of Jefferson Davis

His Family Will Read LOG Too

To the Editor:
I am writing to the LOG for the first time, to ask that you send the LOG to my home. There are times when I am at sea and can't get a copy of our great Union paper, and naturally I miss reading about the benefits and great strides that our Union leaders are making for the membership.

I believe that it would be nice to read all the back issues of the LOG that I miss when I come home from sea. Also, it would be nice for my family to read of some of the things that we Seafarers are doing, and what a wonderful working force and leadership we are privileged to have. Keep up the good work.

W. G. Williams
(Ed. note: The LOG will be sent to your home regularly from now on.)
~ ~ ~

New Orleans Hall Gets Spruced Up

To the Editor:
Here I am, still in the Crescent City of New Orleans with another 45-day reprieve as an out-patient. It seems that it will be quite some time before I will be fit for duty. I have been in and out of the hospital here since early July, and hope that I will be able to go back to sea the early part of 1954.

Well, we are giving the New Orleans hall a real dressing up for the winter, by giving the hall a real going-over with a new paint job. The third deck is finished and we will start on the second deck real soon.

I must say that the New Orleans Hall will be number three for looks and recreation. Of course, we all know that headquarters leads as number one and that Baltimore will be number two, according to hearsay.

More Blood Banks
Here is another good cause that started in New Orleans: due to the fact that we have our own blood bank in the marine hospital, I think it would be a good idea if other branches of the SIU followed suit by starting a blood bank of their own.

Before closing, I want to say that Paul Warren and his assistants are doing a bang-up paint job on the hall, and I know that the brothers who visit New Orleans in transit will sure be surprised.

Spider Korolla
~ ~ ~

Soldiers Agree LOG Is Tops

To the Editor:
I would like to write to say hello to all my old shipmates around Mobile and New Orleans, and ask to have the LOG sent to me here in Korea instead of at my home. I sure miss reading the LOG. Lots of the fellows in basic training thought it was the best union paper they had ever seen or read.

We sure need the SIU to organize this Army, because it's sure unfair to labor. Lots of overtime, but no pay.

I would like you to print my address, so maybe some of my old shipmates could drop me a few lines sometimes. Lots of luck to the SIU and all the Seafarers.

Pvt. George (Pee Wee) W. Dean
US 53095266
Co. C 279th Inf. Regt.
45th Inf. Div. APO 86
c/o Postmaster
San Francisco, Cal.

(Ed. Note: Your change of address has been noted on the LOG's mailing list.)

Says Brotherhood Should Mean It

To the Editor:

In October, 1949, along with 41 other crew members en route to Palermo, Sicily, to take over the tanker, Fort Bridger (Cities Service), I first realized how cold and strange the men reacted to each other. From that time on I kept trying to find a way to eliminate such a condition.

Two months later after pulling into the port of Philadelphia, on December 22, I purchased two boxes of Christmas cards. The following day, when we were outbound, I was up bright and early addressing and signing these cards. When I had accomplished this task I distributed them to the members of the crew. The reaction was not very encouraging, because apart from officers only one seaman showed his gratitude.

Not being discouraged by this incident and still determined to improve the social relations aboard ship, I undertook the opportunity, on September 23, 1953, on the Steel Fabricator, to plan a birthday party for one of the members of the crew.



Gomez

Social Relations

It was at this celebration that I put forth to the crew, the idea of social relations which I had previously tried to establish. It went thusly:

Lars Nielsen, on behalf of the crew of this ship, the Steel Fabricator, I want to wish you a Happy Birthday, and sincerely hope that the spirit of unity, and cooperation, which we enjoy at this present moment, will live with you, and the rest of us until the termination of the voyage.

"Gentlemen, I want to emphasize that this particular Brother's birthday does not carry more importance than yours. Behind this move, or celebration is something more important, and far more reaching.

Takes Time Out

"Before getting to the point, I must take time out to say a few words in regard to the management of our great organization, the Seafarers International Union. The road over which you came was not a smooth one. Many barriers, and other obstructions had to be met with force, based on honesty, intelligence, and cooperation. The men at the head of our organization have done a fine job, and you the rank-and-file did your part to make every success we now enjoy possible, as members of the SIU.

"In spite of the long way we have come, and the sacrifices we have made to achieve our present position, in relation to other unions of this kind, we have done very little to improve our social living aboard ship. You and I have neglected this, a most important part of our lives which for many years we have owed to ourselves.

Takes Full Advantage

"From experience, you will agree with me, that we do not live up to the full advantage of our union affiliations, in regard to Brotherhood.

"Upon boarding a ship as a replacement, even though we sometimes take the same train to the Shipping or Doctor's Office, enroute to the same ship, we travel not as brothers of one union, but as members of rival unions.

"This strangeness even goes farther, if the replacement is not fortunate enough to find someone aboard that he had sailed with

previously. For days, or even weeks, our brother lives in an atmosphere of utter isolation. You and I are the ones to be blamed, not our leaders. We are the ones that sail, and live aboard ship, therefore it is up to us to amend this problem, which has deprived us of the spirit of Brotherhood, and Fraternity.

Problem Solution

"I believe that the solution to this problem is to elect a three man committee, representing all three departments, with new elections at the termination of each voyage. The duties of this 'Reception Committee' would be very simple. On the day of 'pay off' the men elected would introduce the replacements to those crew members making another trip, show them their quarters, and give them information pertaining to the ship. They would also make prior arrangements for storage space for their gear in the event that his quarters are not yet available. The man on watch, or the watchman, should be informed of these facilities."

I would like to suggest that this arrangement be presented to the membership for their consideration at the next meeting.

J. L. Gomez

~ ~ ~

Keeps Tabs On Union Progress

To the Editor:

Being a close follower of the SEAFARERS LOG since my induction into the Army, I wish to comment on the reopening of the Miami branch. For fellows like myself it means a lot to have the Union represented in your home town.

I was pleased to hear about the participation the SIU displayed in the recent Labor Day exercises. The recent article in "Reader's Digest" about Paul Hall and the "Amazing Seafarers Union" is a great development along with the many other achievements of the SIU toward our goal.

I receive each edition of the LOG, and along with other union-minded GIs it brings enjoyable reading and conversations. When I was first shipped to Germany I met a joker who was quite a pessimistic individual toward people who went to sea for a livelihood. I went to work on this misled character and today I feel sure his outlook and opinion is much different. However, there is still one minor beef I must clear up with this self-styled educator. Do you have any copies of "Seafarers in World War II?" I would appreciate having one sent over if any are available at this date.

Cpl. J. Wayne Adair

(Ed. note: A copy of "Seafarers in World War II" is on its way to you.)

~ ~ ~

Captain Helps Save Man's Life

To the Editor:

We wish to give a vote of thanks to the captain of the Steel Apprentice for the consideration he showed to the chief cook when he became ill in the Persian Gulf. The cook was put in the hospital for about two weeks. The captain gave the reefer permission to fix the air conditioning in his room.

He used the ice making box which is under his room and when the chief cook came back from the hospital, the reefer let him have his room. That room not only saved the man's life, but made him comfortable till we got out of the Persian Gulf.

Crew of Steel Apprentice

• L E T T E R S •

Meets Arco Men In Argentina

To the Editor:

On behalf of the men of the Del Mar and Del Valle, I want to wish you all the best of luck in regard to the longshore trouble in New York.

Please say hello to my brother Bob from all the boys and myself, as well as hello to all the peccards in New York, Eddie Mooney, Mike Colucci and Teddy. I met all the



Sloppy Creel, left, and William Walker, plan to go pecan picking soon and send some to their pals.

boys working down south in Argentina on the Atlantic Refining Company tankers.

I had the second steward aboard the Del Mar, C. A. Bradley, type this letter up for me. Hello from Bradley and myself. If anyone wants any pecans, tell Bob Creel. I'll be in New Orleans toward the end of November squirrel hunting, and can send pecans up then.

Sloppy Creel

~ ~ ~

Choctaw In For A Good Voyage

To the Editor:

I just signed on the Choctaw last Tuesday. It looks like we Mobile boys must naturally wind up on these Waterman scows most of the time. Shipping was a little slow in Frisco last week, so when Johnny Arabasz, the Wilmington agent, showed up there on a business trip and told us he was paying off four ships this week, we came right on down.

All hands shipped as soon as they got to the hall. There were only seven ABs registered.

Captain Aashestad is, still on here, but we have a new mate, Jacob Jacobson. It looks like a good trip coming up. The steward department is putting out some fine chow. David Edwards is the steward. He is from Mobile too, so there's plenty of grits and red eye gravy.

We sail Sunday for Sasebo, Japan, and all the old hands on here are anxious to get home again. Some fine oldtimers from Mobile and the Gulf are Scotty Edan, chief electrician and ship's delegate; Bernard "Tilford" Nicholas, second cook and "Cherokee" Hallman, still oiling along.

J. A. "Chief" McIntosh

~ ~ ~

Old Pals Meet In Bremerhaven

To the Editor:

I'm back in England for a couple of days. The Northwestern Victory is carrying me around and as usual I get paid, too. Not that I do no work here, but the work I do helps kill time and is even easier than wrestling with my three kids at home all day.

We came here via Reykjavik,

Iceland; Stavanger, Norway and Bremerhaven, Germany. In Bremerhaven I came across some good people whom I didn't expect to meet, like Mr. and Mrs. Snedaker, who were in charge of the US Seamen's Club in Yokohama—the old one. They are staying at the USS Club in Bremerhaven for a month before they pack for Guam, where they will open a brand new USS Club, probably before Christmas this year. I wish they could stay in Bremerhaven where I could see them more often. Many of my brothers will say the same thing, for the Snedakers are very well liked by all Seafarers.

It was raining in Bremerhaven, and almost spoiled my few hours off. If it wasn't for those nice people I met, whom I enjoyed being with, and other old friends whom I found at the Club there, it would have been mighty lonesome.

Here in Liverpool everything moves at the same pace, with very little change. The only news item that aroused the people enough to have another cup of tea was the Olson-Turpin fight in New York.

Many of my brothers who make this run their favorite one would like to know where their friends here are hanging out, if they can't be found at the American Bar at Lime Street. I want them to know that they are getting in the habit of hanging around Mabel's Bar, 16 Regent Road, Liverpool. I have not seen the place myself, but it must be all right, since many of my acquaintances here are patronizing the place. I found that out from John Kelly, who brings me the news in print and verbally every morning, right to my bed, when I'm here.

You will know more about him the next time you hear from me, for now I have been called for my 12-4 watch and do not want to delay this letter any longer.

We expect to return to New York very soon.

Luis A. Ramirez

~ ~ ~

'Ham Hock' Kid Puts Food Away

To the Editor:

This letter is sort of a short introduction to a hungry man aboard the Sea Cloud (Am. Mcht. Marine). He's the hungriest man in the bloomin' merchant navy and his name is Bob "Ham Hock" Sullivan. He comes by it naturally.

This picture was not posed by "Ham Hock," but he was actually caught in the act (it says here) of raiding the ice box. That food seen on the table before him is nothing compared to the food he actually puts away at each mealtime.

This boy got his name from putting away four large ham hocks at one sitting, not counting the extras in the meal. He must pack it in with a vise. Yet, he is always crying the blues, "I'm losing a lot of weight."

Nobody aboard sees where he has lost any weight. As anyone can see by the picture, he looks cornfed.

Louis E. Meyers
Ships Delegate



"Ham Hock" Sullivan

Suggest Sending Congress Letter

To the Editor:

I am enclosing a copy of the letter that was mailed by each crewmember on the Young America to the various Senators and Representatives of the men. Each man mailed a letter in his own handwriting, after we had all gone on record at our ship's meeting to do this.

I also wish to say that our agent and patrolman in Wilmington are doing a swell job for us on the



Woodruff

West Coast. I am unable to attend many meetings, but the day of arrival in San Pedro was meeting night and I attended. I was surprised at how well it went.

Johnny Arabasz, our agent, is a good man to act as chairman at a meeting. He tries to explain what each item means, so that the members will know what it is all about. Sammy Cohen and Chuck Allen are good at squaring away all beefs.

Behind Drive

We on this ship are behind our Secretary-Treasurer in all he does toward helping to clean up the ILA beef in New York.

Following is the sample letter:

"Dear Senator . . . :

"I am a merchant seaman who has sailed throughout the duration of the Korean War. Many of my shipmates sailed during the hazardous days of World War II, serving their country like any soldier. Now I understand that we seamen who have served our country during times of strife, and who are on call whenever we are needed, are going to have our traditional medical rights whittled away.

"Perhaps the budget department has forgotten the importance of the merchant marine in peace and war. If the plan to cut the funds from the marine hospitals in the budget currently being prepared goes through, thousands of sick seamen will be left on the streets.

"I would appreciate it, sir, if you would give this matter of marine hospitals your immediate attention."

S. L. Woodruff

~ ~ ~

Corsair's Men Write Congress

To the Editor:

We, the crewmembers of the Alcoa Corsair, protest vigorously the closing of any more USPHS hospitals, and go on record that we are contacting our respective Senators and Representatives, demanding that everything possible be done to reopen the USPHS hospitals that have already been closed.

We, the Seafarers as a whole, feel that we were done an injustice when our government closed these hospitals. We have nowhere to turn for emergency treatment or convalescence while we regain our health. There are no private hospitals that will take the time to treat Seafarers and give us the treatment and care due us, especially if they think that it is a charity case.

All through our history, Seafarers have been among the first to answer the call to arms when our nation was threatened and our freedom was at stake. We will be the first in the future, but we would hate to think that any Seafarers injured in battle would not be cared for in the nation's hospitals.

Let's go, Seafarers, get these letters to your Senators and Representatives; we have won our battles in the years past and we can win this one.

Pete Morris

Floggings For Sport Brings Ship 'Mutiny'

Back in the days when the sail and the glory hole were the rule at sea, there were no ships prouder or more haughty than the mighty British East Indiamen, the vessels that were considered the queens of the ocean. Actually, they were just about the largest vessels afloat, armed so that they were a match for the best of warships, and fast for their size.

The vessels had need of their size, since it was a full three years from the time they left their home port in England until the time they returned. Their trade was with the fabulous East and with India, the lands of the unknown at that time. They plied their courses through waters infested with pirates and brigands, unafraid and sure that they could fight off whatever they might meet.

The East Indiaman *Inglis* was no different from any of the other vessels of the British East India Company when she set sail from England under the command of Captain Dudman. However, it was not long before the crew found that they did not have an ordinary skipper. Soon after sailing Captain Dudman told his crew that he did not believe in light punishment. He told them that he never would give less than 36 lashes as punishment, and then added, considerably, that since one might would tire and not be able to administer all 36 lashes at full force, he would split it up so that three men would take turns administering the lashes.

'Sport'

The captain also told them that he had a favorite form of punishment that added a "bit of sport" to the punishment procedure. This was known as "starting." Under this system, the man's arms would be tied at his sides, and he would otherwise be free, stripped to the waist. He would be free to run over a set space of deck, and the man administering the lash would have to chase him and lash him as he ran.

The trip was slightly more than a month old when the first flogging was ordered. After the first one, the captain found it broke the monotony of the trip to have a man "started" every week or so,

just to provide "entertainment," and ordered the floggings on the slightest pretext. The crew would be ordered up on deck and would be forced to form a circle within which the "starting" would take place. The captain and mates would have their seats drawn up on the quarterdeck, and would sit and relax as they watched the bosun with the lash chasing the unfortunate seaman around the deck.

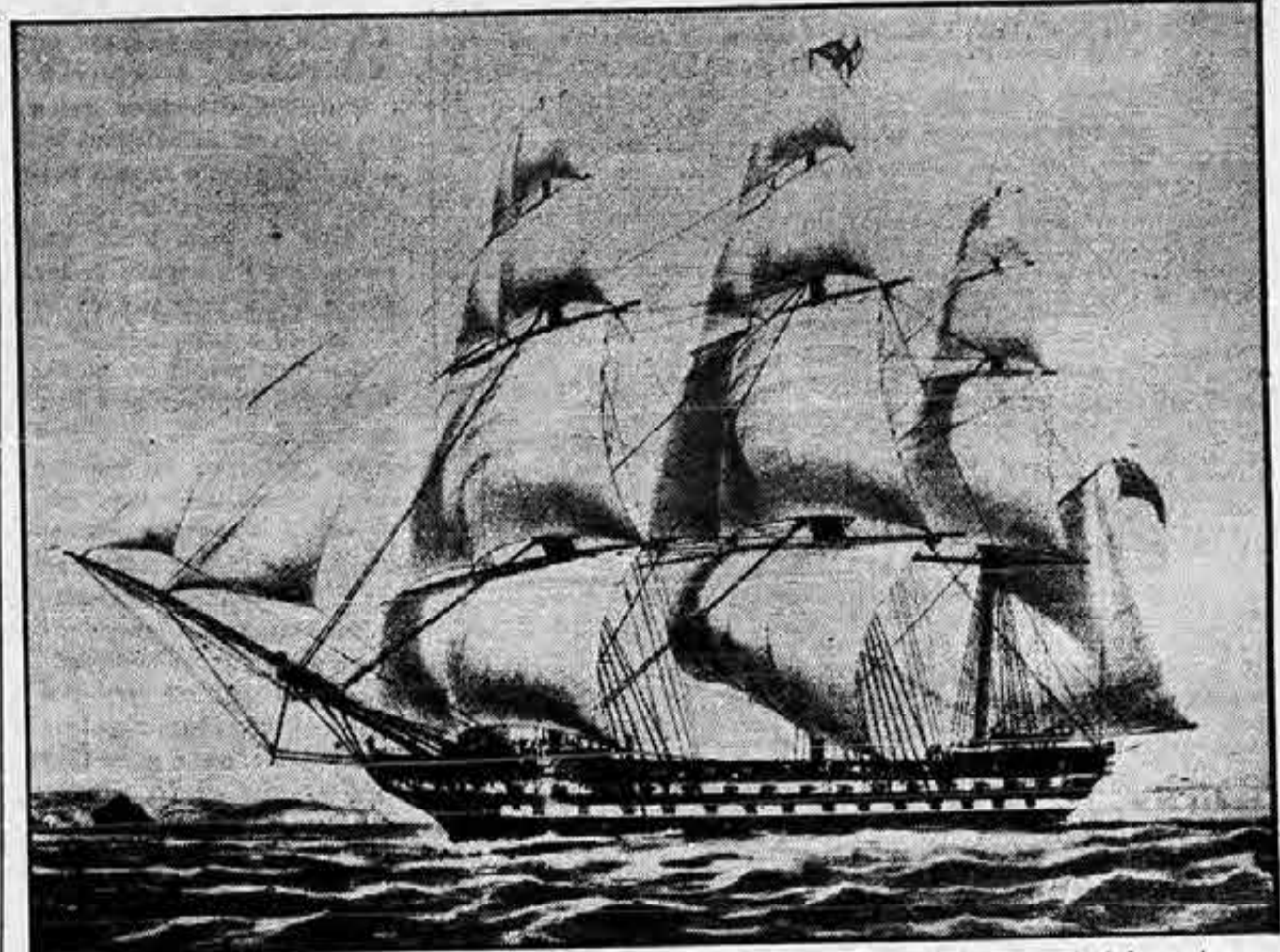
The floggings kept up without mercy for over six months. Then, Captain Dudman ordered one man flogged for no reason other than that he stepped on the quarterdeck without the proper permission, even out the proper permission, even though the man was working at the time. The flogging started and after 15 lashes had been administered, the man fainted. The captain stood up and shouted that the man be revived and the flogging continue, and the crew began to mutter. The man was revived, but fainted again after two more lashes. Then the captain ordered that the rest of the lashes be delivered while the man lay on deck. The crew broke ranks and refused to allow the flogging to continue.

Crew Acts

As the crew gathered around the fallen man, the captain dashed down on deck shouting orders and demanding that the crew get back in ranks. The quartermaster swung around and shouted back, "We won't allow a man to be beaten when he's down," and the crew carried the man back to the foc'sle.

The captain, apparently afraid that any action would touch off a full-scale mutiny, took no immediate action, but it was only two days later when the *Inglis* ran into a storm. Taking command of the deck himself, the captain ordered one of the cabin boys to lay out on the spanker boom to make fast some sail. Crewmembers protested again, but the captain insisted and the boy worked his way out on the boom, only to be washed over the side and lost.

Lally, the chief gunner, ran back



The *Inglis*, which turned into a hell ship with a skipper who ordered floggings for entertainment, was a typical East Indiaman, like this. Her crew was finally arrested for mutiny, stood trial twice and was convicted but given a sentence that was considered an acquittal by observers.

to the captain and protested, branding him a "murderer," and the captain motioned to the mates who came up behind Lally, and a line was thrown around him to bring him down. As it happened, the line circled Lally's neck, and Lally, thinking he was to be hung, began screaming for help and yelling "murder, they're murdering me."

The rest of the crew up forward heard Lally's cries, ran back and were stopped by the captain holding a pistol. The crew then told Captain Dudman that they were going to mutiny if Lally wasn't released immediately. The Captain, with only a pistol in his hand, realized his position and ordered that Lally be set free.

The next morning, a messenger arrived in the crew's foc'sle to announce that the captain was going to hold a court martial on the

quarterdeck and Lally was ordered to appear to answer charges of mutiny. The crew was ordered on deck to witness the court.

Lally refused to leave the foc'sle, and the rest of the crew refused to go on deck for the court, although they continued to work the ship.

The *Inglis* then became a vessel divided into two camps, with a sort of armed truce between them. The crew continued to work the ship, but was ready to mutiny at any moment, while the captain remained armed at all times and kept from ordering any more floggings for fear it would touch off a full-scale mutiny.

Things remained tense until the vessel arrived at St. Helena. By that time, it seemed that the captain had given up his floggings and startings, and had forgotten the incident. When the vessel arrived, the captain told the crew that there would be no shore leave, but that there would be a double ration of rum that night.

Arrests Men

The crew thought nothing was amiss and started to settle down for the night, when the captain returned to the ship with a squad of soldiers and arrested most of the men in the crew, including Lally. The men were taken off the ship in irons, held in jail on St. Helena, and then returned to England for trial as mutineers.

By the time the men returned to England, somehow the story had gotten out, and they found public sympathy on their side. Soon they found themselves with offers of free legal talent to help them in their defense, and everything seemed hopeful.

When the trial started, the men were able to put up a good defense, bringing out the facts about the floggings and startings, the treatment they had gotten and the fact that they hadn't really used force against the captain. When the prosecution presented its case, even the mates refused to testify against the men, and the captain, after finding out that the mates would not testify, refused to appear in court. The charges were dismissed, and the men freed.

Another Trial

However, they were immediately arrested again, to stand trial in an Admiralty court on other charges of mutiny. Again, they found

themselves with top lawyers to defend them, and the trial started much like the first one. However, this time the captain, furious at learning the men had been freed, appeared at the trial and testified for the prosecution. The mates still refused to testify.

The Admiralty court heard all the evidence, and then, after short deliberation, announced that it found the men guilty of mutiny. The court went on to say that it had decided to sentence each of the men involved to two months at hard labor, but since the men had spent more than that time already in irons aboard the vessel that brought them back, and in jail in England while awaiting trial, they were to be freed immediately.

The sentence was considered in maritime circles as good as a "not guilty" verdict, since, it was pointed out, the Admiralty court couldn't find them "not guilty" after the captain had appeared and testified against them. However, the two trials had stirred up a considerable amount of public feeling, and soon led to a series of legislative reforms designed to better conditions aboard British vessels.

LOG Welcomes Stories, Pics

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

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

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

Florida Lighthouse Marks Shoal, Has Been Burning Since 1860

One of the 400 lighthouses which guard our coast and mark the rough spots as a warning to seafaring men, the Jupiter Inlet Lighthouse in Florida has been in operation since its establishment in 1860.

At that time, the US Congress was advised that the shoals lying off the inlet were a dangerous threat to commerce in the area and that a light or some marker should be established to warn shipping. It was then decided that a lighthouse should be located on the north side of the inlet to serve that purpose, and money was appropriated for the construction job.

The light was established and a lightkeeper assigned, but after the light had been in operation for only a few years, the Civil War broke out and the light was abandoned. It stayed inactive throughout the fighting, and when the war ended, the government made the necessary repairs to the structure and put the light back into operation.

Modern Beacon

Since then, the structure has been kept in repair, and renovated occasionally. The lights have been changed at least twice during the

years from the original oil lights until today passing ships are



The 105-foot Jupiter Inlet Light in Florida guards dangerous shoals.

warned by a million-candlepower light.

In addition to the light, the Jupiter Inlet Lighthouse also boasts a modern radiobeacon which serves as a warning during foggy or bad weather, beaming a warning to all vessels in the area. During good visibility, the light can be seen as much as 18 miles away from the shoals, providing plenty of warning.

During the day, the Jupiter Inlet Lighthouse is seen as a 105-foot red brick tower, atop a hill and completely dominating the surrounding countryside. From a staff atop the tower, storm warnings are displayed during the daylight hours to supplement radio weather reports.

As with all other US lighthouses in the Continental United States and on US possessions, the Jupiter Inlet Lighthouse is maintained and staffed by the Coast Guard, although, originally, it was built and staffed by the Department of Commerce.

... DIGEST of SHIPS' MEETINGS ...

CHIWAHA (Cities Service) June 24—Chairman, L. Parker; Secretary, Clyde Burns. Lee Parker was appointed new ship's delegate. Toilet seats in the deck department need fixing. Orders for cots should be turned in as well as for port-hole screens.

August 22—Chairman, Read; Secretary, H. Berner. Chief engineer will take care of the first aid kit. Ship's delegate will contact the patrolman about having the fo'c'sles painted. All pitchers should be returned to the messhall and all hands should cooperate in keeping the messhall clean. Steward should get a new coffee urn; the old one leaks. Bosun has wind chutes for whoever wants them. Men on sanitary are to do a better job. All hands are to cooperate by being on board an hour before sailing time.

October 18—Chairman, Stanley Yodis; Secretary, L. L. Marius, Jr. Steward assigned all men to check and see if they need new mattresses. All OT and disputed OT will be taken up at the end of the voyage. More cups and glasses are to be left out for coffeetime. They should be better taken care of. Messman should be given more consideration. A new repair list will be turned in. Everyone should cooperate in keeping the laundry clean. Wipers will make coffee until the new urn arrives.



ALCOA CLIPPER (Alcoa), October 26—Chairman, MacRobert; Secretary, Les De Parlier. Letter will be sent to headquarters asking for the penalty rate of OT for watching stood in port on weekends by crewmembers.

OCEAN LOTTE (Ocean Trans), September 13—Chairman, Robert McCulloch; Secretary, Vincent D'Amato. Woodrow Pozen was elected ship's delegate; the ship's fund, consisting of 11,000 Japanese yen, was turned over to him. W. L. Robinson was elected deck delegate; A. Rocha, engine delegate; Robert McCulloch, steward delegate. Last standby on each watch will wash coffee cups and clean the messroom tables. Ship's dele-

gate will make out a cleaning schedule for the laundry and recreation room. Fresh water tanks should be cleaned. There has been no cooperation from the chief engineer. Department delegates will make out repair lists. Men are to be properly dressed in the messhall during meal hours. Discussion on starting a ship's fund and buying recreation gear will be taken up at the next meeting. Ship's delegate is in charge of the ship's electric iron.

OCEAN LOTTE (Ocean Trans), September 26—Chairman, L. Leidig; Secretary, Vincent Amato. Captain was contacted on the repair list and agreed on all items except the fan in dry stores. Chief engineer was contacted on cleaning fresh water tanks, and was given a hard time by the first assistant. This character comes up from watch every morning to do jobs outside engine room. Weevils are getting into stores. Ship's fund should be increased. Discussion was held on buying new recreation gear. A switch will be installed for the washing machine. First aid kits will be resupplied in all departments. Steward department got a vote of thanks for good chow and service.

TRINITY (Carras), September 24—Chairman, J. McPhee; Secretary, F. O'Connor. \$22.45 in the ship's fund will be turned over to the new ship's delegate—Bill Prince. Paul Norton was elected deck delegate; John Glass, engine delegate; F. Simon, steward delegate. Repair list should be made up. Chief mate will be contacted about fixing the stuck doors.

October 21—Chairman, H. Westphal; Secretary, W. J. Prince. There is \$22.45 in the ship's fund. Patrolman will be contacted on getting rid of the roaches. Repair list and roaches were discussed. One man volunteered to get cards, dominos, books, etc.

SEATRAN LOUISIANA (Seatrains), October 18—Chairman, Vasser Szymanski; Secretary, Van Whitney. There is \$147.85 in the ship's fund. Washing machine should be kept clean at all times. Stamps and envelopes will continue to be bought from the ship's fund. Vote of thanks went to the steward and the steward department for the excellent job rendered to the crew.



ROBIN KIRK (Seas Shipping), October 14—Chairman, John Nash; Secretary, P. W. Costello. Water fountain in the port crew passageway needs repairing. Ship's delegate will see the chief engineer about this.

ROBIN SHERWOOD (Seas Shipping), August 24—Chairman, R. B. Carey; Secretary, Thomas Williams. Purser will show movies to the crew. There is one pound in the ship's fund. One man missed the ship in New York and rejoined in Philadelphia. Another who missed ship in New York will be reported at the payoff. Donald Richey was elected ship's delegate. Nobody but crewmembers should use the washing machine. All repairs were taken care of in home port. We have a good steward, Tommie Williams.

STRATHPORT (Strathmore), October 18—Chairman, Antonio Schlavone; Secre-

Pick Up 'Shot' Card At Payoff

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

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

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

Stainless steel sinks should be installed in the pantry and galley. All unlicensed personnel's quarters should be painted out. Sinks are in very bad shape. Captain promised that all this would be done. Washing machine and laundry should be kept in good condition and machine should be turned off after use. Night lunch should be replaced in the refrigerator. Men should clean the messroom after eating at night. There is no pressure on cold water in the showers, and the ship's delegate will contact the chief engineer.

ROBIN GOODFELLOW (Seas Shipping), September 27—Chairman, Charles Gill; Secretary, J. Barnett. James Cprocan was elected ship's delegate by acclamation. Heads and showers should be kept clean. The steward will make up a laundry room cleaning list. Taking on fuel oil caused the delayed sailing in Savannah, not bad weather.

October 21—Chairman, C. Bowdre; Secretary, Charles Gill. Washing machine is left running at all hours. Shore workers should be kept out of the messhall and pantry at all times. A vote of thanks went to the steward department for the preparing and serving of the meals this trip. Also to the electrician in keeping the switch boxes closed on deck.

ANTINOUS (Waterman), October 24—Chairman, Gus Taylor; Secretary, Harry C. Kilman. Ernie Gerace was elected ship's delegate by acclamation. Bill Varn was elected ship's treasurer. Doorknob in the 8-12 fo'c'sle needs repairing. Waste baskets and garbage cans should be carried aft and dumped instead of being dumped over the side midship, because the refuse gets all over the ship. Our steward, Leo Allen, died suddenly in Philadelphia of a heart attack. Flowers were sent to his funeral.

NICHOLAS C. H. (Trident), September 6—Chairman, M. C. Kleiber; Secretary, not listed. Refrigerator should be repaired and short sheets and blankets replaced. Captain was contacted about repairing the refrigerator and also painting the laundry and this was okayed. Pantry should be kept clean at night. There should be chairs instead of benches in the recreation room and fo'c'sles. Chief will be seen about the fans and brushes needed. Steward should get fresh milk and fruit in Panama.

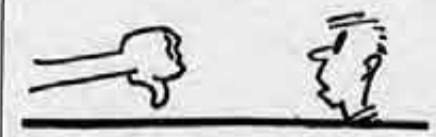
SEATRAN SAVANNAH (Seatrains), October 22—Chairman, Stanley U. Johnson; Secretary, Earl Smith. Transportation matter was taken care of to everyone's satisfaction in New Orleans. A new washing machine wringer was requested of the company. Brothers should return cups to the messhall. The man who missed ship in Savannah will be turned over to the boarding patrolman. Brothers were asked to be properly dressed in the messhall.



OCEAN MINIT (Ocean Trans), October 17—Chairman, Paul Whitlow; Secretary, Harry D. French. Department delegates will make out repair lists and turn them in as soon as possible. Slopchest will be open at 3:00 each day. Sheets and spreads should be replaced by larger ones. New innerspring mattresses and a new refrigerator are needed before the next voyage. Red light in the laundry should be off, indicating that the machine has been turned off, before leaving the laundry. Steward department will take care of the recreation room and the deck, and engine departments will take care of the laundry. Tubs in the laundry should be cleaned out after they

have been used. Feet should not be put on chairs in the messhall and recreation room. All department stores should be checked by the department delegates before the next trip. Delegates should hand the beefs with the patrolman, so as to speed up the payoff. Vote of thanks went to the steward department for the way the food was prepared and served. We hope they all make another trip and supply the crew with the same service and preparation as they did this trip.

EDITH (Bull), October 4—Chairman, James Merrill; Secretary, Louis S. Rizze. Crew was asked to return cups and glasses to pantry. Ladders are being used instead of gangways. Repair list will include an aluminum gangway of the new type. During rough weather all hands are asked to keep everything secured. A vote of thanks went to the steward department, especially the galley force.



WESTERN RANCHER (Western Navigation), October 11—Chairman, Fred C. Helms; Secretary, E. Hall. Captain agreed to paint all showers and toilets on the way home. Ice box will be repaired. It should be replaced at the end of the voyage, as there has been a lot of trouble with it. New fans are needed in the galley.

TRANSATLANTIC (Pacific Waterways), October 14—Chairman, W. Simmons; Secretary, M. Kerster. Two men missed ship in New York. W. Simmons was elected ship's delegate. All repairs will be taken care of before we leave Savannah. New ice box will be installed in the messhall. Wipers and ordinaries will take care of the laundry and steward department will clean the reception room. Medicine chest will be checked before we leave port. There should be enough books aboard for the trip.

LUCILE BLOOMFIELD (Bloomfield), October 17—Chairman, H. Hardin; Secretary, Lyman W. Ange. Stores brought aboard in Panama should be checked. More vegetables should have been taken aboard in Panama. Vessel should be fumigated on arrival. One man will be turned over for examination to the patrolman to see if he has tuberculosis.

STEEL APPRENTICE (Isthmian), May 27—Chairman, John Swidzinski; Secretary, Robert Ferrander. Library should be kept in order. Slopchest should be better stocked in the future. All sizes are too big. Laundry should be kept clean. Garbage should be put in the drums provided. Fans should be checked. July 22—Chairman, J. V. Smith; Secretary, E. Conrad. Some ice was taken that was to have been used for cold drinks. Slopchest has been very poor this trip. More ice than usual is needed, as it is very hot here in the Persian Gulf. Men off watch have been drinking the watches' coffee before they have a chance to get it. Please let the watch have their coffee first.

September 21—Chairman, J. V. Smith; Secretary, E. Conrad. One man was left in the hospital in Bombay. We were sorry to see him miss the ship. Each delegate is to check his department's supplies for repairs. Medical supplies should be checked before the next voyage. Medical care has been very poor, as the mate is very reluctant to give out doctor's slips. Captain sent out orders that the doctor is to come to the men, instead of the men going to the hospital. Captain has been turning our mail over to the agent. There were not enough stores aboard for the voyage. Next time the steward should check before the voyage.

October 1—Chairman, J. V. Smith; Secretary, E. Conrad. Shower water has been unbearably hot—from 112 to 118 degrees—and no one could stand under it. Meat has not been of good quality. Steward has not been on the job.

ALCOA CAVALIER (Alcoa), October 18—Chairman, James W. Hunt; Secretary, Ralph H. Sheffield. Ship's delegate will see the chief purser to find out why delayed sailing OT okayed by the master was disputed by him. Brother Saxon got a vote of thanks from the entire crew for his splendid work in running the movies. Brother Foster was recommended by him to take his place.

WILD RANGER (Waterman), no date—Chairman, Joe Bracht; Secretary, H. McAleer. Master will give two cartons of cigarettes a week. S. W. Kliderman was elected new ship's delegate. More fruit will be bought in Bremerhaven. Milk is sour; more care should be taken in care and handling milk. Soiled linen should not be stored in the passageway. Recreation room is to be locked in port. Delegates will see the mate about storing soiled linen.

October 19—Chairman, not listed; Secretary, H. McAleer. One man missed ship and will be reported to the patrolman. Patrolman will be told of the cigarette situation. Repair list will be made up. Anyone needing a new mattress is to see the steward. Washing machine will be put on the repair list. Messman hasn't brought up bran flakes. Notice will be taken about dumping garbage on lines.

AFONDRIA (Waterman), October 25—Chairman, Pete Genzies; Secretary, Robert Benjamin. There are plenty of empty cans for garbage disposal on the poop deck and steward department personnel

should toss garbage in cans and not in boxes back aft on deck while the ship is in port. Nothing should be thrown over the side of the ship but instead should be carried all the way aft.

SEATRAN TEXAS (Seatrains), no date—Chairman, J. L. Allen; Secretary, C. W. Cethran. The ship's treasurer reported \$65.17 on hand. Motion was made to install a telephone between decks and lower hold and a general alarm between decks and lower hold. A screen should be placed over the vent in the messhall. Wreath was ordered for the father of Mike Kisko who passed away during the voyage.

STEEL FLYER (Isthmian), September 20—Chairman, H. Zurn; Secretary, F. A. Delapenna. OT sheets should be returned promptly after checking by chief mate. Discussion was held on cleaning the laundry. Tubs should also be cleaned after use. Cups should be placed in the pantry sink after using and messroom should be left cleaner at night. Clock in the messroom should be moved. Fine Union spirit prevails on board.

ANDREW JACKSON (Waterman), September 20—Chairman, Kaare G. Sivertsen; Secretary, Lee Bruce. J. McConnell was reelected ship's delegate. Steward ordered 24 porthole screens but didn't get them. Washing machine is being left dirty. Ship's delegate will ask the captain to deliver the crew's mail only to him. Wind chutes will be procured if possible. Cuts should be taken up after use and should be taken care of. All agreed to a donation of \$1 per man for the ship's fund. Steward turned \$28 over to the ship's delegate. Soiled linen is to be turned in on Tuesday morning only.

QUEENSTON HEIGHTS (Seafarers), October 18—Chairman, T. A. Patriquin; Secretary, Charles A. Moss. Ship's fund now stands at \$25.

GENEVIEVE PETERKIN (Bloomfield), October 7—Chairman, R. High; Secretary, J. F. Elliott. Jerry Phipps was elected ship's delegate. Washing machine should be checked for repairs. Ship's library will be placed in an accessible spot.



MARIE HAMILL (Bloomfield), October 4—Chairman, E. M. (Jack) Williams; Secretary, Alf Tolentino. There was a fine payoff in New Orleans but a number of beefs lost in Houston, mostly pertaining to repair lists. Ship's delegate reported on aggravated attitude of ship's officers toward crew and unsafe condition of the ship when she put to sea. Complaint was made that two seconds were offered on several menus and not enough fresh fruit was being put out. Topside pantryman agreed to collect and lock up library books in port.

SEAVICTOR (Bournemouth), October 25—Chairman, Paul Curzi; Secretary, G. Johnson. Wind scoops were received; two new lockers were installed. One cannot be installed due to lack of space. One man missed ship in New York. New washing machine will be put in the laundry room and used for white clothes only; old machine will be used for especially dirty clothes. Washboard will be removed to make room for it. Every man should clean up the laundry after using it. Steward department will clean

(Continued on page 25)

Proper Repair Lists Help All

The settlement of repair lists means a lot to the men who stay aboard a ship, and to the new crew that comes aboard, just as the repair list made out by the previous crew means a lot to you.

Because repairs mean a lot to your comfort and living conditions aboard ship, they should be handled in the proper fashion.

Each department delegate must make out three copies of his repair list.

The ship's delegate should give one copy to the head of the department concerned, one copy to the company representative, and one copy to the Union patrolman.

In this way, everyone has a copy of the repair list and there is a check to make sure the work is done.

Get New Books Through Agents

Seafarers who applied for new membership books in New York but are now sailing from outports don't have to come to this city to get their new books.

If the men involved will write to headquarters and tell the Union which port they are sailing out of, the Union will forward the book in care of the port agent.

Under no circumstances however, will the books be sent through the mails to any private addresses.



Port O'Call



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

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by the
SEAFARERS INTERNATIONAL UNION
ATLANTIC AND GULF DISTRICT A.F.L.

... DIGEST of SHIPS' MEETINGS ...

(Continued from page 24)

the recreation hall; engine and deck departments will take turns cleaning the laundry.

MANKATO VICTORY (Victory Carriers), October 18—Chairman, Charles Maxur; Secretary, Bill Stark. Dasko was elected ship's delegate by acclamation. Delegates will turn in repairs. Laundry and recreation room cleaning schedules will be posted for sanitary men. Each department will clean for a week at a time. Brothers should make sure that the washing machine has been turned off after use. Chief engineer will be asked for a large fan for the laundry.

STEEL RECORDER (Isthmian), October 21—Chairman, not listed; Secretary, not listed. More frozen food should be put on board. There should be more ice cream. Sheets are too small for the mattresses. Chief engineer will be contacted on sougeeing and painting rooms. Steward department was commended for the way the food was prepared. Repair list will be turned in before arrival in the States. We have an extremely good captain and chief mate. Phil Sabino did a very good job as bosun.

SEA CLOUD (Seafarers), October 4—Chairman, Billie H. Brown; Secretary, Louis E. Meyers. Repair lists were turned in two weeks before arrival and still no repairs are being made. Beefs against the captain, chief engineer and third assistant engineer will be straightened out by the boarding patrolman or agent. Boarding patrolman or Union agent should check with the captain on



sloppiest prices. There were 3 different prices on cigarettes and the other articles are priced too high. Captain refused to go over articles in sloppiest with the delegate before sailing. One lifeboat needs repairing but nothing is being done about it. Men getting off are to clean their rooms. Library books should be turned in so that they can be exchanged. Steward department got a vote of thanks by the entire crew.

FELTORE (Ore), no date—Chairman, Sonny Miller; Secretary, Charles R. Johnson. Pantry should be cleaned after each watch by standby.

October 17—Chairman, Sonny Miller; Secretary, Charles R. Johnson. All repairs were taken care of for the past trip. There is \$32.65 in the ship's fund. Delegate will find out about the new library. C. R. Johnson was elected ship's delegate.

ROBIN TRENT (Seas Shipping), October 15—Chairman, Melvin Smith; Secretary, Martin Laas. Painting of deck and steward department fo'c'sles has been completed. Painting of engine department quarters will start on the weekend. All refrigerators are to be repaired in the shipyard. Due to a shortage of paint the crew's messrooms will be painted next trip. Monetary compensation for not having received weekly change of linen is disputed by the chief mate. Mattresses and cots should be

Puzzle Answer

BAR	COLON	CAT
ERA	ARUBA	HIE
TIP	NOREN	ARR
CHI	NEY	BRER
RIALTO	PATSY	
ABELE	ABET	
POL	XEBEC	MAP
	WADE	ALAMO
JAMES	ENTRAP	
OMIT	GAL	SIP
NIL	BONUS	NAP
ACE	ANODE	ELA
HER	GENET	RAT

SEAFARERS BUY THEIR SEAR AT THEIR OWN

SEA CHEST

WITH SUITCASE NEW YORK

taken better care of; cots should not be left on the deck when not in use. Some of the licensed personnel have been leaving their clothing in the washing machine too long. Fund should be set up to purchase softball equipment on arrival in Durban. No one is to hire local shoreside workers to do his washing in our washing machine. Patrolman should see the company officials about getting a washing machine for licensed personnel.

CHRISTINE (Tini), October 23—Chairman, L. J. Sheehan; Secretary, R. Dawson. Cook asked certain members to stop complaining about the food and, if they are sick, to ask him in advance to cook something special. Steward will try to get coffee percolators for deck and engine departments. Steward was complimented on the quantity and quality of stores purchased in Yokohama. Additional light bulbs were requested for heads in the steward department.

PENNMAR (Calmar), October 17—Chairman, J. Miller; Secretary, Thole. One member's suitcase was stolen in Philadelphia; he had no key or lock on his door and wants the company to reimburse him. Incident was reported to the captain. Delegates will turn in repairs. Discussion was held on the seasoning of the food.

THE CABINS (Cabins), October 20—Chairman, H. Peterson; Secretary, Red Connor. R. Connor was elected ship's delegate. Disputed OT is all squared away. Ship's delegate will see about getting steward department rooms painted. Each man should clean the washing machine after use and keep the messroom cleaner. Ship's delegate should see the skipper and patrolman, if necessary, about draw situation.

LIBERTY FLAG (Gulf Cargo), October 4—Chairman, J. Damifradis; Secretary, Lee F. Kurtz. G. Skendelas was elected ship's delegate by acclamation. Motion was passed to have all rooms, showers and toilets painted. Messhall and recreation should be kept clean during the night; cups, dishes and silverware should not be left on the table. Dishes should be returned after use. Washing machine should be cleaned and turned off after use. Deck engineer's bunk needs repairing. Chief engineer should be contacted about getting a man to fix the crew messroom and recreation room portholes.

DEL NORTE (Mississippi), October 18—Chairman, Eddie Stough; Secretary, John P. Zimmer. There is \$203.23 in the ship's fund. Ball game will be arranged for the southbound voyage. Volunteers are needed to help publish the ship's paper and to write articles. Mendoza was elected ship's delegate. Information of the missing ship's movie projector will be wired to the chief of police in New Orleans. Brother Callahan was elected to take charge of following this through. Necessary parts for the topside projector's use will be bought.

GULF WATER (Metro), October 4—Chairman, C. E. Wallick; Secretary, Fred Shala. Care should be taken of the washing machine. Chief engineer will install a switch. John Culeton was elected ship's delegate. Each department will take turns cleaning the recreation room and the laundry. Ship's delegate will contact the captain about washing the water tanks and getting some clean water. Light bulbs are missing from passageways and messrooms. Bosun asked all men to try and keep the messrooms clean and to put coffee cups in the sink after using them. Coffee should be used carefully, so that it will last.

ARCHERS HOPE (Chiles Service), August 16—Chairman, Frank Watoska; Secretary, Delbert Wilson. No more steaks will be ordered because of waste. More fans are needed in fo'c'sles. Ship should be fumigated; patrolman will be told. Swede was elected new ship's delegate. Steward refuses to cooperate on menus and shows lack of interest. More ice cream is needed. Captain will be contacted on getting the messhall painted and sougeeing and painting fo'c'sles. Stores should be properly arranged in ice boxes. There was a shortage of ham and sugar.

September 1—Chairman, T. E. Hellman; Secretary, Theodore Jones. Theodore Jones was elected treasurer; Walter Compton was elected ship's delegate. Ship's delegate and patrolman should check the sloppiest on arrival and send results to the New York hall. Vote of

Quiz Answers

1. Father Junipero Serra, representing California.
2. Juneau; San Juan; Honolulu.
3. Delaware.
4. Danish Major General Vagn Bennike.
5. Bobo Rockefeller, who was awarded \$5,500,000 in divorcing Winthrop Rockefeller, and Bobo Olson, who defeated Randy Turpin for the world middleweight title and whose share of the gate was \$53,000.
6. Burt Shotten, who was also let go after a good record.
7. Motion picture executive Eric Johnson.
8. Zsa Zsa, Eva and Magda are the sisters and Jolie is the mother.
9. Arnold Galiffa.
10. Earl Sande.

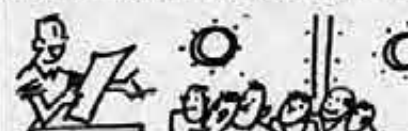
'Can-Shakers' Have No OK

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.

thanks went to the cooks for the fine job they have done.

September 13—Chairman, K. Hellman; Secretary, Theodore Jones. Fans should be procured in Japan. Repair list will be given to department heads. Deck department got OT to rearrange the chill box when the steward department should have done so. Patrolman in Galveston said nothing can be done about slopp-



chest prices, when he was called long distance from Freeport, Texas. September 27—Chairman, Walter Compton; Secretary, Theodore Jones. Mate will be contacted on sougeeing fo'c'sles and securing watertight doors. Portholes should also be made watertight. Department and ship's delegates should see the captain about the steward looking after the galley and messroom.

MARVEN (International Navigation), October 19—Chairman, Bennie Crawford; Secretary, W. Wentling. Roy Nixon was elected ship's delegate. The man who missed ship will be taken care of by the ship's delegate. Men were asked to

NOTICES

Clarence B. Boyce
Your discharge from the Pennmar is being held at the LOG office.

Lodging Money
All crewmembers of the Anne Butler, voyage No. 9, can collect their 33 days lodging by writing to the Bloomfield Steamship Company, Cotton Exchange Building, Houston, Texas.

Mail Call
There is mail for the following men at the Boston hall:

- | | |
|------------------|--------------------|
| Morris Black | Jack Keegan |
| Paul Broderick | William Kennedy |
| John Boneck | George King |
| John Botelho | Emile LaFrenier |
| Norman Butters | John Lane |
| Ernest Carmel | S. E. Lapham |
| Warren Carpenter | Cecil R. Leader |
| H. J. Cashman | Frank MacDonald |
| Charlie Conwell | W. J. MacDonald |
| James Cozier | R. MacLaughlin |
| Processo Cunanan | John G. Martin |
| Horace Denton | Paul Masterson |
| Gerald Devaux | Jerry McCarthy |
| Nick DiMaio | W. McKean |
| John J. Dolan | Wm. J. McLaughlin |
| Joseph Durmuth | Joseph McNeil |
| Tom Fleming | John Newman |
| Charles F. Foley | A. J. O'Malley |
| Jay Freeman | A. D. O'Neil |
| James Frotten | Irving H. Parsons |
| Harold Garabee | Arthur Petrin |
| John Gala | W. Prince |
| Peter Gavillo | Edison Shaffer |
| Joe Goldman | M. Soolracione |
| William Grimes | W. Stewart |
| James Gustafson | R. Stone |
| D. J. Haggerty | Louis Suores |
| Ray Harris | J. A. Thomson, Jr. |
| Ralph Heath | Albert Vetu |
| John Houlihan | Anthony Vialento |
| Danny Hunt | Joe Walkasch |
| Harold Jaynes | Leopold Wareham |
| Earl E. Johnson | John J. Williams |
| Bokar Kala | |

Seamen's Gear
The following men have gear stored at Pier No. 6, Bush Terminal. Please pick it up:

- | | |
|---------------|--------------|
| E. Brown | G. Schemm |
| J. Galander | M. Blizard |
| J. Bipere | M. Lifshultz |
| Copper | E. Tucker |
| R. Guthere | F. Corcoran |
| Armand Briggs | G. Hunt |
| A. Blue | J. McHale |
| F. Bonafino | F. Arat |
| W. Shaw | C. Hankul |
| C. Wilson | E. Sheppard |
| Vets | Albu |
| R. Clymer | N. Whittier |
| G. Sutphin | G. Crummins |
| E. Buckley | E. Westover |
| W. Jones | E. Silvever |

make less noise in passageways. Steward was asked not to wash any more linen for the regular issue but let the men collect their linen money. There is a potato shortage. A vote of thanks went to the steward department.

STEEL FLYER (Isthmian), October 25—Chairman, H. Zurn; Secretary, F. A. Delapenna. One man was injured and left in the hospital; one man paid off in Honolulu. All repair lists should be turned over to the ship's delegate. Radio will be repaired in New York.

JOHN B. WATERMAN (Waterman), October 25—Chairman, Walter H. Sibley; Secretary, Ralph Masters. There is \$34.20 in the ship's fund and there are still some beefs on the milk situation. Watch will be fed first so that he has enough time to relieve other men. Entire ship should be fumigated in Baltimore. Another fan is needed in the day men's fo'c'sle. Blower system in the crew pantry should be checked. Clothes should be removed from the washing machine so that others can use it. Crewmembers are going to write to Congress on the USPHS question. Vote of thanks went to the steward department.

CITRUS PACKER (Waterman), October 25—Chairman, Fred Miller; Secretary, Leon Hall, Jr. Captain promised to think about lifting the LOG on the wiper, who is a very good worker. One man will be turned over to the patrolman for missing ship. Better care should be taken of the toaster and percolator. Deck department gear should be put away, not left lying around. Soiled linen should be turned in, bunks stripped. Washing machine should be checked to see if it will stand up for another trip. Vote of thanks went to the steward department for preparation of food and to the ship's delegate for doing such a good job and to the ship's crew, for doing such a good job.

CECIL N. BEAN (Drytrans), October 4—Chairman, A. Kesson; Secretary, M. F. Kramer. William Bunker was elected ship's delegate; each department delegate will turn a repair list over to him and to the captain. October 25—Chairman, William Bunker; Secretary, M. F. Kramer. Repair lists were turned in. Washing machines and sinks will be kept clean. Deck engineer will clean the sink drains. Delegate will see the captain about putting out a draw in US money before we hit port. Chief engineer will be asked about running fresh water tap outside to keep shoreside people out of the passageways. Library books will be boxed and placed in one of the fo'c'sle in port.

OCEANSTAR (Dolphin), August 16—Chairman, Julius Smythe; Secretary, Albert De Forest. Motion was passed to try and get a patrolman to meet the ship about repairs. Cans with water for cigarette butts are missing from the passages. Mop and broom closet should be kept a little cleaner. Repair list will be made out before arrival in California. There should be a little more cooperation in cleaning fo'c'sles and messroom. Ordinary on sanitary is doing a fine job. Department delegate should be contacted on all beefs. All departments were very cooperative while shifting the ship in port. Night cook and baker wants the chief engineer to know that his room is right under the boat deck, which is now being used as a repair shop, and he cannot sleep. Radio operator will take orders for any kind of cigar, chewing tobacco or snuff for the sloppiest.

September 13—Chairman, A. F. Bankston; Secretary, Albert De Forest. Many repairs were taken care of, but the stator still needs fixing. First assistant will be asked about this. There are not enough cuts, although the captain said there were enough at sailing time. These were sealed with sea stores at the time and could not be checked. Books and permits should be gathered and checked. Shoreside persons should be kept out of passages and messrooms. Water hose should be run through the pantry port to provide water outside. Many fo'c'sle keys do not fit, and there are not enough of them. Deck department should be kept a little cleaner. Garbage cans will also be provided fore and aft; empty cartons and boxes, however, should be placed directly on the deck. There was some dissatisfaction with sloppiest prices—particularly that of cigarettes. Prices should be compared with those of other SIU ships in Japanese ports. October 24—Chairman, A. Bankston;

Secretary, A. De Forest. Everyone was complimented for keeping shoreside persons out of the passageways in Korea. There is 1,700 hours OT due, as well as subsistence for a partial linen issue, sinks, cots. This will be taken up with the patrolman. Medical attention is inadequate, and two men were ordered back to work before fully recovered. One man was left behind in Japan. Some progress has been made on minor repairs on the list. General safety rules are not being observed. No one is to go over the patrolman's head and try and settle his own beefs. All fo'c'sles should be thoroughly cleaned up and soiled linen should be put down the ladder. Medicine chest should be checked, as the supply looks low. Someone should be appointed to check with the express company for a truck to come to the ship and pick up packages to be shipped home, and also to check with the airlines to see if a rate for a group could be obtained. Ship should be left clean for the next crew.



DEL NORTE (Mississippi), October 18—Chairman, Eddie Stough; Secretary, John P. Zimmer. Crew's movie projector is lost. Any cigarettes bought in town will be deducted from the sloppiest. There is \$203.23 on hand in the ship's fund. A wrist watch will be raffled off for funds for the sports and a ball game may be arranged for the southbound voyage. The Navigator's editor will give a complete report of the editorial board at a forthcoming meeting and will ask for volunteers to help publish the paper and to contribute articles. Brother Mendoza was elected ship's delegate by acclamation.

PERSONALS

George T. Coleman
Contact your mother at 32 Union Street, Lynn, Mass.

Norman E. Butters
It is imperative that you contact your mother at the earliest possible date.

Hannes Randoja
Brother Reino Pelasoja is interested in hearing from you. He is on the beach in San Francisco, but wants money owed him sent to Headquarters in New York.

Jimmy Marton
A. F. (Tony) Martinez
Contact Joseph W. James at 2427 E. Cobb, St. Louis, Mo.

John F. Laughlin
Contact your mother, father, Ray or Patrick. They have some news that may please you.

Karl Hagstrom
John Murray
Get in touch with John Westfall at Headquarters.

John J. Leshon
Your mother is sick and worried about you. It is urgent that you write to your sister, Mrs. Mary Jadus at 317 W. Chester St., Shenandoah, Pa.

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

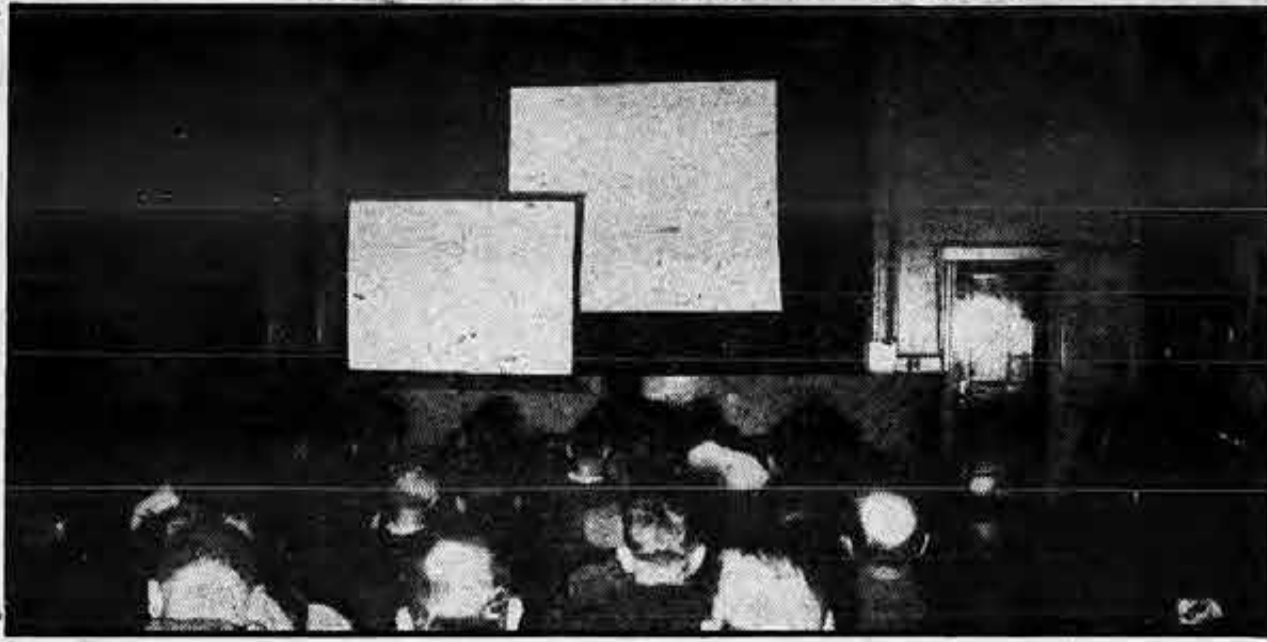
Signed

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

Union Sponsors Hospital Movies



Shown above are patients at the Frisco USPHS hospital enjoying a Friday night movie. The SIU made this service available to Seafarers and other patients in the hospital as part of its special service to hospitalized Seafarers and other seaman-patients. The Union has come to the aid of several of the USPHS hospitals to keep up the weekly entertainment. Some hospitals were presented with projectors and screens.

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.

Gail Oosse, born September 2, 1953. Parents, Mr. and Mrs. Jack Osse, 51 Fourth Street, Whistler, Ala.

Anthony Joseph Costigan, born October 19, 1953. Parents, Mr. and Mrs. James H. Costigan, 3202-C Morris Street, Philadelphia, Pa.

Thomas Andrew Aguero, born October 5, 1953. Parents, Mr. and Mrs. Julio Aguero, 2324 Chestnut Street, Tampa, Fla.

Edmundo Acabeo, born September 6, 1953. Parents, Mr. and Mrs. Emiliano Acabeo, San Juan Bautista No. 6, Puerto de Tiena, Puerto Rico.

Vicki Kazmerski, born September 6, 1953. Parents, Mr. and Mrs. Daniel M. Kazmerski, 1925 East Fairmount Avenue, Baltimore 31, Md.

Norma Jean Wright, born October 2, 1953. Parents, Mr. and Mrs. Norman Wright, 110 West Taylor Street, Savannah, Ga.

Wayne Joseph Maas, born October 11, 1953. Parents, Mr. and Mrs. Leon J. Maas, 2629 Alvar Street, Apartment E, New Orleans 17, La.

Clayton McKinley Lewis, born October 5, 1953. Parents, Mr. and Mrs. Odus C. Lewis, Jr., 905 18th Street, Galveston, Tex.

Antonio Suarez, Jr., born October 5, 1953. Parents, Mr. and Mrs. Antonio Suarez Martin, 35 Jorammon Street, Brooklyn, NY.

Rolando Feliciano, born October 4, 1953. Parents, Mr. and Mrs. Julio Pacheco Feliciano, 56 Old Broadway, New York, N. Y.

Glendal Roy Burke, born September 8, 1953. Parents, Mr. and Mrs. Donald C. Burke, Route 3, c/o V. L. Cochrane, Waynesboro, Miss.

Michael Stanley Koza, born October 19, 1953. Parents, Mr. and Mrs. Leo Koza, 6905 Brentwood Avenue, Baltimore 22, Md.

Erie Sterling Mutz, born October

6, 1953. Parents, Mr. and Mrs. Sterling B. Mutz, 323 37th Place, SE, Washington 19, D. C.

Julia Ann Spondike, born October 16, 1953. Parents, Mr. and Mrs. George Spondike, 3124 St. Ann Street, New Orleans, La.

Elizabeth Gallagher, born October 6, 1953. Parents, Mr. and Mrs. William Gallagher, 403 51st Street, Brooklyn, N. Y.

Gwendolyn Rose Greiser, born August 26, 1953. Parents, Mr. and Mrs. John W. Greiser, 1011 Stephens Avenue, Charleston, W. V.

Carl Edward Hargroves, Jr., born October 27, 1953. Parents, Mr. and Mrs. Carl E. Hargroves, 300 East Court, Tattnall Homes, Savannah, Ga.

Jimmie Lee Proctor, born October 6, 1953. Parents, Mr. and Mrs. Sam J. Proctor, Route 2, Box 46, Citra, Fla.

William Aloysius Ryan, III, born

October 12, 1953. Parents, Mr. and Mrs. William A. Ryan, 194 Columbia Heights, Brooklyn, N. Y.

Robert Rivera, Jr., born September 17, 1953. Parents, Mr. and Mrs. Robert Rivera, 53 Mercer Street, Jersey City, N. Y.

Joan Margueret Arsenault, born September 10, 1953. Parents, Mr. and Mrs. Alex R. Arsenault, 43 Exchange Street, Waltham, Mass.

Jimmy Villarreal, born October 22, 1953. Parents, Mr. and Mrs. Gregory Villarreal, 19-E Magnolia Homes, Galveston, Tex.

George Raymond Trenholm, born October 4, 1953. Parents, Mr. and Mrs. Franklin S. Trenholm, 1059 Savannah Street, Mobile, Ala.

Edward Douglas Powell, Jr., born October 27, 1953. Parents, Mr. and Mrs. Edward D. Powell, 812 Summerville Street, Mobile, Ala.

Daniel Paul Fillingim, Jr., born October 20, 1953. Parents, Mr. and Mrs. Daniel P. Fillingim, 717 Sixth Avenue, Chickasaw, Ala.

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.

- | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|---|---|---|--|---|--|--|---|--|--|--|---|---|---|---|---|--|---|--|---|---|---|
| CITY HOSPITAL
MOBILE, ALA.
H. O. Limbaugh | PROVIDENCE HOSPITAL
MOBILE, ALA.
Milton Robinson | USPHS HOSPITAL
NORFOLK, VA.
A. H. Anderson | USPHS HOSPITAL
SAN FRANCISCO, CAL.
J. S. Asavicius
D. H. Boyce
Jim Corra
I. McCormick
Joe Ferreira
Arthur F. Smith | USPHS HOSPITAL
SAVANNAH, GA.
R. A. Denmark
Joe B. Farrow
N. L. Gardner
Floyd M. Hansen
Roger E. Huggins
Samuel Jonas
Claud Kent | USPHS HOSPITAL
SEATTLE, WASH.
C. Gawrych
C. E. Owens | SEASIDE MEMORIAL HOSPITAL
LONG BEACH, CAL.
W. C. Jackson | HARBOR GENERAL HOSPITAL
WILMINGTON, CAL.
R. R. Richards | USPHS HOSPITAL
DETROIT, MICH.
Tim Burke
Harry J. Cronin | ENDOWOOD HOSPITAL
TOWSON, MD.
Leonard Franks | SAILORS SNUG HARBOR
STATEN ISLAND, NY
Joseph Kostusky | USPHS HOSPITAL
MEMPHIS, TENN.
Charles Burton | BEEKMAN DOWNTOWN HOSPITAL
NEW YORK, NY
Walter Reed | VA HOSPITAL
PHILADELPHIA, PA.
E. T. Cunningham | VA HOSPITAL
CORAL GABLES, FLA.
J. C. Villar | USPHS HOSPITAL
BALTIMORE, MD.
T. L. Ankerson
Josef Antonak
Arthur W. Barrett
Edward R. Boyle
John P. Brooks
Jessie A. Clarke
Jeff David
Samuel Drury
Harry D. Emmett
S. Fauntleroy
W. J. Gallaway
Wayne Hartman
Owen H. Herring
Lawrence Johnson | USPHS HOSPITAL
BOSTON, MASS.
Edwin T. Callahan
Joseph E. Crowley
Frank Mackey | USPHS HOSPITAL
GALVESTON, TEX.
George Bales | USPHS HOSPITAL
NEW ORLEANS, LA.
William Bargeone
Jean V. Dupre
Howard W. Forbes
G. R. Gonzales Jr.
S. P. Hart | USPHS HOSPITAL
NEW ORLEANS, LA.
G. R. Anthony
A. R. Baker
C. Bennett
Paul Berthiaume
Herman H. Casas
Clarence W. Cobb
George T. Coleman
C. J. Compan
S. Cope
W. C. Copping
Adion Cox
Rogelio Cruz
Thomas J. Dawson
Joseph L. Dionne
M. W. Gardner
E. C. Gilbert
Jack H. Gleason
J. O. Glenn
Joseph A. Gomer
George E. Harwell
C. M. Hawkins
John L. Hinton
William Holland
J. H. Jones
Leonard Kay
H. Keith | USPHS HOSPITAL
NEW ORLEANS, LA.
Thomas F. Keller
E. G. Knapp
Leo H. Lang
A. J. Laperouse
Thomas Lind
Henry J. Maas
William MacGregor
Edward Morgan
Theodore Morris
C. R. Nicholson
James Patterson
W. E. Reynolds
W. K. Robinson
John J. Schaller
Arthur Schell
Luther C. Seidle
O. Simoncioni
Richard R. Suttle
Tedd R. Terrington
Lonnie R. Tickle
T. F. Vaughan
Marion C. Vester
Norman West
L. W. Wetzell Jr.
Virgil E. Wilmoth
A. J. Wyzenaki | HOTEL DIEU
NEW ORLEANS, LA.
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T. M. Barraciff
John Beckmann
Earl A. Blink
Marcie Boyles
John E. Brady
William H. Brady
Marlin Brownston
James K. Cann
Gerardo Chao
Bomar B. Cheeley
T. Christiansen
Carl Churko
G. A. Cumming
C. L. DeChenne
Earl Driggers
Jems Fernandez
John Flynn
T. C. Galouris
Estell Godfrey
Felix Gregorowicz
Anthony Gregoire
Thomas J. Henry
Paul Jekubesak
Luciano Labrador
Stanley Lesko
Thomas V. Logan
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MANHATTAN BEACH, BROOKLYN, NY
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Claude F. Blanks
Julian, Cuthrell
C. M. Davison
Emilio Delgado
Antonio M. Diaz
John J. Driscoll
John T. Edwards
Jose G. Espinoza
Robert E. Gilbert
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STATEN ISLAND, NY
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John MacInnes
James Martin
John B. Molin
Jerry J. Palmer
Richard Panerail
Robert D. Phifer
John Quinn
George Rice
C. R. Robertson
G. H. Robinson
Jorge Rodriguez
Virgil Sandberg
W. Schoenborn
Robert Szymore
John Slaman
C. Sofounios
Luciano Spitala
Roy Co. Stern
Joseph Torra
Milton Trotman
Benjamin Trottle
Harry S. Tuttle
Harvey Van Dunes
George Vickery
Frank Walaska
Tadashi Yatogo |
|---|--|--|---|---|---|--|---|--|--|---|--|--|--|---|---|---|---|---|--|---|--|---|---|---|

Get In Touch With SIU For Transfers To PHS Hospitals

A number of cases have turned up recently where Union members do not know how to go about arranging for transfer from private or city hospitals to the marine hospitals. A call to the welfare office in the New York hall will bring action from the Union. If the hospitalized seafarer is not in the New York area he can call the nearest SIU hall and if he is in condition to be moved he can be shifted to a Public Health Service hospital.

While the Union is always glad to perform any service for members, there are times, such as medical emergencies, when Seafarers will not be able to get in touch with the Union. It's a good idea for all SIU members to carry on their persons some identification, stating that in an emergency they should be taken to the nearest USPHS hospital. There is an emergency ambulance service available to Seafarers under such circumstances. If it is not possible to arrange immediate transportation to a PHS hospital, this can be taken care of as soon as the Seafarer is able to make his wishes

known to the hospital authorities. The advantages to Seafarers being treated in USPHS hospitals rather than others are obvious. Primarily, there is no charge for USPHS hospitalization. In addition to this, the Seafarer receives generally better treatment and more individual attention in the marine hospitals. His SIU buddies are in these hospitals and the Union's hospital representative is on hand to take care of any requests or complaints. If any contingency does arise, the Welfare Services will always be on hand to assist Seafarers. If SIU men carry some identification as described above, the whole business will be simplified and there will be a minimum of delay and red tape. As long as the marine hospitals remain open, and the Union is fighting to keep them open, Seafarers will get the best medical treatment available.

SIU Presents Books To NO Hospital



SIU representative W. J. Fredericks is shown presenting the No. 1 assortment of 50 books to the New Orleans USPHS hospital. Dr. John N. Bowden, Medical Officer in charge, is accepting the books.

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.)

A survey of hospitalized Seafarers throughout the country reveals the tremendous interest in the situation in Washington in regard to the possible closing of the marine hospitals. As most of you have read or heard, the Republican administration has proposed a cut in the budget of the United States Public Health Service. Such a cut would mean the immediate closing of the USPHS hospitals. This would of course mean the end of free medical attention to seamen.

The Union welfare representatives visiting the Seafarers in the various hospitals have been urging the patients themselves to write to their Congressmen and Senators urging them to oppose the administration plan. The representatives have been making stationery available to Seafarers and other USPHS patients who wish to write protesting the move. The Union itself has been conducting an intensive campaign among members of Congress to kill this plan. Seafarers in the hospitals were gratified at the activities of the Union. Coming in for particular compliments were Seafarers Nick Gaylord and his wife who are personally undertaking the big job of getting petitions in to Congressmen and arranging for delegations to visit the lawmakers. Brother Gaylord is a former USPHS patient and appreciates the need for these institutions to remain open. He and his wife deserve the thanks of all Union members for their unselfish efforts in this Union fight.



Torra

Jumping around the hospitals, our representatives report the following brothers in. Most reported doing well or improved, we are happy to note.

In the Staten Island hospital are oldtimers Joseph Torra and Luciano Labrador. Both are doing well. Brother Torra is well-known as one of the LOG's biggest boosters.

Out in Seattle, Seafarers B. L. Roysten, C. E. Owens and M. R. Reeves are in the marine hospital in the West Coast port. Their brethren on the East Coast send along best wishes for a quick recovery.

Down in Miami, Brother Jose Villar and Brother George Murphy are temporarily indisposed. They should be up and around before too long. At least they have the benefits of some decent climate, something we all could use up here, after last week's blizzard.

Down on the South Atlantic coast, our representative in Savannah visited Seafarers in the marine hospital in that port. These included Ceell Miller, Jack Littleton, and J. B. Farrow.

Finally at Baltimore, where they are coming right along with the new Union hall, a group of Seafarers were visited at the USPHS hospital there. These were John Brooks, Earl McKessore, Broxton Conway, Harry Emmet, Frank Pasquall, Robert Lambert, Joseph Antoniak, Lloyd Thomas, Alex Pressnell, Sam Drury, Walter Swacker, William Mays, Jess Clark, William Galloway, Thaddeus Lobada, Wayne Hartman, Jeff Davis and Thomas Nicholas. We hope all these brothers will be up again soon and we hope to see them all shipping out again in the near future.



Labrador

Seafarer's Dream Comes True

Somewhere in the back of every Seafarer's mind is a dream of retirement. The locale may vary. Seafarers on the Gulf may dream of a camp on the Rigolets, near New Orleans, where Lake Ponchartrain crabs and prawns, redfish, sheephead and speckled trout and mallard and blue wing teal are all abundant. A West Coast sailor would fancy a beach cottage, possibly on the Monterey peninsula, with deepsea fishing at his door and bear, antelope and pheasant readily available in the nearby mountains and plains. An inlander might choose one of Minnesota's 10,000 lakes or Michigan's upper peninsula, where the hunting and fishing are enough to attract nimrods and waltons from all over the world.

One Seafarer, Brother Earl T. Spear, did what so many others always vaguely plan to do. He realized his dream of a woodland retreat. He chose his native Maine for his site, not the seacoast he knew so well, but the inland, lake region in the heart of the deer country. Spear's snug, comfortable cabin is located on beautiful Highland Lake, built on a hill slope and surrounded by a pine grove. Not another house is in sight from Brother Spear's retreat. When in the mood, Spear can practically subsist off the land. The soil supports an ample vegetable garden and there is some of the country's best fishing right at hand. In season, moose and deer are taken nearby and bears are around for the more adventurous hunter.

Has Heart Condition

Brother Spear was retired on disability a few years ago, as a result of a heart condition and bronchitis. His doctor advised rest. Few men in moderate circumstances are able to obey such an order, but the SIU Welfare Fund make this possible for ailing Sea-



Here is the dream house of Seafarer Earl T. Spear, Brother Spear, who is retired on disability, owns this cabin beautifully situated in a pine grove in Highland Lake, Maine. Fishing and hunting are plentiful nearby.

farers. The dream of financial independence for Spear became a reality.

Writing to Walter Siekmann, the Union's director of welfare, Spear reports, "Every Saturday morning I pick up my check from the post office. Believe me, I don't know what I would do without it. It's great to be able to show this check to the family and assure them that you are not dependent. This check is a declaration of independence, meaning you don't have to beg or ask anyone for alms. My undying thanks to the officials and membership of our Union for making this possible."

He encloses an invitation to his old shipmates who might find themselves in the vicinity to stop

by and say hello. He says the deer hunting this year is excellent. During bow and arrow season (the first two weeks of deer season in Maine allow only the longbow as a weapon) a friend of his sister's bagged two good sized deer. Seafarer Spear manages to see his family in Portland several times a week.

Here is one case in which the Union was able to guarantee a disabled brother lifetime financial security. This is a far cry from the days before the Union, when seamen were left to their own devices after their years of usefulness to the shippers were over.

We are happy to note that Brother Spear's heart condition is eased and that his bronchitis is clearing up. We wish him "good hunting."

Aliens Have Just Few Weeks Left Under 5-Year Provision

Under one of the provisions of the McCarran-Walter Immigration Act any seamen who have served five years or more on United States ships prior to December 23, 1953, are now eligible for American citizenship. This provision, however, expires on December 23 of this year. Seamen who meet the above requirements and who have not yet applied for citizenship under the above provision are urged to do so immediately. There are less than eight weeks remaining during which seamen meeting the requirements can avail themselves of this privilege.

Many Seafarers are probably unaware that the McCarran-Walter Act extended this provision. This was originally a wartime law designed to assist seamen serving under the American flag to gain American citizenship. Congress allowed the provision to expire on December 23, 1950. When the McCarran Act was passed, an amendment to the law incorporating an extension of the provision was introduced and passed by Congress.

There is no likelihood of any further extension. Any Seafarers who are eligible under this law and fail to apply before the deadline will be out of luck. There is every indication that it will be more difficult than ever for aliens to gain American citizenship from now on. If any Seafarer who is eligible applies he will be free from the troublesome inconvenience of having to either leave the country or get an extension after 28 days. This extension does not apply to resident aliens, who are free to reside in the United States indefinitely.

The Union's Welfare Services have helped Union members who

are not citizens. On countless occasions Welfare Service has gone to bat for Seafarers who had overstayed their 28 days or had run afoul of the Immigration Department elsewhere. Welfare has also helped many Seafarers to gain United States citizenship. Welfare is always happy to be of such service to Seafarers. Those who can, however, should take advantage of this provision before expiration date.

How to Apply For Birth Pay

Applications for the maternity benefit must be supported by the following documents:

- Your marriage certificate.
- Baby's birth certificate dating birth after April 1, 1952.
- The discharge from the last ship you sailed on before the baby was born.

Processing of all applications can be speeded up by at least three days if photostatic copies of the three documents are sent in. Applications should be made to Union Welfare Trustees, c/o SIU headquarters, 675 Fourth Avenue, Brooklyn 32, NY.

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.

Warner W. Allred, 56: An intestinal hemorrhage proved fatal to Brother Allred on October 14, 1953, at the USPHS Hospital in Savannah, Ga. An FOW in the engine department, he had sailed SIU since 1938, when he joined in Savannah. Brother Allred was buried in Columbus, Ga.; he is survived by his sister, Mrs. Zada Bell Coulter, of 1212 Eighth Avenue, Phoenix City, Ala.

Arthur Ruiz, 24: A member of the engine department, Brother Ruiz died of a throat wound in Houston, Tex., while enroute to the hospital last November 15th. He sailed with the SIU since 1947, when he joined in the port of Galveston. Brother Ruiz was buried

at New Caney Cemetery, Houston, Tex. His estate is administered by Mary Rena, 214 Preston Avenue, Houston, Tex.

Louis Teck, Jr., 42: Lobar pneumonia caused Brother Teck's death on October 20, 1953 in New Orleans, La. For the past two years he had sailed as a member of the engine department, from the port of New York. Surviving Brother Teck is his brother, William Teck, Box 23, Purvis, Miss.

Amber G. Smith, 69: On March 6, 1953 Brother Smith died of a circulatory ailment at the USPHS hospital in Galveston, Tex. He had been a messman in the steward department, sailing SIU ships since 1949. Burial took place at Oleander Cemetery, Galveston, Tex. Surviving is his son, Harry Lee Smith, 2313 Taft Street, Houston, Tex.

THE
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WELFARE
SERVICES
DEPARTMENT

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



... YEARS YOUNG!

1938 — A small but militant group of rank and file seamen defied the might of shipowners to establish the SIU Atlantic and Gulf District.

1939 — Union constitution drafted providing for full membership control, secret ballots, referendums, regular audits, bi-weekly meetings.

1940 — SIU wins P & O passenger ship contract. Last major attempt by shipowners to break up SIU. Union negotiates first full war bonus agreement. NLRB elections won on four steamship lines by 3-1 majority or better.

1941 — SIU backs up membership on war bonus beef after Robin Moor sinking. Bonus rates boosted up to \$100 a month.

1942-1945 — War years. SIU defends seamen's rights against Government regulation. More than 1,200 Seafarers lose lives carrying supplies to battlefronts. Post-war organizing program planned with 96-ship Isthmian fleet as first objective.

1946 — SIU wins Isthmian election, defeats NMU and starts downfall of Communist influence in maritime. Firm Union policy wins reversal of Government wage board decisions.

1947 — Isthmian surrenders unconditionally on Union contract demands. Six Cities Service ships vote. SIU gets 75 percent majority.

1948 — Cities Service throws up smoke screen, organizes company union. Eight new tankers bought.

1949 — NLRB throws out company union. Remainder of Cities Service ships cast ballots. SIU receives 89 percent of vote.

1950 — Senate investigates Cities Service labor spy apparatus. Company signs contract. SIU negotiates revolutionary Welfare Plan entirely paid for by shipowners.

1951 — Forty-hour week at sea obtained. Hospital and death benefits increased several times. New vacation plan negotiated providing per-diem cash vacation payments. New Union headquarters opened.

1952 — Disability and maternity benefits provided for Seafarers. Welfare Services Department established. New building begun in Baltimore. Union constitution revised to strengthen members' rights. SIU rewrites contract and wins huge money gains.

1953 — SIU companies sign new standard freight and tanker contracts. Sea Chest operations begin, supplying ship slop chests, men ashore. First four annual Seafarers Scholarships awarded. MFOW affiliates with SIU. Union helps AFL set up new clean union on docks. NLRB election in Atlantic fleet begins.