

3-DEPT VOTE ENDS —SEE SIU VICTORY

Last Sea Union Under Control Of Communists Nearing Doom

Story On Page 3



CAMU Fails. Harry Lundeberg, president of the SIU of North America, leads AFL delegation out of Washington conference room after presenting statement with reasons for AFL maritime union withdrawal from the Conference of American Maritime Unions. Failure of CAMU to fulfill its function was cited as one of the main reasons for the AFL unions' action. Shown leaving with Lundeberg are: SUP New York port agent Morris Weisberger (behind Lundeberg); David Lees (with pipe) and Fred Farnen, Great Lakes SIU; and Thomas Meyer (right), Marine Firemen's Union. (Story on Page 2).

**New Seniority
Hiring Set-Up
Runs Smoothly**

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**CAMU Flops;
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**House Okays
USPHS Budget
For '55-'56**

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USPHS Clears 1st Hurdle —House Okays Fund Bill

WASHINGTON—Seafarers and other merchant seamen last week won the first round in the fight to keep the US Public Health Service hospital program intact for another year, as the House of Representatives passed a bill to provide \$34 million for the operation of the hospitals in the fiscal year beginning July 1.

Now clear of its first major hurdle, the measure now goes to the Senate for consideration by the Appropriations Committee of that body. Action there is expected before long.

House approval followed a day after the House Appropriations Committee had adopted the bill with minor amendments. The funds provided are \$352,000 less than the President's original budget request of \$34.4 million for "hospital and medical care" activities of the USPHS, but are \$1 million more than the program received last year.

The House Committee report noted that "it was not planned to close any hospital in 1956." This view was backed up earlier by Dr. G. H. Hunt, Assistant Surgeon General, in testimony at committee hearings, who told the Congressmen that the Public Health Service operates 16 hospitals and 25 outpatient clinics. "The estimates before you," he said, "provide for the continuation of this program at approximately the present level of operations."

Meanwhile, the furor throughout the maritime industry and in Congress raised by the report of



Secretary of Health Hobby
A reluctant custodian of seamen's hospitals.

the Hoover Commission recommending the closing of all but four specialized USPHS hospitals indicated this proposal was getting anything but a warm reception. The suggestions of the Hoover Commission paralleled the same idea put forward in mid-1953 by Mrs. Oveta Culp Hobby, Secretary of Health, Education and Welfare, and former Budget Director Joseph P. Dodge.

These were voted down last

year after a wave of protest from Seafarers and others in the maritime industry. The House action last week, in approving funds for hospital operations during the coming 12 months, underlines its reaction to the "economy" proposal.

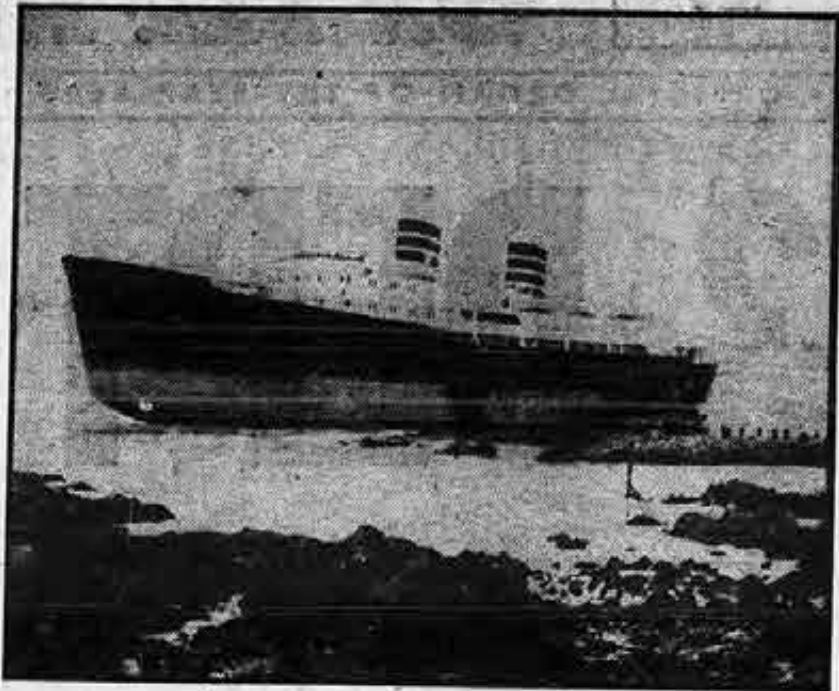
Employee Wage Boost

The additional funds for USPHS activities provided in the House appropriation bill this year cover an increased wage cost for employees, estimated at \$800,000, which is required by law.

Noting this, Rep. John E. Fogarty (D-RI), who filed the committee report, stated: "According to testimony and information presented to the Committee, it was not planned to close any hospital in 1956. The Committee wished to further assure this by allowing in full for this sizable and practically uncontrollable added cost (of \$800,000)."

Hailing the House action, SIU officials at headquarters urged Seafarers not to relax their efforts in contacting their Senators and Congressmen about the necessity of keeping the USPHS hospitals open. "The battle may be won, but the war isn't over," they cautioned.

Venus Loses Her Sea-Legs



Swept ashore last week during 60-mile-an-hour gale winds, the Venus, a 6,269-ton Norwegian vessel, provokes the interest of curiosity-seekers at Plymouth, England, after she rode up on the rocks at nearby Mount Batten. No injuries were reported.

Gov't Goes 'Exploring' In East Coast M'time

While House Merchant Marine Committee staff members started discussions with East Coast maritime representatives, they announced that open hearings have been scheduled on the subject of West Coast labor relations.

The staff members, Ralph E. Casey, chief counsel, and two assistants are, in their own words, "exploring" the labor-management

situation in maritime and its effects on the American merchant marine. Discussions are planned with representatives of both seagoing and shoreside unions, the ship operators, stevedores and the New York-New Jersey waterfront commission.

Subsequently, the committee staff will go to the Gulf area to explore conditions in that section.

The SIU Atlantic and Gulf District is one of the unions which the House staff will contact.

Casey and his assistants have already been to the West Coast to see maritime representatives in that area. The hearings there are expected to open after the conclusion of the current discussions. The committee, headed by Rep. Herbert C. Bonner (D-NC), is seeking to develop remedies for the industry's many ills.

SIU Signs Up New Company

Adding another company to the SIU roster, the Union reached agreement with the newly-formed Arthur Steamship Corp. last month for a standard SIU freight contract on its first ship, the Westport.

The ship, a Liberty, had aboard a full crew of Seafarers and sailed in ballast from Norfolk to pick up a cargo of sodium ash in Louisiana. She will pay off in Hampton Roads and is expected to head for the Far East after that.

Formerly the SS Union Sulphur, the Westport had been manned in all three departments by SIU affiliates on the West Coast until the new company was formed for East Coast operations. Its offices, in New York, are at 120 Wall Street.

CAMU Fails Union Seamen —AFL Unions Withdraw

Pointing to the failure of the Conference of American Maritime Unions to deal sincerely and effectively with the issues affecting the American seaman, all the AFL-affiliated unions have left the conference. In a statement of withdrawal signed by the AFL representatives,

they declared: "The CAMU was formed to present a firm and united stand on problems facing the American seaman.

"Of these the foremost were the maintenance . . . of the hiring

organization for his own pet projects at the expense of his membership and the membership of other unions.

The futility of CAMU was spelled out clearly when NMU President Joseph Curran and William Steinberg, president of the CIO radio operators union, issued a blast in the public press against the Sailors Union of the Pacific and its secretary-treasurer, Harry Lundeberg. This blast came on the very eve of the meeting on an issue that should have been discussed at the meeting itself. The attack was followed up by radiograms circularized to all ships at sea by CIO radio operators well in advance of the meeting.

Target Was SUP Pact

The target of the attack was an experimental bulk cargo agreement signed by the Sailors Union some weeks before with the operators of a US flag liberty ship, the Tonsina. One point of the attack was that the new agreement was signed by the Sailors Union for the whole crew. In fact, Lundeberg had consulted with unlicensed affiliates on the question of jurisdiction, and subsequently in Washington, met with national heads of the Radio Officers Union, Brotherhood of Marine Engineers and Masters, Mates and Pilots on this question.

All parties agreed that this was in their jurisdiction but that the Sailors Union should be allowed to crew the ship in this one experimental instance. Subsequently if the experiment worked, the other AFL unions would assert their

jurisdictions over bulk cargo ships. When the AFL and CIO joined hands, the program would be

(Continued on page 17)

Maritime Observers Report: Why Joe Curran Attacks Lundeberg

NMU President Joseph Curran's violent and hysterical attack on Harry Lundeberg and the Sailors Union of the Pacific has stirred much comment in maritime and labor circles. The SEAFARERS

LOG has asked observers in both fields for their reactions. Although they prefer not to be quoted these observers attribute Curran's rash action to three factors:

1. The CIO Labor-Management Committee.
2. The maritime hiring hall and seniority.
3. The AFL-CIO merger.

Here in brief is the background on these factors:

The CIO Labor-Management Committee

The CIO Labor-Management Committee was set up by Curran, and Lundeberg has often been requested to participate. Lundeberg has spurned these invitations because he opposes this type of "co-operation." Just before the Conference of American Maritime Unions

was to meet, Curran invited Lundeberg to a meeting of the Labor-Management Committee without success. Here is Lundeberg's view on the subject as reported to the SUP membership:

"The CIO Maritime Committee is part of what is called the Labor-Management Committee, composed of the big subsidized shipowners on the East Coast, headed by the US Line and the CIO unions, principally the NMU. No one else in the industry belongs to this set-up, which is ostensibly set up by the big shipowners under labor's label in their continuous attempt to wheedle more subsidies from the US Government.

"Significantly enough the co-chairmen of this committee are NMU President Joseph Curran and John Franklin, president of United

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

Seniority System Working Smoothly

The SIU's new seniority hiring system went into effect smoothly and unobtrusively in all ports last week. Seafarers are now registering and shipping under the joint Union-shipowner plan which assures the men that they will ship in accordance with their pooled seniority, which is their length of service on all SIU-contracted ships.

The new system calls for all seamen employed regularly since before January 1, 1951, to register class "A"; seamen employed regularly since before January 1, 1951, and before January 1, 1955, to register class "B"; and all newcomers to register class "C". Class "A" men have preference over "B" and "C" for jobs, with "B" next in line on the preference system. Provision has been made for a joint union-shipowner board of control and the entire procedure, including Union shipping rules, has been written into the SIU contract.

Training School

Meanwhile agreement has been reached on the mode of operation of the Andrew Fureseth Training School which is now located in Mobile Bay.

With the new seniority hiring system fully reported at all membership meetings and in the pages

of the LOG there were no difficulties in putting it into effect. Registration and shipping figures for the first two weeks indicate its workability. The Union registered 1,190 men in all ports during this period and shipped 1,019, a situation which showed a lower registration figure than in the period prior to establishment of the new rule.

The new seniority system offers ample assurance to the professional seaman that he will be able to get a ship within a reasonable length of time, even though shipping today is not what it was two or three years ago.

By contrast, under the National Maritime Union system of an open hiring hall for all comers, the NMU has 23,000 men waiting on its registration lists, and is shipping roughly 1,000 men a week, which means a lengthy delay in getting a ship. The NMU has been pleading for its membership to take vacations so that some of the men on the beach can move aboard ship, but the membership is understandably reluctant to pay off under present conditions.

It is reported that the NMU is now in the process of attempting to negotiate a seniority agreement with the shipowners in the SIU pattern, but that it is having considerable difficulties because of the fact that it has already opened its hiring hall to all men with seamen's papers.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: April 6, April 20, May 4.

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



Group of crewmembers of the West Coast passenger ship President Monroe relax in messroom awaiting their turn to cast ballots in NLRB election. At right, Louis Salvi, 3rd steward, reads posted election notice. Last ship to vote, the Monroe was polled by the New York NLRB office March 30.



3-Dept Vote Ends — See SIU Victory As Tally Nears

SAN FRANCISCO—The last segment of Communist-line unionism on American-flag vessels is expected to be on its way to extinction early next week when the counting of ballots in the three-department vote on West Coast ships is completed. The actual count is due to get underway Monday, April 4.

Every indication from the balloting which wound up Wednesday with the polling of the liner President Monroe in New York points to a solid victory for the SIU Pacific District, representing the Sailors Union of the Pacific, the Marine Firemen and the Marine Cooks and Stewards, AFL. The win will culminate a bitter 20-year fight on this coast to end Communist exploitation of American seamen.

The immediate issue at stake is the bargaining rights of steward department personnel on West Coast ships, who have been without formal union representation of any kind for some time, although the Marine Cooks and Stewards-AFL, an SIU affiliate, has been active in their behalf.

Last year, an election among the cooks and stewards involving only the MCS-AFL and the National Union of Marine Cooks and Stewards (Ind.) proved inconclusive. With CP strategists dictating each move, NUMC&S received quarter-backing from Harry Bridges' International Longshoremen's and Warehousemen's Union (Ind.) and allowed itself to be swallowed up so that a hastily-organized Bridges' "Local 100," which was unable to get on the ballot, could campaign in its place.

The result was a clear majority for MCS-AFL over the Communist-line cooks' union, but a heavy "no union" vote marshalled by Bridges' forces nullified the result. With the issue still unresolved, this led to the joint filing last fall of a petition by the three SIU affiliates for a three-department election involving all personnel on West Coast ships.

Eventually, after lengthy hearings by the National Labor Relations Board and much jockeying before the board and the courts by both the NUMC&S and Bridges, voting began January 31 with Bridges' "Local 100" and the SIU Pacific District on the ballot. NUMC&S was unable to qualify. Voting was conducted by mail on a total of 140 freighters and manually on five passenger vessels, including the Lurline, and the Presidents Cleveland, Wilson, Polk and Monroe. Nearly 6,000 votes are involved.

However, with the deck and engine departments already represented by SIU affiliates, and a large majority of steward department members already recorded in favor of MCS-AFL in last year's polling, a heavy victory for the SIU Pacific District is inevitable. The result will close many years of bitter campaigning, with the

Sailors Union led by Harry Lundberg and the Marine Firemen headed by Vincent Malone on the one hand opposing Bridges' efforts to extend his control over workers who have never been within the Communist-line longshore union's jurisdiction.

An SIU win will also bring full-time representation to the cooks and stewards on the West Coast for the first time in several years, replacing the part-time, party-line unionism practiced on them by the now-defunct NUMC&S. The resulting single bargaining unit for all three departments on the ships will extend the practice in force on the Atlantic and Gulf Coasts for nearly 20 years.

US Breaks Out 18 Ships For 'Blue Jay' Run

WASHINGTON—The Military Sea Transportation Service announced it is breaking out 18 ships, including both Victories and C-1s, from the Government reserve fleet for "Operation Blue Jay," the summertime supply run to US Arctic bases.

The Government-owned ships will be used on the runs that are considered more hazardous. Strict security controls will be invoked on these runs. In addition, MSTs announced it would charter privately-owned ships in this operation for the first time. The private ships would operate in the less dangerous waters.

The announcement did not make clear whether the Government-owned ships would be chartered out to private companies or not. This has been the standard procedure in previous years. Bases to be supplied include the giant Air Force installation at Thule, Greenland.

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NEWS

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MON. THRU FRI. COAST-TO-COAST
10 P.M. EST. ABC NETWORK

Prompt Action Nips Ship Beef

Prompt action by headquarters representatives brought a swift end to unsafe working conditions on the SS Elizabeth (Bull Line) and substitution of a new system of wire-brushing over the side. The company was contacted immediately after the ship's delegate complained to headquarters about the unsafe conditions and agreement was reached to use a different and safer method.

The beef arose when deck gang members were put to work over the side on rope-rigged stages with electric wire-brushing equipment. There were two men on a stage, each one operating an electric wire brush. The equipment consisted of a bulky tank, hose, wire brush and cables leading to a power source. The whole unit resembles a tank-type vacuum cleaner, but is of far greater weight, about 30 to 40 pounds.

With two men working there were two tanks and accessory equipment on the narrow stage. Deck gang men on the Elizabeth described it as heavy work and particularly dangerous in the high March winds.

Once headquarters received the complaint, Union representatives immediately went to work on it. The men were knocked off shortly afterwards and after discussion with the company, agreement was reached on modifying the type of operation.



Pictured on deck of the Elizabeth a short time after work over the side with heavy wire-brush rig was halted, "Lefty" Gooch, AB and deck delegate, shows what equipment looks like.

New Hiring System Gets Once-Over



Keen interest in new seniority hiring system just established by the SIU is displayed by a delegation of Turkish government labor officials during a visit to SIU headquarters. Pictured in the shipping hall (l-r) are: SIU Patrolman Keith Terpe; S. S. Mehmet, labor inspector; Willy Dorchain, American Representative, Int'l Transportworkers Federation, and G. B. Huseyin and O. M. Sami, of the Ministry of Labor in Ankara. Dispatcher Tom Gould is behind the counter.

MA Okays 'Fake' Runaway Deals

WASHINGTON.—A Maritime Administration official has admitted that the Government ship agency merely winked at "private arrangements" between shipowners trying to get on the foreign-flag transfer gravy train and others who committed themselves to keep their vessels under the American flag for a price.

Captain Walter C. Ford, Deputy Maritime Administrator, said over one-fourth of the 69 Liberty ship transfers allowed under the policy adopted last August presumably involved "monetary considerations for the submission of letters of commission."

Eighteen separate transfer deals are reported to be involved. The much-criticized MA ship transfer program enabled shipowners to transfer one ship for every two they would continue to maintain under the US flag.

Owners of only one ship were allowed to switch to foreign-flag operations provided they could produce a letter from another company, under which the second company committed itself to maintain a ship under the US flag. Those owning three ships who wanted to transfer two of them qualified by submitting a letter from another company along with their own to meet the "one for two" requirement.

Sold For \$10,000

The going rate for such letters of commitment, The New York Times reported last fall, was \$10,000 and up.

This fee, of course, was recovered many times over when the American shipowner began operating under a "runaway" flag and competing with US ships for the same cargoes.

A letter from Capt. Ford to Rep. Herbert C. Bonner (N-NC), chairman of the House Merchant Marine Committee, on this subject argued that "it was not believed to be necessary or advisable to concern ourselves with the private arrangements made."

Ships involved in the 18 special transactions include the following SIU-manned vessels: Capt. N. B. Palmer and National Freedom (American Waterways); Christos M. (Martis), Holystar (Intercontinental); Marven (International Nav); Taddei (Shipenter); Mother M. L. (Eagle Ocean) and Compass (Compass), all eventually transferred.



As I See It . . .

Paul Hall



IT IS UNFORTUNATE, AND A DISSERVICE TO WORKING SEAMEN of all unions that the NMU president has chosen to open an attack which tends to push aside fundamental issues facing his membership. The reasons for his attack on Harry Lundeberg, the secretary-treasurer of the Sailors Union and president of the SIU of North America, are fully discussed elsewhere in this issue.

Even if it could be assumed that the NMU president is sincere in his complaint, it certainly appears to your Union and to other observers, that the complaint could have been discussed in an orderly and constructive fashion at the conference table. Instead, the NMU officer has chosen to rush out and sound the alarm for a personal vendetta based on sheer avarice, in the process apparently hoping to elevate himself in the eyes of people outside the industry.

It appears odd that the NMU president joined in calling a meeting of all maritime unions at the very time that he was preparing to smear Lundeberg, create a hostile atmosphere and even pressure individuals in other unions to form a combination in his corner. Your Union considers that it was impossible from the start for any constructive and rational discussion to take place at a meeting scheduled subsequent to the issuance of noisy broadsides against our affiliate, the SUP, and its secretary, Harry Lundeberg.

The sad result of his ill-conceived adventure is that it holds no promise of benefit for seamen anywhere. He may believe it expedient and politic in his own union to raise this issue in dealing with the problems the NMU faces. It is doubtful whether such a procedure is to be preferred when it would appear that a cool head would be in the best interests of the seamen.

The need for a sober attitude is particularly keen now in light of the general condition of the US maritime industry. Now more than ever the cool, deliberative point of view is necessary if the industry is to be preserved in the best interests of all concerned.

In any case, whatever the NMU officer has done or will do, will not distract those maritime unions that are at work on the problems of their memberships. And we, in our union, are sure that when the tumult and the shouting dies, that all seamen regardless of affiliation, or whether they are licensed or unlicensed, will see this maneuver of the NMU president as just one more political gyration in a long series, and will judge it accordingly.

A FINE EXAMPLE OF TEAMWORK BETWEEN THE MEN ON THE SHIPS and your Union's shoreside apparatus took place recently in dealing with a problem that arose on an SIU-contracted ship. It appears that a deck department officer had put members of the deck gang to work over the side under hazardous circumstances. Immediately, Seafarers on the ship, who were fully alert to the dangers involved, contacted headquarters. The officials of your Union got to work on the problem with the company with the result that a new and far safer system of handling this particular kind of work has been devised.

This incident speaks volumes for the value of having both shipboard and shoreside Union machinery functioning at all times. Had there been nobody on board to take responsibility for seeing to it that the safety objectives of the Union were met, serious injury could have resulted. But with an active system of shipboard delegates the complaint was acted upon without delay.

Certainly, all parties—the Union, the membership and the shipowner—benefit greatly when such conditions are corrected since all stand to lose in case of neglect. Your Union is proud of the fact that its shipboard apparatus does respond so readily to the needs of the membership, just as it takes pride in equally rapid response from shoreside.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Some Lowdown On Gasolines

A Seafarer operating a car this summer will find his gasoline expenses larger than ever. Next to depreciation, gas is the biggest expense in car ownership. You have to figure that your cost for gas and oil now runs close to 2½ cents a mile. Not only are cars getting bigger and heavier, thus demanding more fuel, but prices of gasoline have been shoved up by the introduction of new premium fuels.

It's easier to know if you are getting good comparative value in a whiskey than in a gallon of gas. The whiskey at least has the proof and age marked on the label. But when you want to buy a tankful of gas you are bombarded with all kinds of claims for super-ingredients and high octane rating, but no major gasoline company tells consumers just what the octane rating of its fuel actually is.

The reason for all these new fuels, many of which command an extra premium in price too, is that modern high-compression engines require high-octane gas, which is gas that burns more slowly and evenly. Otherwise, the intense heat at which a high-compression engine ignites the fuel mixture will cause the engine to knock. The usual method of raising the octane rating of gas is to add tetra-ethyl lead. But the lead causes a new problem for modern high-compression cars. It leaves a residue of lead salts on the piston heads. Together the lead and carbon deposits make a hot surface when you've been running your car under load, and this in turn causes a premature explosion of the gas. This difficulty has been most noticeable in hilly regions, as on the West Coast, where much city driving is done under hill climbing conditions.

So there's the problem. Low-octane gas causes knock

in a modern high-compression engine, while high-octane gas—if it depends chiefly on added lead for its octane rating—causes premature explosion of gas, with such effects as loud, cracking noises in the engine at low speed, or a thudding sound when you open the throttle after a slow trip through traffic.

That's why the new premium gasolines came on the market, and why there has been so much confusing ballyhoo about them. One group of gasoline companies has sought to solve the problem by adding such chemicals as tricresyl phosphate ("TCP") to the gas. This neutralizes the deposits of lead salts, and also helps stop spark-plug fouling, a problem with older engines as well as high-compression ratio (over 7 to 1), and do much driving to solve the problem by re-forming gasoline during refining to get a higher octane rating without adding so much of the lead which has been causing trouble in some modern high-powered cars.

Where does that leave a Seafarer when he loads his family or girl friend into the car and wants to buy a tankful of gas? Should you buy one of the new premium gasolines even if they do cost more? Or should you just buy any reasonably-priced regular-grade gas?

Try 'Em All

The answer really depends on your own car and driving conditions. If you have a modern car with high-compression ratio (over 7 to 1), and do much driving under heavy traffic and hill conditions, and have actually experienced premature explosion of gas, then it is certainly worth trying several tankfuls of TCP gas or several tankfuls of the new extra-high octane gases without TCP, to see if they actually help. Or if you have experienced much spark-plug fouling, that is, if your car is

"spark plug eater," it would be worth trying a TCP gas. Another possibility is the few brands which don't use lead at all, such as Amoco, which develops a high octane rating through the addition of benzene. Amoco, however, is not available everywhere, and generally costs more than other gasolines except where competition causes its dealers to cut the price.

But if you don't have a high-powered car (the dealer in your make can tell you its compression ratio), or have not experienced the premature gasoline explosion described above, then you can save more money than ever by sticking to regular gas. The gasoline companies have increased the price of premium gases so the spread between the regular and premium grades is now at least 2½ or 3 cents a gallon, and often more. Consider that even regular grade gas these days has a comparatively high octane rating, and for many older cars on the road, modern regular grade is the equivalent of premium. The only time higher-octane gas may be wholly useful for older cars is when you travel in hilly country.

It would also pay to try different brands of regular grade to see if there is an noticeable difference in the mileage you get, and also the performance when accelerating and on hills. Not all "regular" gasolines are the same. Some have a little higher octane rating. One of the best values is considered to be Sunoco, which sells for the price of most "regular" grades but has a higher octane rating, although, according to trade authorities, not quite as high as the costlier top premium gasolines. Also, some of the private brands sold by smaller regional service-station chains at a little lower cost may be satisfactory for your particular needs. In fact, the private-brand stations sometimes buy the gasoline from the big companies.

'Hairless' Hounds Bred By Seafarer



All set to beat out her own accompaniment, Foo-Foo, a Chinese crested dog owned by Seafarer Raymond Frye, sits on her hairy legs at the family piano. A rare variety, the Chinese crested is hairless except for its legs, topknot and tail.

STOCKTON, Calif.—Flea powder for the family pup is something they never have to worry about in the household of Seafarer Raymond W. Frye of this city. The dog is there, but the fleas have to shift for themselves and find a different home.

Frye's special hobby is breeding and raising Chinese-crested dogs, which are almost hairless and, consequently, are on the "unfair" list of every known variety of flea. His prize show-dog, Foo-Foo, has won her share of awards with just a thatch of foliage on her head, tail and feet, all of it snow-white next to a sturdy, chocolate-brown body. Foo-Foo also has a sidekick called "Tingaling," a toy Chinese-crested who is equally bald all over her spotted body. The two of them are a weird-looking, but striking pair. Barbers are about the only ones who can't understand all the fuss over them. They're hostile to anything "hairless" by nature.

Hope To Exhibit

Now on the tanker, The Cabins (Mathiasen), running between Guam and Philippines in the Pacific, Frye and his wife, Catherine, intend to specialize in raising the unusual breed and hope to be able to exhibit them in most of the 56 dog shows scheduled on the West Coast for next year. Foo-Foo has already made her mark and will be in about ten shows this year just to see what the competition is like.

Mumps, Wine Busting Out

Mumps and sherry wine were part of this week's maritime news, although in different times. The mumps came as an extra added hazard to crewmembers of the Coast Guard cutter Bibb, on service in stormy North Atlantic waters.

The Bibb was on weather duty between Greenland and Labrador when the mumps epidemic struck, putting 34 of the crew out of action. The Bibb headed for Argentina, Newfoundland, where the ill men were taken off and rushed to the Boston USPHS hospital. Mumps can be pretty serious for adults.

The sherry wine proved equally aggravating because it was rendered useless by bilgewater. The British liner Starling was pumping her bilges in Bristol, England, when the pumps started squirting sherry. Examination revealed that several casks of sherry had burst during a gale.

The Fryes have a number of the Chinese-crested dogs, both males and females, of which there are only about 50 altogether in the US. The American Kennel Club recognizes the breed, but won't register it until there are more of them in the country. The Seafarer and his wife have raised dogs for years, but had never heard of the crested until Mrs. Frye learned one was for sale in Arizona.

The breed is actually supposed to have originated in Turkey about 3,000 years ago when the crested were used as harem watch-dogs. The first ones imported to this country reportedly came over in clipper ships engaged in the China tea trade, which gave them their name, in roundabout fashion.

The crested requires no special care and has a thick hide like that of a sow. They are easy on the house, shed dirt but no hair, and have no body odor, according to Mrs. Frye. They are easy to train, she adds. Foo-Foo sings, for example. Unfortunately, only other dogs can follow the melody.

Cut Inspections To Make Ships 'Safer,' CG Asks

WASHINGTON—The US Coast Guard marshalled its forces this week for a drive to amend Federal ship safety laws and do away with annual inspections of merchant ships. The CG is backing a bill requiring inspection of vessels only once every two years, on the shaky theory that this will actually help make the ships much safer.

Laws requiring annual inspections of vessel hulls and boilers have been on the books since 1871.

As expected, representatives of the major shipowner organizations backed the official Coast Guard view, which was presented by Rear Admiral H. C. Shephard. The testimony was at a hearing of the Senate Subcommittee on Merchant Marine and Fisheries, headed by Sen. Warren Magnuson (D-Wash.). A similar bill was passed unanimously by the Senate in the last Congress, but ran into snags in the House.

Now CG's Job

Support for the measure is based on Coast Guard recommendations that the biennial inspections would be sufficient protection to the merchant marine and the public. Under present statutes, the Coast Guard has the responsibility for conducting formal inspections of merchant ships once every year.

Its backing for the proposed amendment stems from the conviction that more can be accomplished to insure the safety of ves-

sels for both crew and cargo by unscheduled reinspections of regularly-inspected vessels than by the formal inspections required at annual intervals specified by law.

This argument was also upheld by former Sen. Herbert R. O'Connor of Maryland, now Washington counsel of the American Merchant Marine Institute, who said that the biennial inspections would permit more "surprise" inspections of ships throughout the year. This would "induce" the maritime industry to redouble its own efforts to have ships and equipment in the best condition in every month of the year—ready for unexpected examination and inspections, he stated. Similar arguments were advanced by other speakers.

Want ABS Used

The AMMI also urged consideration of another amendment to existing law which would authorize, but not require, the Coast Guard to utilize the services of accredited and non-profit organizations in the inspection of hulls and boilers, such as the American Bureau of Shipping founded in 1923.

Maritime observers from all segments of the industry, however, sharply question the entire basis of the proposed legislation. They note that, if anything, more regular inspections of vessels are needed at a time when the American merchant marine is rapidly deteriorating. Most of the ships were built during World War II and show the strain of wartime assembly-line construction.

At SIU headquarters, Union spokesmen discounted the whole idea and pinpointed several cases of inadequate Coast Guard inspections and "arrangements" like those made between the operators of the ill-fated LST Southern Districts, ABS and the Coast Guard, to allow the ship to "get by" with patched plating instead of new plates at key structural points. Replacement would have involved expensive repairs. The Southern Districts disappeared in the Atlantic last December with a crew of 23 men.

Union officials also called at-

tention to the case on a Cities Service tanker earlier this year, where a ship's lifeboat was found to have a hole in its side as big as a man's fist right after the Coast Guard had pronounced it seaworthy. The hole was right next to the CG inspection plate on the lifeboat.

Question Shift

Observers also noted that with the Coast Guard apparently eager to reduce its own tasks relative to ship inspections—at a time when the ships were most vulnerable to safety infractions—it appeared particularly unwise for the Government agency to stress its willingness to suddenly expand operations for a full-scale screening of all merchant seamen on the basis of their physical health, mental conditions and family background.

The Coast Guard unveiled a detailed plan for "profiling" of seamen late last year. As yet, no hearings have been scheduled on the proposal, which has been attacked by all segments of the industry.

Rush Work On Mobile Hall's Wing

MOBILE—Every effort is being made to have work on the beautiful new addition to the Mobile SIU hall completed in time for the next membership meeting, April 26.

Most of the major remodeling work to the new building which adjoins the present hall on the Dauphin Street side has been completed. Some minor alterations, installation of some additional equipment and finishing touches to interior decorations remain to be completed.

The time schedule for completion of the work was interrupted by two major strikes in this area. One, being conducted by non-operating employees of the Louisville and Nashville Railroad, delayed delivery of materials needed for installation of new flooring in the addition. The other, involving employees of the Southern Bell Telephone Company, has delayed installation of telephones for the dispatcher's counter which is being moved from the first floor to the second deck of the original building.

New Facilities

When completed, the addition will house a snack bar, galley and Sea Chest warehouse on the first floor; offices for the port agent, administrative staff, welfare department and Sea Chest on the second deck, and a dormitory, showers and laundry on the third floor.

A Sea Chest retail store, fronting on Dauphin Street, and a recreation room will be installed on the first floor of the original building. The hiring hall will be moved to the second floor of this building, which also will provide accommodations for a patrolmen's office.

The first and second decks are connected by doorways which have been opened between the wall separating the two buildings.

SEAFARERS BUY THEIR SEAR AT THEIR OWN SEA CHEST AT THE SIU HALL - NEW YORK

Our Disabled Brothers

CARRIERE, Miss.—To most of its recipients, the SIU disability benefit means the difference between living off charity and being self-sustaining. But to Seafarer Robert L. Butler, it is even more important than that. It means that in his declining years, he and his wife have assurance that they will be able to meet the mortgage on their home.



Butler

Butler's health has been failing for several years and just recently he was compelled to apply for the disability benefit, after being an active Union member since it was founded in 1933. He is now listed as permanently unfit for sea duty.

He had his own home in the Mississippi town for several years but some time ago took out a mortgage for improvements on the building.

Since his wife is ill also, neither of them was in shape to go to work and feared they would have to give their place up.

"I don't know how," his wife writes, "we would ever manage to pay off the mortgage, and live, without this aid from the SIU Welfare Plan. We realize that the SIU has made this possible."

SEATTLE—After a lengthy seagoing career stretching back to 1893, Seafarer Bernard Roll is content to live shoreside these days. The disabled Seafarer keeps an oar in by attending membership meetings in Seattle and dropping around to the hall when he is lonesome for company.

Ben Roll was born in Norway back in 1877, and started going out to sea on coastal schooners at the age of 16. Subsequently, he worked as coal-passer for a short time on deep sea Norwegian ships, but soon switched over to the deck department where he has been ever since.

In due time he moved up in the ranks and obtained a chief mate's license for Norwegian ships.

In 1902 Rolls decided he was tired of sailing, so he piled off a Norwegian ship in the States and headed for North Dakota. For fifteen years he tried his hand at farming, until he decided that sailing was really his first love.



Roll

He returned to sea with the old ISU in 1918, and stayed with it through the bad years until the SIU was founded, sailing as AB or bosun all the while.

Once in the SIU, Roll was able to reap the benefits that had been denied him during all his years of sailing.

Now though, he lives ashore comfortably in Seattle and keeps in sight of the waterfront where he spent so much of his life.

Experimental SUP Pact Seeks Part Of Runaway Bulk Cargo Shipping

The following story deals with the signing of an experimental contract on the *Tonsina*, a bulk cargo Liberty ship, by the SUP. The *Tonsina* case has been blown up all out of proportion by NMU President Joseph Curran in the hope of diverting attention from his failure to make a fight on the hiring hall issue and the lack of a militant, forward-looking policy on other matters of importance to working seamen. The actual facts of the *Tonsina* case and the purposes of the Sailors Union of the Pacific in signing a new-type agreement with one operator on one ship, are described below.

A new, experimental contract aimed toward stimulation of bulk cargo trade off the West Coast has been signed by the Sailors Union of the Pacific with the International Trading Company, operators of the Liberty ship *Tonsina*. The new contract is designed to recap-

New Union Officials In Office

Effective today, officials elected by the SIU membership officially take office for two-year terms. As a result of the elections there are some new faces in the SIU official family and shifts in other spots.

Major changes are in the ports of Savannah, Tampa and Houston. In Savannah, Frenchy Michelet is the newly-elected port agent and has taken over his duties there. Tom Banning, formerly serving as San Francisco port agent, was elected to the post of Tampa agent, while Ray Vaughan was elected agent for Galveston. The Galveston hall has since been moved to Houston, Texas, by membership resolution.

Port agents for the other SIU ports in the Atlantic and Gulf District were all reelected to their present positions.

Hq Revamped

On the headquarters staff the Union has a new assistant secretary-treasurer in the person of Eddie Mooney. He will serve as the steward department representative in the new alignment whereby each department will be represented on this level along with three assistant secretary-treasurers at-large. Joe Algina and Joe Volpian are serving as deck and engine representatives respectively, with Claude Simmons, Bob Matthews and William Hall, as joint assistant secretary-treasurers.

New patrolmen were elected in the ports of New York, Baltimore, Tampa and New Orleans.

ture for American-flag shipping the carriage of ore and other cargo in bulk that is now being carried largely by foreign-flag operators.

The SUP's action in embarking on this experiment was the outcome of a steady decline of American shipping in this area. While American ships were laying up, these cargoes off the West Coast were moving largely under runaway flags. By signing the agreement the SUP hopes to obtain jobs for seamen in this trade, which is totally apart from the regular berth services and the coastal and intercoastal trades.

Approved By Members

The contract came after meetings with the International Steamship Company in which the problem of getting bulk cargo for American-flag ships was discussed. It was agreed to set up this one ship experiment to see if it would be fruitful for all parties concerned. The agreement was discussed by the SUP membership in all ports and unanimously approved. Crewing of the *Tonsina* followed late in February.

Under the terms of the contract the base pay is \$400 a month with overtime payable after eight hours in any one day. Weekend overtime has been incorporated into the base scale.

The savings in costs for the shipowner come out of a reduction in the manning scale by seven,

putting 25 crewmen on these ships instead of 32.

The SUP membership of course, is fully aware of this arrangement and if it should prove unsatisfactory, they are in a position to discontinue it. Other SUP contracts are not affected by the experimental arrangement.

The *Tonsina* agreement has provoked a hysterical reaction from Joseph Curran, president of the National Maritime Union. Leaflets have been flooding all US-flag ships, SUP, SIU and NMU, attacking Lundeberg and the Sailors Union. The leaflets have called for seamen on all ships to "petition" AFL President George Meany protesting the *Tonsina* contract.

The "petition" tactics are, of course, the same ones used by Curran in days gone by to "save Harry Bridges," "open up a second front now," "bring the boys home," "reappoint Henry Wallace" and a variety of other causes embraced by Curran in the past.

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.



Top of the News

YALTA CAUSES STORM AGAIN—A good deal of heat and very little light was generated by the State Department's sudden release of the 1945 Yalta conference proceedings. The release drew much critical comment abroad especially in England where Prime Minister Winston Churchill charged that there were many inaccuracies in the US version. The text did not divulge anything not known except to give some insight on the outlook of the three major personalities; Roosevelt, Churchill and Stalin.

LABOR OUSTS BEVAN; CHURCHILL MAY RETIRE—Changes are coming fast and furious on the British political scene. The Labor Party executive booted out Aneurin Bevan who disagreed time and again with the party's leadership on foreign policy matters. The split in the Labor Party was taken as indication that the Conservatives would seek an early election and that Churchill would finally retire from public life.

STOCK MARKET SETTLES DOWN—The value of stocks took a violent dip in the course of a Senate investigation into the stock market, leading to complaints that the Senate committee was "rocking the boat." However, it recovered most of the lost ground showing that the market, and the people who play it, could survive all investigations.

LOYALTY PROGRAMS UNDER FIRE—Important changes in US screening procedures seem to be in the offing as the result of growing criticism of the US loyalty program. One suit now in the courts will challenge the Government's right to conceal the identities of accusers. A member of the Government's security controls panel, ex-Senator Harry Cain, has attacked criticism of the Fifth Amendment, and Congressman Martin Dies indicates he will introduce a bill to give more rights to accused Government employees. Meanwhile, Government witness Harvey Matusow has been sentenced by a Texas court to three years for contempt after reversing his testimony on the alleged Communist affiliations of a union official.

WEST GERMANS RATIFY REARMAMENT—The West German parliament completed ratification of German rearmament, leaving it up to the French to finish the job. The French Assembly had ratified the agreements and the French Senate followed suit—this past week. Germany would be allowed 12 divisions under the rearmament plan.

STASSEN GIVEN DISARMAMENT POST—President Eisenhower has appointed Harold Stassen special assistant to the President for disarmament. His job will be to develop disarmament policies. Stassen is currently head of the Foreign Operations Administration and his new appointment was seen, in part, as the result of his failure to win approval for an expanded aid program for Asia.

SEGREGATION OUTLAWED IN RECREATION—A Federal Circuit Court of Appeals has ruled that beach and bathhouse facilities in Baltimore must be open to all races. The ruling reversed a Baltimore District Court decision upholding separate facilities and follows the pattern of the Supreme Court's decision on schools. Meanwhile the Supreme Court is preparing to rule on enforcement methods for its school segregation decision. The Court is now at full strength with confirmation of John Marshall Harlan to replace the late Justice Robert E. Jackson.

FORMOSA STALEMATE CONTINUES—An atmosphere of watchful waiting prevailed in Formosa Straits as Nationalist China sought US guarantees for offshore islands and Communist China failed so far to act on threats of invading the islands. Meanwhile efforts were afoot to set up a new force in Southeast Asia in the form of a Southeast Asia Treaty Organization (SEATO). The US, Britain, Australia, New Zealand, the Philippines, Thailand, Malaya and the Indochinese states participated in a conference to that end. Several important nations, notably Burma, Indonesia and India, are stading aloof.

Cartoon History Of The SIU

The Membership Decides

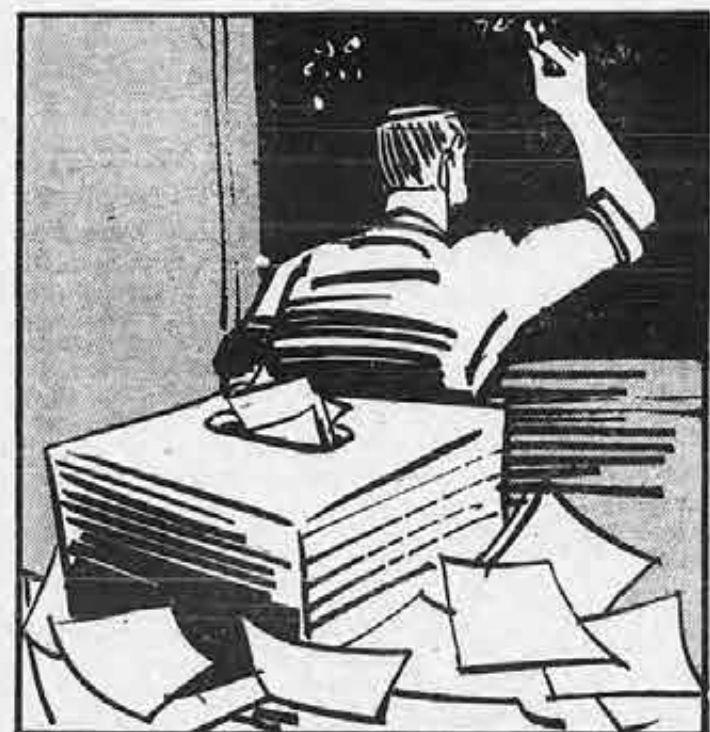
No. 36



Using the democratic procedure traditional with Seafarers, in January, 1951, the SIU began polling ship's crews on two items of Union policy involving their jobs. Previously aired in the SEAFARERS LOG, the questions dealt with the denial of shoreleave in war areas and cargo-handling in foreign ports.



Letters from the Union urged all crewmembers to observe all contract terms even when they felt the companies were violating them. The Union noted the dangers of crews taking matters into their own hands at a time when enemies of maritime labor were anxious to put the ships under military control.



Beefs on both questions, the Union proposed, should be handled at the payoff where proper settlement of the overtime could be made. Results of the polling proved conclusive. Immediate returns backed the SIU view by a margin of 3,145-5. A difficult problem had been handled in typical SIU style.

SIU NEWSLETTER from WASHINGTON

ALTHOUGH THE REQUIREMENT IN LAW OF INDIVIDUAL visas for alien seamen has not been enforced as of this time, foreign maritime nations, particularly Britain, Norway, Sweden, Denmark, the Netherlands, Finland, France, Italy, Ireland, Portugal, Greece and Spain, continue to hammer away at our State Department to either knock out the statutory provision altogether or to permanently postpone it.

The US State Department's visa office admits that a difficult administrative problem is presented in the issuance of individual visas to several hundred thousand seamen. The visa office says that considerable time may be required to complete clearance checks; if a seaman applies outside of his home district, the case must be referred to the consul in the home district for any available information regarding him; cases will constantly arise in which it will not be possible to complete the action within the short time the vessel will be in port; and that there would be cases in which seamen will not be eligible to receive visas because their passports have been lost or stolen or because of some medical disability or other ground not involving security, or because the processing of their cases has not been completed.

Approached on the above subject matter, the US State Department says: "It is doubtful whether it would ever be practicable to have a worldwide screening of all seamen coming to this country through the visa process since, without consular establishments in every seaport from which vessels may proceed to the US, it is necessary to exempt from the visa requirement vessels sailing from ports at which no American consular officer is stationed as visas cannot be required unless facilities for their issuance are available. Furthermore, even with expanded visa facilities, difficulties would arise in the case of vessels diverted at sea to an American port and in the case of a last-minute replacement without time in which the replaced seaman can obtain a visa before the departure of the vessel."

"The problem of issuing seaman visas to all members of the crews of vessels which may proceed to the US is enhanced by the fact that there is a frequent change in the composition of the crews under the systems in force in most of the maritime countries to provide employment on a rotation basis for the seamen of these countries."

Because of the above considerations, US Government agencies involved are giving consideration as to how best to amend existing law to obtain a more realistic program of control of alien seamen in the interest of national security.



IN ORDER TO BOLSTER AMERICAN-FLAG SHIPPING, THE Commerce Department may ask President Eisenhower to publicly reaffirm the nation's continued need for an adequate merchant marine. Having in mind that present and prospective investors in shipping must have confidence in the future of the American merchant marine, Commerce is weighing the idea of recommending that the President, in a major policy speech, should address a special message to Congress reaffirming the importance to the nation of a well-balanced, vigorous and modern merchant marine.



THE US GOVERNMENT FINALLY HAS DECIDED TO MOVE ahead and study the possibilities resulting from the St. Lawrence Seaway project. The Maritime Administration, for example, is now moving with haste studying the trade potential on routes that will extend from the Lakes area to various foreign destinations. This agency also is studying the question of whether American lines, under existing law, can be subsidized on routes extending from our Great Lakes ports.

In the meantime, ports on the Great Lakes are preparing to spend over a billion dollars in anticipation of increased trade resulting from opening up the Lakes to foreign trade—most of this money going into harbor development.

Upwards of 50 million tons of cargo is anticipated annually after the St. Lawrence seaway is deepened to permit large ships to pass through—grain and iron ore will dominate this movement.



AMERICAN SUBSIDIZED LINES, RESPONDING TO A REQUEST from the Government for recommendations in connection with ship replacements, have come up with many suggestions aimed at fostering and encouraging the sizable fleet modernization job facing the merchant marine in the next few years.

These include continued research toward atomic power and gas turbine propulsion for merchant ships; long-term operating subsidy contracts (20 years) to encourage fleet replacement; a flattening out of the peak of vessel replacement schedules to permit orderly ship-building programs; broadened investment opportunities for the use of reserve fund moneys; and authority for considering all war-built ships as "obsolete" for purposes of replacement.

All of these are hot issues and it's highly unlikely that the Commerce Department or the Congress will okay many of them.



AFTER CONTACTING STATE DEPARTMENT OFFICIALS, THIS reporter found out that the following remark is the typical short-sighted statement made by foreign maritime nations. The Government maritime spokesman for the Netherlands criticizes the US for what he calls "protectionist shipping policies." This official contends that our maritime policy will lead to retaliation by other countries which would result in the disappearance of free enterprise in shipping.

For example, speaking of the 50-50 shipping rule, this Netherlands official says that the US "cannot expect to be the most powerful nation of the western world and the world's largest creditor and at the same time force expensive transportation on other countries . . . which would undermine a basic activity of many European countries."

In other words, according to their point of view, it is alright for them to support their own shipping, but wrong for us to support ours. By using US-flag ships to carry surplus cargoes, our Government will collect more in taxes—these taxes would be lost to Uncle Sam if our cargoes were carried by foreign ships.

Your SIU Washington Reporter

A Maritime Tragedy

TARANTO, ITALY—The terrors of a raging sea unfolded dramatically for passengers and crewmembers on the British liner Stratheden recently, as stormy seas off the southern coast of Italy brought death to 19 men just 200 feet from safety.

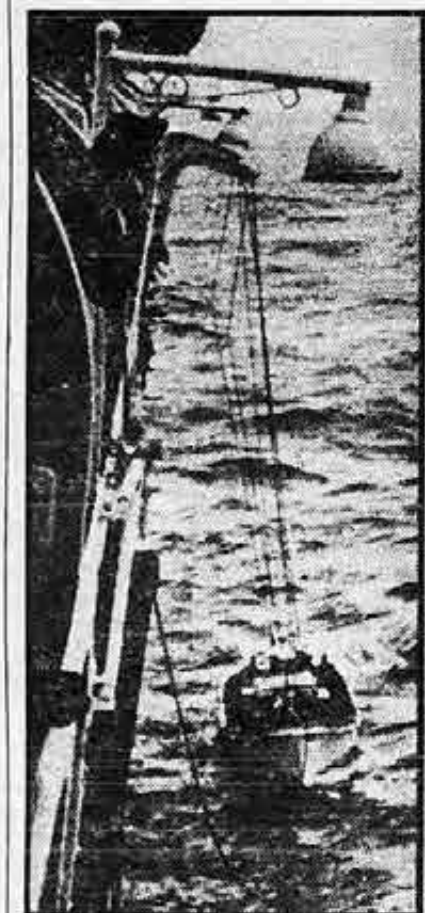
A lifeboat from the Stratheden had been sent out on a perilous rescue mission to pick up survivors of the disabled Greek trawler Iason. As it returned, with eight members of



The six Indian seamen and two British sailors who later drowned while returning to the Stratheden with 11 survivors from the Iason are shown before they left. Their lifeboat capsized only 200 feet from safety.

its boat crew and 11 survivors from the stricken ship, the boat capsized, drowning all those aboard. Only four men from the trawler were eventually rescued of its 20-man crew.

The traveler had developed engine trouble which completely disabled it in the midst of heavy weather. An air-sea search finally located her after more than eight hours. The double disaster followed.



Anxious eyes looked on as the lifeboat was lowered from the Stratheden for its mercy mission. It never returned; 19 met their deaths.



On the deck of the British liner Stratheden, passengers intently watch efforts to rescue 20 men on the disabled Greek trawler Iason. The scene was 120 miles off the southern coast of Italy.

8th SIU Library To All Ships

Seafarers will shortly begin enjoying the latest in new reading material furnished under the SIU ship's library program. Cartons of 50 brand-new books will be available to all contracted vessels beginning today, April 1.

CP Stepping Up Sea Mail

A Seafarer who has complained about receiving mail from various Communist and Communist-front groups has been advised to request that his name be removed from the mailing list.

Seafarer Henry P. Leavey reported to the SEAFARERS LOG that he has been receiving propaganda material at his home containing the standard Communist line and purporting to represent the opinions of seamen.

He was told that the proper course of action was to write to the address of the propaganda publication and ask that the material be discontinued. If that doesn't do the trick the next step will be for him to file a complaint with the postal authorities.

Any other Seafarers who are plagued with the same, or similar, unwanted material should follow the same procedure.

This fourth no-cost distribution of the year to all SIU ships means that 8 sets totaling 400 new books will have been put aboard all vessels within the past two years under the pioneer library program sponsored by the SEAFARERS LOG.

The library packages are distributed in all ports through the facilities of the SIU Sea Chest and. In all cases, may also be ordered directly from any Union hall. Delegates are reminded that they can obtain a 50-volume ship's library in the event none has been delivered to the ship merely by contacting the nearest SIU hall.

First launched in August, 1953, the library program provides for the distribution of 50 new books to all contracted ships every three months. The books are handy, paper-bound volumes supplied under an arrangement with Pocket Books, Inc., one of the country's major distributors of such volumes.

Ships which are scheduled to be away from the US for more than a three-month trip, receive two or more separate, all-different library

packages prior to sailing, depending on the length of the trip. Crews who may have missed some of the previous libraries can still obtain them by notifying any Union official or representative of the SIU Sea Chest.

Fired? Call Hall

Seafarers who have been fired aboard ship for any reason are urged to contact the nearest SIU hall as soon as their ship reaches port.

There have been cases where the company orders replacements for the fired men and the replacements are sent out from the hall only to learn that the fired men have been reinstated after an SIU patrolman has arrived aboard and investigated the case. This often causes inconvenience or hardship to the men sent as replacements.

Fired Seafarers are urged to contact the hall so that replacements will not be sent before a patrolman arrives.

MARITIME

The International Ice Patrol has begun its annual vigil against drifting bergs on North Atlantic sealanes. Headquarters for the patrol, which is maintained by the US Coast Guard, is at Argentia, Newfoundland. Three cutters and five airplanes are being used. All ships have been asked to report ice wherever they see it . . . US Steel's fleet of 59 iron ore ships is expected to begin its Great Lakes shipping season next Monday, if weather and ice conditions permit . . . Bids are already in for a 1.7-mile-long tunnel under Baltimore harbor. The project is expected to cost about \$94 million.

Application has been filed with the Federal Maritime Board by the States Steamship Co. of Vancouver for a Government subsidy on its trans-Pacific service. The company says it is the only West Coast line without a subsidy contract now. Thirteen ships would be involved . . . Japan's Transportation Ministry says plans are now completed for a major shipbuilding program to be started between now and April 1, 1956. About 260,000 gross tons of new shipping is proposed . . . Two crewmembers were injured when a cargo of 480 tons of potassium nitrate in the hold of the 6,393-ton British freighter Sarmiento caught fire and exploded. The mishap occurred near Bristol, England.

Only 13 ships were building or under contract to build in the nation's privately-owned shipyards on March 1. Two dry-cargo ships, an auxiliary cargo-attack transport and three tankers are being built for the Maritime Administration and the rest are tankers for private companies. No ships were ordered, launched or delivered during February . . . Arnold Bernstein's ten-year legal battle with Holland-America Line ended last month when an undisclosed settlement was reached. He had brought suit for \$11 million as the value of two Red Star Line vessels "extorted" from him while he was a prisoner of the Nazis in Germany in 1937. Holland-America bought the ships on a re-sale in 1939.

Monthly sailings between Finland, Sweden and Denmark to St. Lawrence River and Great Lakes ports will begin this month when the 2,500-ton Helsingfors arrives from Finland about April 10. This first Finnish-flag service to the Great Lakes will be operated by the newly-formed Finnish North America Line, which will be known as Finlake. Three ships will be used altogether . . . The liner Panama is being withdrawn from the passenger trade for use as a cargo ship on the New York-Haiti-Canal Zone run. Her sister ships, the Cristobal and Ancon, will, however, remain in passenger service for the Panama Line. The 10,000-gross-ton Panama was built in 1939.

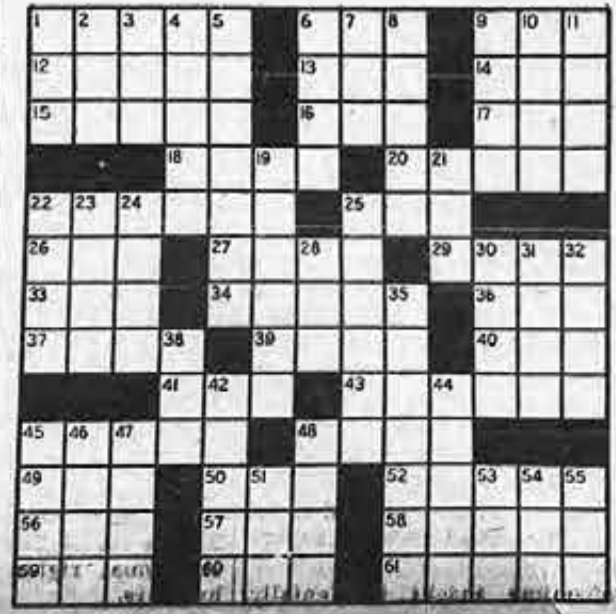
Heavy seas caused the 2,585-ton Portuguese freighter Vila do Porto to break in two last month, after she ran aground on the Portuguese coast. The crew of 35 was rescued by lifeline. The ship was on its way to New York . . . Contracts for a new \$8 million ore pier at Newport News, Va., have been awarded, and work is due to begin next week. The new facility will rise about 12 feet above mean low water level, and will be 800 feet long and 90 wide. The builder is the Chesapeake and Ohio Railway . . . The Adriatica Line has re-established service between Italy and Yugoslavia. The 1,403-ton Civitavecchia will be used on the run.

A Norwegian Air Force lifeboat rescued 40 Russian seamen after their ship, the Irish, collided with another vessel and grounded outside Bodoe, Norway. There were no reports of damage to the other ship, the German freighter Carl Julius . . . All 204 passengers and the crew of the 3,000-ton Chilean cruise ship Villarica were removed from the vessel last month, after she ran on the rocks in the Straits of Magellan. Rescue ships, including the Moore-McCormack freighter Mormacgulf, arrived quickly to take off all those aboard. The ship was reported taking water in two holds but was believed in no danger of sinking.

The Seafarers Puzzle

- ACROSS**
- Port in France
 - Chatter
 - Swamp
 - A member of the crew
 - Narrow creek
 - Water, in France
 - Capital of Guam
 - Branch, as of the sea
 - Chinese tea
 - Mop up
 - A cooking material
 - Turn back
 - Harbor, LI.
 - Cargo for a laker
 - Give off, as smoke
 - The pension plan helps this group
 - Title of respect
 - Means of sea communication
 - Part of "to be"
 - Arranges, as sails
 - This dents the budget
 - Bay in Japan
 - Girl's name
 - Danish crowns
 - A good place to buy
 - Borrowed money
 - What the SIU provides
 - Gold, in Spain
 - River emptying into Gulf of Guinea
 - Before: Prefix
 - A kind of tide
 - The Lone Ranger's helper

- Jap coin
- Town in Holland
- Attack
- DOWN
- Large snake
- Shape, number, etc. of sails
- High note
- Realize
- Fishing boat
- Attempt to seize power
- Light breeze
- South Sea island
- Labor leader
- Hawaiian island
- US Pacific base
- Capital of Eritrea
- The — Khan
- Famed flag maker
- Great Lake
- Having a saucy look
- Very drunk
- Small fish
- What an SIU contract usually shows
- Irish
- Horned animal
- Strait between Italy and Albania
- Distress call
- What the Sea Chest is
- It's cooked in the galley
- Tops
- Employ
- British foreign minister
- Bound
- Free of
- Gains abbr.
- Summer in France
- What old ships do



(Puzzle Answers On Page 17)

THE INQUIRING SEAFARER

Question: In what world port have you noted the greatest post-war change?

Sal Labarbera, MM: Yokohama, Japan, probably took as bad a beating as any place got during the war, but you wouldn't really know it today. The harbor is busier than ever, new buildings are always going up, and the people are very friendly and easy to get along with.

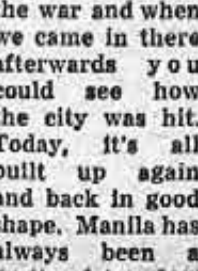
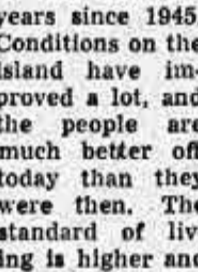
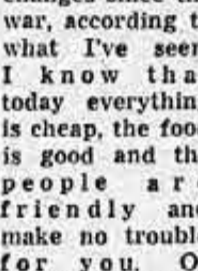
H. Piller, OS: I think Rijeka, Yugoslavia, has changes since the war, according to what I've seen. I know that today everything is cheap, the food is good and the people are friendly and make no trouble for you. Of course, the place has changed governments a couple of times too.

John Maguire, AB: Casablanca, in North Africa. They've built a lot of those high, white modern buildings there that have really made the city look like something. I was there in 1953 on a tanker and the place looked like it never even came close to the war. It's a good port for us.

Blas R. Vega, 2nd cook: I'd say Puerto Rico has changed the most in the last ten years since 1945. Conditions on the island have improved a lot, and the people are much better off today than they were then. The standard of living is higher and the ports are much better today, too.

Theodore Catherine, OS: Yokohama is the best port today as far as I'm concerned. I was there before the war and since then and the way it's changed is really something. They've cleared up most of the damage from the war, and today it's a busy place where a seaman is always welcome.

Joseph Petruszewicz, OS: Manila in the Philippines had more than its share during the war and when we came in there afterwards you could see how the city was hit. Today, it's all built up again and back in good shape. Manila has always been a pretty fair place for seamen to visit.



MEET THE SEAFARER



HAROLD WRIGHT, wiper

The Korean War, like World War II, brought an influx of new men in the maritime industry. A lot of them dropped out as soon as the emergency was over, but others, like Seafarer Harold Wright, have stuck to the sea in good times and bad because they prefer it to any other kind of life.

Wright, who is 37, comes from Jersey City originally. As he put it, "I always wanted to go to sea but I never had the chance to." After a two-year hitch in the Army in World War II and several years of working shoreside, the last time in a New York hospital, Wright finally got his chance in the 1951 shipping boom.

His first ship was Waterman's Wild Ranger on the North European run. It was during the winter, he recalls, and the ship ran into one of those mean North Atlantic gales. When it started bouncing around, Wright began to have doubts about his decision to sail for a living. "When the ship started squeaking and groaning I began to get a little worried," he confessed.

Surprisingly enough though, he didn't get seasick and was spared the unpleasant initiation that usually greets a tenderfoot seaman.

No Pleasure Trip
"People ashore," he commented sadly, "get the idea that life on board ship is just one big pleasure cruise and that seamen get paid for doing nothing. If they got on board one of these freighters in a good blow they would find out that it's a lot rougher than they think and there is plenty of hard work besides."

Most shoreside people, he finds, get their ideas about ships from seeing and hearing about the big passenger liners which are a far cry from the typical dry cargo freighter.

Of course, Wright adds, the pay going to sea is good under the SIU contract, much better in fact than the kind of money he got when he was working ashore in the hospital. But as far as he's concerned, it's a fair day's pay for a fair day's work, and the job is more interest-

ing than the daily clock-punching routine that people run into shore-side.

Most of the time Wright ships out of New York since he lives down in the Coney Island section of Brooklyn. He has no particular preference as to ships and runs, taking "anything that comes along" on the shipping board. For a while though, he was shipping out of the West Coast to Japan and the Far East and had the unusual experience one trip of going to New Zealand, a country few American seamen get to see.

Followed The Queen
He was aboard the Julesburg, a tanker, with a cargo of gasoline last April when she called at Auckland, New Zealand. "We got there about a week after the queen of England," he said, "and the city was still decorated and full of the holiday spirit." Crewmembers had a fine time, with plenty of sparkling sight-seeing available to add to other attractions.

Evidently the Julesburg was the first US ship in that port in quite some time, because it repatriated one forlorn American seaman who had been on the beach there for almost two years. "He was in pretty bad shape," Wright recalled, "and the crew all chipped in to give him some clothes, shoes and everything else that he needed. He was certainly happy to see that American flag again."

Not the least of the attractions of seafaring, Wright said, is the opportunity for on-the-spot observation of how the other half of the world lives. Reading about it in the newspapers, he says, is never quite the same as actually being there. One of the big differences between US cities and most foreign ports, he finds, is the number of beggars you run into in the streets. It's an object lesson on how comparatively well off Americans are.

For his part, Wright intends to keep on sailing for the indefinite future. As far as he's concerned it's a good life and an interesting one, and he wouldn't change it for any other.

LABOR ROUND-UP

Pittsburgh's 16-month-old department store strike finally came to an end as delivery trucks went to work for the first time since November 27, 1953. Teamsters Local 249 had settled its strike several weeks ago but other unions, representing office workers, restaurant workers and store clerks had continued picketing.

The strikebound Brooklyn Eagle announced it was closing its doors permanently following a contract dispute with the CIO Newspaper Guild. The Eagle blamed the closing on Guild wage demands, claiming it could not meet the competition but the Guild argued the newspaper was meeting the competition on contracts with all craft unions. Attempts are now being made to revive the newspaper under new ownership, while the strike proceeds.

The camels are off the picket-lines at the Rohr Aircraft Corporation of Riverside, California. A six-week-old strike by the International Association of Machinists ended with agreement on a new grievance procedure. IAM members picketed with camels and elephants after a court order limited pickets.

AFL Paper Mill Workers conducted a successful two week strike at the Jesup, Georgia, mill of Rayonier, Inc., winning a first time contract with a base of \$1.44 an hour. The union had been certified as collective bargaining agent in December and called the strike when the employer offered a wage scale below the prevailing levels in the South.

New York City employees have asked for rights to organize and bargain collectively on wages and conditions on the same basis as workers in private industry. The demand was put forth by representatives of AFL, CIO and independent unions of city employees at hearings on the formulation of a city code of labor relations.

Soap and toothpaste workers at Colgate-Palmolive in Jersey City voted to return to work after an 18-day strike and reopen negotiations with the company. A 14-cent wage increase demand had been rejected by company representatives. The 2,500-member local union is a member of the independent Colgate-Palmolive Employees Association, which is a one-company outfit.

SEAFARERS LOG

April 1, 1955

Vol. XVII, No. 7

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

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No Safety Measure

The US Coast Guard and US shipowners are pulling in the same harness to put through a bill cutting the number of vessel inspections in half. Instead of the annual inspections that have been the law since the 1870's, the Coast Guard now proposes that inspections be conducted just once every two years.

At the same time the Coast Guard is pushing for tight control over seamen by seeking a complicated inspection system of crewmembers for safety purposes.

The Coast Guard's excuse for lowering inspection standards is that it will permit greater flexibility for surprise spot checks. The theory is that shipowners will keep their ship in constant readiness. Also the Coast Guard points to the inferior inspection standards of foreign nations as a reason for lowering US standards.

It is obvious that some of the impetus for this bill is a shipowner desire to save money, since ships will not have to be laid up each year for inspection purposes. Whether or not this motive predominates, it is a poor idea in light of the fact that the US merchant fleet as a whole is past middle age and growing older daily.

There is nothing like the knowledge of an annual inspection year in and year out to make a shipowner keep his vessels spic and span. The "hit and run" system of spot checks simply is not going to convince those shipowners who feel that the "other guy" will be the one who will get tabbed or they'll be able to "talk" their way out.

If anything, one of the conclusions that could be drawn from the Southern Districts case is that ships need more careful and more intensive inspection at frequent intervals. To lower inspection standards now is simply an invitation to new disasters.



PHS Wins Again

That the Public Health Service hospitals will function for another full year at least seems reasonably certain as the result of action by the House of Representatives in approving the hospitals' fund requests. Economy advocates apparently shot their bolt in last year's fight and raised no opposition in the House. The appropriations bill still has to pass the Senate but it is rare for the Senate to make cuts in House appropriations, since that body has the responsibility for initiating money bills.

The appropriation voted by the House is much the same as last year's, with a small increase added to provide pay boosts for hospital personnel. This is assurance that the hospitals will be able to maintain full staffs at a time when skilled doctors and nurses are pretty hard to come by.

Further, in passing the appropriation the House indicated it was not taken in by the Hoover Commission's arguments in favor of discontinuing Government medical services. For the time being at least, the commission's proposals are no threat to American seamen.



CAMU's Failure

All seamen, whether in the SIU or other unions, will certainly be disappointed with the news that the Conference of American Maritime Unions no longer functions as a working body. With the withdrawal of AFL unions, CAMU remains a shadow creature.

Actually though, the disappointment should be tempered by the knowledge that CAMU never did function effectively because its purposes were nullified by some of its members. The major reasons for establishing CAMU were the hiring hall, the hospital issue and other legislative matters. From the very beginning, the NMU and CIO unions went their own way on these issues instead of utilizing CAMU. This left it an organization without a purpose.

The SIU, if it so chose, could have remained in CAMU and would have if anything constructive was possible. Actually though, the AFL maritime unions have cooperated on major issues in the past, and will continue to work together as the need arises.

LETTER of the WEEK

Asks SIU-Owned, Operated Ships

To the Editor:

For some time now I have been kicking an idea around in my head, and so finally I made up my mind to write you this letter. Perhaps if you print it in the LOG some of the other SIU brothers will have some comments to make about it.

Briefly, I have often wondered if it wouldn't be feasible for our Union, the SIU, to go into the shipping business—provided, of course, that we didn't compete with our contracted companies.

It seems to me that if some of these fly-by-night operators can put a small down payment on a so-called "surplus" ship, and then start operating, why can't we? This would provide our members with jobs of a permanent nature.

Also, I think, we should make it a point to compete with ships operated under the Panamanian and Honduran flags. Even if we only broke even, we would have accomplished something.

Would Vote Assessment

I, for one, would gladly vote for an assessment of \$100 in order to get this project started. Perhaps, in return for putting their money into the project, we could sell the members shares in the corporation.

It might even be possible for us to charter a Mariner ship from the Government and operate it as a low-cost passenger ship—perhaps solely for the use of students or other worthy people who can't afford the regular passenger fares.

I realize there would be all sorts of difficulties in the way of getting such a project rolling, but I wish some of my SIU brothers would give the matter some thought. Personally, I think it's worth trying.

And while we're speaking of ships, I'd like to tell the brothers about my last ship, which was the Steel Advocate, although I think a better name for it would be the Steel Aggravate. Actually it's not such a bad ship, but it has one of those hardtinning chief mates on it who thinks he can get away with anything.

Was Deck Delegate

Because of this mate's tactics, there was plenty of contradiction and confusion on deck, to say nothing of behind-the-scenes skulduggery. I was the deck delegate and, believe me, it was no picnic. For a while there I wanted to resign, but I knew somebody had to keep this character in line and so I stuck it out.

Among the stunts this bird pulled was replacing the bosun, who paid off in Honolulu, with one of his pals who wasn't even qualified for the job, working one watch a day himself on OT and having the men paint the rails with rags.

Anyway, as soon as we hit New York for payoff I called the hall and they arranged to have another bosun shipped. What's more, at the payoff the patrolmen did a good job of putting this mate straight about a few things. Even so, I don't expect him to change. These guys never learn.

Edward N. McInis

'Can't See Any Reason For Keeping This Law!'



'Vote Thanks'

If the black gang quarters on the Steel Seafarer do not have a new coat of paint by the time she comes back to her home port, it won't be the fault of John Masters, ship's delegate, and Chris Kelleher, engine delegate. Masters and Kelleher were still plugging away on the subject, according to last reports received at headquarters, despite inertia and resistance from topside.

Kelleher told his shipmates that after some remonstrances with the skipper and the chief engineer, some of the black gang men were put to work on the job, but pulled off it before they had gotten very far. However, the delegates refused to be discouraged and were all set to go back at it for another try.

Masters, the ship's delegate, sails in the deck department and has been the possessor of an SIU book since December, 1950. He joined the Union in the Port of New York and is a native of the big town of 43 years' standing.

Kelleher first saw the light of day in Ireland 39 years ago, but now makes his home in Massachusetts. He joined the SIU in New York back in December, 1943.



There seems to be a friendly and beneficial rivalry developing among shipboard bakers over turning out coffee time snacks. Anyway, increasing mention of this practice has been noted before in the various ship's reports. The latest man to get the palm from his shipmates is Seafarer Harry D. Souther on the Robin Hood. Crewmembers noted that his baking was "exceptionally good" in addition to the coffee time treats, which have met with unanimous favor.

Souther, who is 29, comes out of Leominster, Massachusetts. He got his SIU membership in New York just last summer, and has all of his seafaring in the steward department.

Sitting on a trial committee is one of the responsibilities and duties accepted by the men of the SIU to insure democratic and constitutional rights to all accused brothers.

are one of the items proposed by the SIU steward department committee as a means of improving shipboard feeding and providing greater variety to crewmembers on SIU ships.



Usually it's the crew singling out an individual member that rates mention in this space, but the next item is a turnabout one. Seafarer Edwin E. Ritchie on the Beauregard has a word of praise for the crew for helping keep the pantry ship-shape and clean.

Sanitary Measure

Of course, keeping the pantry and messroom in proper shape makes it that much easier for the galley gang and allows them to devote their time to the primary job of turning out good chow. It's also an important sanitary measure.

Ritchie has been shipping as a Seafarer since World War II, and got his book in New York in March, 1945. He's 33 and lives in Pritchard, Alabama.



Recently a Seafarer got himself worked up for some unexplained reason and went on a shipboard binge, drinking on the job and performing in the recreation room so that other crewmembers had to handle his chores.

Naturally, this didn't sit well with the crew, and as soon as the ship arrived in port, which happened to be Philadelphia, his shipmates brought him up on charges under two headings.

The Philadelphia membership elected a trial committee consisting of Seafarers Raphael Ramos, Fred Tonucie, William Mellon, Thomas Gorman and Ralph Ruff to hear the charges. The accused Seafarer was advised of his rights and after testimony was taken, it was decided to fine him on two counts, plus probation.

Sitting on a trial committee is one of the responsibilities and duties accepted by the men of the SIU to insure democratic and constitutional rights to all accused brothers.



Souther



Ruff

Coffeetime snacks incidentally

\$ 360,200 worth of

Three Years of SIU Maternity



518

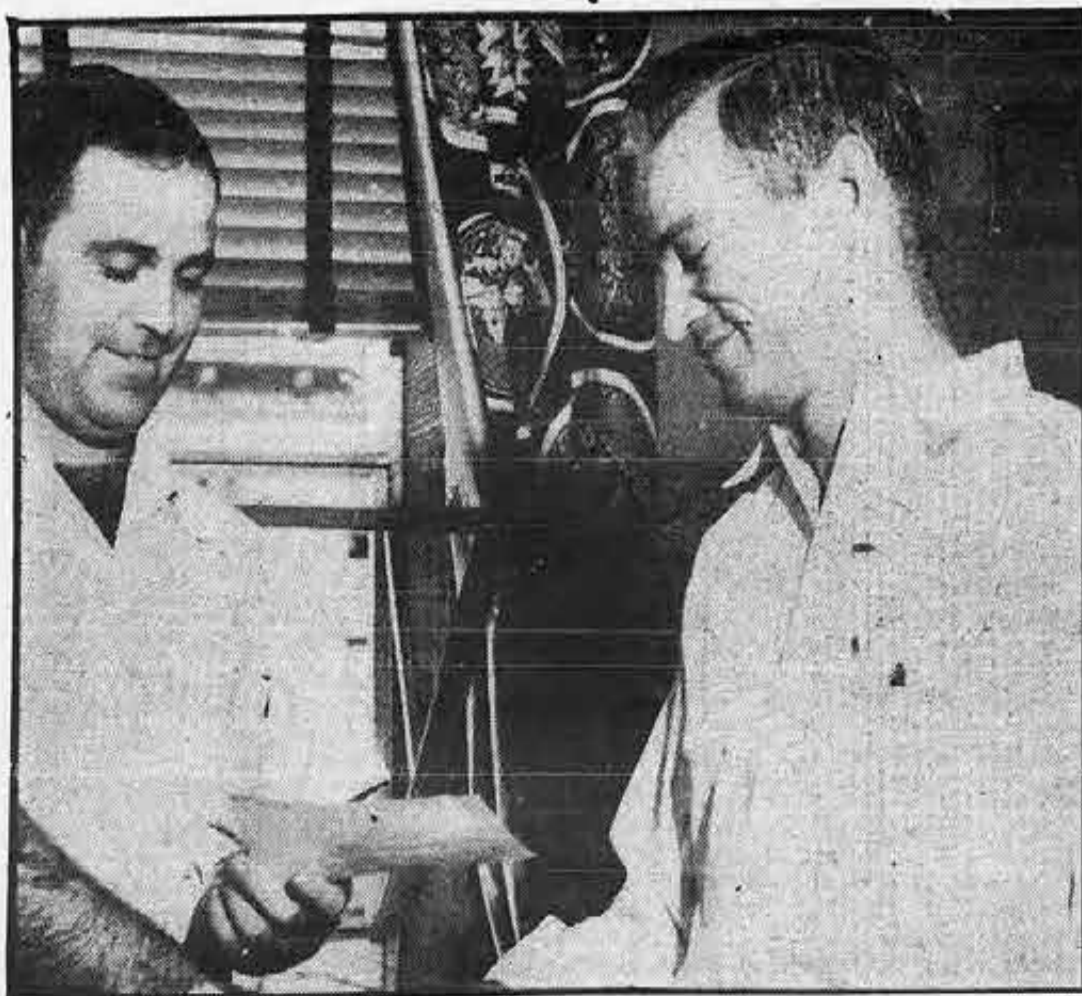


636



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In three years, payments of maternity benefits to Seafarers have steadily increased as shown above. The increase has taken place although there are less men in the shipping industry now than there were in 1951-1952, showing the growing tendency of Seafarers to become family men.



Number one on the maternity benefits list was Seafarer Joseph Cave (right) of New Orleans. Cave is shown picking up the first check plus congratulations from Al Kerr, assistant administrator of the Welfare Plan.



Joseph Cave, Jr., points to his big day on the calendar as he prepares to celebrate his, and the Welfare Plan's, third birthday. Jody was born on April 2, 1952, just 24 hours after the SIU Plan went into effect, making him one of the first qualifiers.

babies

Benefits

The SIU Welfare Plan paid out its first \$200 maternity benefit as of April 1, 1952, to Seafarer Joseph A. Cave of New Orleans. Three years and 1,800 bouncing babies later, the Plan had disbursed another \$360,000 to Seafarers to help meet the burden of hospital and doctor bills. During this period the SIU has given each newly-born youngster a \$25 savings bond—a total of \$45,000 at maturity.

An astonishing feature in the maternity benefit picture is the absolute growth in number of benefits paid, year by year. This growth has taken place in the face of a decline in the number of men shipping.

What it means is that the Seafarers Welfare Plan correctly anticipated a new trend in Seafaring—the tendency of professional seamen to become family men and assume the burdens and responsibilities of parenthood.

The SIU maternity benefit is probably the largest of its kind in any welfare plan. Its value and desirability is no longer questioned, and its successful operation has been imitated by other unions in the maritime industry.



One of four Seafarers who have collected the Union maternity benefit three times for single births, Seafarer Nils Nielsen is shown above with his family. Nielsen sails regularly as carpenter on SIU ships. His wife, Louise, is a former PHS hospital nurse.



To date the Plan has paid benefits to seven sets of twins such as the Maher twins (left) and one set of triplets, children of Seafarer Robert Long. Long also collected for one other child. Apart from these multiple births there have been four instances where Seafarers have collected three individual benefits for three separate births. Seafarers who have collected two individual benefits total 180. The Plan is particularly beneficial in instances of multiple births because it pays one benefit for each child, unlike other plans which make no allowance for such circumstances.

PORT REPORTS

Houston:

Good Shipping Holds; Payoffs Run Smooth

Shipping and business in this port during the last two weeks continued to be very good.

In some respects, in fact, it has been too good. In some ratings, such as ABs and oilers, we had some trouble getting enough men. The four ships in for payoff made for a pretty busy weekend of paying off, signing on and crewing up these ships.

The William Carruth (Trans Fuel), Irene Star (Maine), Seagarden (Peninsular Nav.) and Genevieve Peterkin (Bloomfield) accounted for all this activity.

In transit were the following: Royal Oak, Bents Fort, Fort Hoskins (Cities Service); Seatrains Texas, Savannah, New Jersey (Seatrain); Del Oro, Del Mundo (Mississippi); Tagalam (Seatrader); Michael, Alexandra (Carras); Seatiger (Orion) and Val Chem (Valentine).

There was very little in question on these ships, and we handled whatever disputes there were right on the ships.

The future outlook so far depends on a Bloomfield ship due April 5, plus the regular in-transits that always provide a few jobs.

Charles Kimball
Acting Houston Port Agent



New Orleans:

Union Policy On CAMU Backed By Membership

Shipping dropped way down in this port during the past period, and will probably remain that way in the coming two weeks. Even the towboat and relief jobs didn't account for much activity, which didn't help things at all.

At our last meeting, the membership of this branch went on record unanimously in favor of the SIU's policy regarding the Conference of American Maritime Unions and allied items.

Payoffs during the period included the following ships: Steel Scientist (Isthmian); Iberville, De Soto (Pan Atlantic), and Del Sud and Del Santos (Mississippi). The Del Sud, Del Oro and Del Mundo (Mississippi) signed on.

We had a total of 13 in-transits as follows: Alcoa Clipper, Pennant, Corsair, Pilgrim (Alcoa); Steel Traveler (Isthmian); Del Sud, Del Oro, Del Mundo (Mississippi); Seatrains Georgia and Louisiana (Seatrain); Monarch of the Seas, Claiborne (Waterman), and Arlyn (Bull).

Lindsey J. Williams
New Orleans Port Agent



Philadelphia:

Port Holding Its Own; Pace Due To Keep Up

The shipping figures for this port tell most of the story of the past two weeks. We shipped almost as many as we registered and that means we have been holding our own pretty well in this department.

This pace will probably keep up for the coming period, as we are scheduled to have the Arizpa (Pan Atlantic) in, possibly for payoff, as well as two ships each for Bull Line and Calmar.

Ships that have been in here recently appeared in very fine shape, with few beefs and a smooth trip recorded all around. This is the way we always like to see them.

The list of payoffs during the

two weeks just passed included the Stony Creek (American Tramp); Calmar, Seamar (Calmar), and Angelina and Dorothy (Bull). The Stony Creek, Calmar and Seamar signed on again.

In addition, we had these eight ships in transit: Winter Hill (Cities Service); Emilia, Jean (Bull); Raphael Semmes (Waterman); Arizpa, Chickasaw (Pan Atlantic); Steel Chemist (Isthmian), and Robin Locksley (Seas Shipping).

A. S. Cardullo
Philadelphia Port Agent



Seattle:

New Hiring Rules Please Membership

As expected, the Cecil N. Bean (Dry Trans) was the only ship to pay off here during the last period, so activity has slowed down from the pace of two weeks ago.

We had a pair of sign-ons in the Ocean Lotte (Ocean Trans) and Sea Comet II (Ocean Carriers), plus the Pennmar (Calmar) and Azalea City (Waterman) as in-transits. Shipping in the near future looks to be only fair.

Arrival of the SEAFARERS LOG issue of March 18 containing the full reports on the new hiring system and shipping rules gave the membership here a chance to go over the whole set-up again and they again came up with a very favorable verdict. The whole new hiring system was, of course, explored in considerable detail at the previous meeting.

Among the members on the beach here is Seafarer Billy G. Edelman, a Texan who, at the age of 27, is still enjoying a life of single-blessedness.

Edelman joined the SIU in January, 1946, in New Orleans, and has sailed in the deck department continuously, except for a two-year hitch in the Army in 1953-54. His first trip was the Park Victory, (Robin Line), which took him to Greece, Palestine and Italy with a cargo of mules and horses. Despite this, he stayed with it.

This brother is very pleased with his SIU membership and really likes the way of life aboard SIU-contracted ships. He says our system of handling beefs jointly through the delegates and Union officials is second to none.

Jeff Gillette
Seattle Port Agent

Baltimore:

Seafarers Rate Hand For Clean Payoffs

A slight improvement in shipping in the last two-week period has us hopeful of a future upturn in business out of here. We paid off 16 ships in the period covered by the report, signed on 10 and had 11 in-transits.

Our payoffs were: Mae, Emilia, Evelyn, Edith (Bull); Raphael Semmes (Waterman); Salem Maritime and Logans Fort (Cities Service); Coe Victory (Victory Carriers); Alcoa Ranger (Alcoa); Steel Chemist (Isthmian) and the usual run of Ore ships, the Feltore, Chilore, Baltore, Marore, Venore and Oremar.

Signing on were the Baltore, Feltore, Chilore, Cubore, Marore, Venore and Oremar, all of Ore Line; and the Yaka and Raphael Semmes. The in-transits were the Michael (Carras); Bethcoaster and Calmar (Calmar); Alcoa Pioneer and Puritan (Alcoa); Iberville (Pan Atlantic); and the Angelina, Hilton, Jean and Ines (Bull).

Most of the ships paid off clean and the crews can certainly take a bow for bringing in the vessels in such fine shape. The only beef hanging fire is one on delayed sailing on Bull Line ships. We are expecting to hear from headquarters momentarily as to the outcome.

Welcome Mat Out

The welcome mat is out to all SIU members, friends and families to visit our building and make use of our famed cafeteria, Port O'Call cafe and Sea Chest. All these facilities are open for your convenience and pleasure.

In port with us now is Seafarer Stanley Wojcik, who is one of our newer Union members and might be pleased with it all. As he puts it, "my one ambition since I started sailing with the SIU was to become a full book member. I have always found the Union to have my welfare at heart and I can assure all newcomers that if they do their job in the good old SIU fashion they too will eventually become full members of the Union. It is just a matter of following the rules laid down by the organization and doing their jobs as set forth in the agreements."

We suggest that all the brothers get out their pens and cards or put

on their walking shoes either to write or pay a visit to their less fortunate buddies in the USPHS Hospital, Wyman Parkway, Baltimore 18, Maryland. Those in the hospital now are as follows:

Clyde R. Leggett, Arthur Faulker, Ed Ruley, J. A. Lewis, Wm. C. Simmons, Francis Mayo, Roy Hawes, William Mellon, B. O. Buzbee, Robert Smith, Alfred E. Seemiller, Robert Scales, Stanley Gelak, Robt. J. Wiseman, G. Malello, Thomas Mungo, George Bekken, Jessie Clarke, Robert McKnew, Edward Sesecko, George Olive, Victor B. Cooper, Norman Jackson, John R. Schultz, Edward Huienga and Gorman Glaze.

Earl Sheppard
Baltimore Port Agent



Norfolk:

New Hiring System Working Out Okay

Shipping has been holding its own here in this port with practically the same number shipped as were registered over the past two weeks. However, there is nothing definite scheduled here at the present time, so we are hoping for the best.

The new system of seniority job classifications has been out into effect and is working very satisfactorily. All shipping is being done under the new rules.

The new rules have been discussed very thoroughly by the membership here and all agreed that they would work for the protection of Seafarers.

The following were the ships paid off: Seastar (Mercador), Greece Victory (South Atlantic), Hastings (Waterman) and Eugenie (Oro). All but the Eugenie signed on again. We had only one in-transit ship during the period, the Steel Flyer (Isthmian). There were no special beefs on any of these vessels.

Meanwhile, our pool table has been repaired and new balls, cues and rail covers provided so that the membership can make use of this equipment at all times. The table is very popular and gets a lot of wear accordingly.

Although the plans have been passed on and bids for repairing the roof and painting the hall have been accepted and approved by the membership, the painting of the hall is still not accomplished.

This is due to the fact that it has taken some time for the building to dry out since the roof was fixed. We hope to get around to the painting itself before long.

Ben Rees
Norfolk Port Agent

Lake Charles:

Laundry Workers In Sign-Up Drive

AFL Laundry Workers in this port are in the midst of a full-scale organizing drive these days. The tactic devised by the union has the employees working only half a day, but the employers don't know when the half-day begins and they're pulling their hair out.

The way it operates, the laundry workers may come in for the morning, work until noon and then go fishing, or they may first come in

at noon. With schedules and deliveries to worry about, the bosses can't figure which end is up. Of course, all they have to do to right the situation is to sit down with the union and talk business.



Hellman

All the unions here are backing the workers all the way.

Shipping down here is moving along nicely, so quite a few of the brothers got out during the last couple of weeks. The activity was due to the arrival of the following: Chiwawa, Logans Fort, Bradford Island, Archers Hope, Winter Hill (all of these came in twice), Cantigny, Bents Fort, Salem Maritime (Cities Service), plus the Tagalam (Sea Trade) and Seatiger (Colonial), both in Port Arthur, Texas, and the Val Chem (Valentine), in Orange, Texas.

At our last branch membership meeting, brother Ross Lyle, pumpman, was chairman, and Ezeb Manuel, who sails in the steward department, was recording secretary. Both did a very fine job.

For our Seafarer of the week we nominate brother Karl A. "Swede" Hellman, better known as the ex-mayor of Highway 90 West. Since this is an election year, he may run again, we hear.

"Swede" started sailing with the SIU in 1946 and has always proved to be a good man on the ship. He was observed recently looking over some second-hand cars and said he may go into the used-car business between trips. He uses the cars alright; we once made the mistake of riding with him and that was enough.

Leroy Clarke
Lake Charles Port Agent



Wilmington:

In-Transit Ships Keep Things Busy

Although we had no payoffs or sign-ons during the past two weeks and nothing appears to be expected in the coming period, shipping still caused a little stir in this port.

The 13 ships that we had in transit had us busy trying to find men who were ready to ship. The only brother that we had in the hospital here was discharged last week and was able to ship on the Western Trader after she came in for bunkers at the Shell Oil dock.

He was none other than Arthur "One-Round" King who had spent a couple of months in drydock and on the beach with us.

The ships which were in transit were the following: Blenville, John B. Waterman, Morning Light, Fairport, Azalea City (Waterman); Steel Voyager (Isthmian); Marymar, Yorkmar, Portmar (Calmar); Warrior (Pan Atlantic); National Liberty (American Waterways); Seacomet II (Ocean Carriers), and Western Trader (Western Nav.).

E. B. Tilley
Wilmington Port Agent

A & G SHIPPING RECORD

Shipping Figures March 9 to March 22

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	15	12	12	39	15	9	13	37
New York	74	62	59	195	68	49	56	173
Philadelphia	28	22	9	59	23	18	13	54
Baltimore	73	63	64	200	68	59	64	191
Norfolk	29	11	6	46	21	12	8	41
Savannah	10	5	10	25	15	8	9	32
Tampa	22	15	13	50	25	17	14	56
Mobile	44	39	40	123	17	15	13	45
New Orleans	45	22	57	124	31	35	47	113
Houston	67	63	45	175	58	35	48	137
Seattle	15	20	14	49	10	13	9	32
San Francisco	21	21	28	70	32	21	25	78
Wilmington	18	13	9	35	12	12	6	30
Totals	458	388	368	1,190	397	303	329	1,019



Making a voyage aboard the SIU-contracted Kathryn proved a happy sequel to the story of his marriage. Seafarer Charles E. Rawlings reports to the LOG. Above (left) Rawlings poses in the ship's engine room with his wife Angelica and daughter Sandra. At the right are Angelica and Sandra with the Kathryn's skipper, Captain Callis. Rawlings says Kathryn crew's work is in best SIU tradition.

SIU Voyage Is Sequel To Story Of Romance

Some time ago the SEAFARERS LOG published a story telling of Seafarer Charles E. Rawlings' long search for the fiancée he had not seen in many years. That search, as the LOG story related, ended happily when Rawlings located his sweetheart—Angelica Diaz—in Puerto Rico, and the two were married there.

Now, it seems, there is a sequel to the story, for Rawlings—who attributes his finding of Angelica to his SIU sailing—recently was able to give his wife a first-hand example of what it means to be aboard an SIU ship.

This occurred when Rawlings, together with Angelica and daughter Sandra, sailed as a passenger aboard the SIU-contracted Kathryn (Bull).

"You may remember that in your fine story about our marriage," Rawlings now writes the LOG, "you mentioned that during our

honeymoon Angelica and I could see the ships in the harbor from the window of our hotel room in San Juan. Well, one of the ships we saw at that time was the Kathryn, and I was very happy, recently, to be able to give Angelica a close-up of life on her when we boarded her as passengers at Mayaguez, PR."

Met SIU Buddies

The trip to the States, Rawlings writes, not only gave him an opportunity to renew acquaintances with many of his SIU buddies, but also proved a very interesting and enjoyable one for Angelica and little Sandra.

"This voyage," Rawlings says, "was the first for my wife and daughter, and my wife wants you to know that the outstanding service she received aboard the ship was the best she has ever gotten. She wishes to convey her heartiest thanks to the officers and SIU crewmen of the Kathryn and hopes you will print a special God bless you all for these wonderful men.

"For myself," Rawlings writes, "I want to say that the spirit I saw displayed aboard the Kathryn by the SIU crewmen, in the performance of their duties, again made me realize that there is no union that can begin to compare with the SIU. The wonderful at home feeling that they gave to me and my family, and their consideration for our comfort, meant more in happiness to all of us, I am sure, than anything our fares could have purchased. I would like to add my voice to that of my wife in saying 'Thank you one and all.'"

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 minds.

Quiz Corner

- (1) Which does a fire need in order to burn: oxygen or carbon dioxide?
- (2) If A is always one-fourth of B, and A is 2 when B is 8, what is B when A is one-half?
- (3) What little girl in a comic strip has a dog named Sandy?
- (4) What is probably the earliest-known instrument for measuring time?
- (5) Who wore herring boxes for shoes?
- (6) Is the monetary unit of the Greece the quetzal, the franc or the drachma?
- (7) How fast must the wind travel to be a hurricane: (a) 25 mph, (b) 50 mph, (c) 75 mph, (d) 100 mph?
- (8) What important part did Sutter's mill play in American history? Where is it?
- (9) During what war did the Charge of the Light Brigade take place: (a) War of 1812, (b) Crimean War, (c) Spanish-American War, (d) World War I?
- (10) The word meridian pertains to what time of day?

(Quiz Answers On Page 17)

Shutter Subjects On The Venore



Snapped during a moment of leisure aboard the Venore (Ore) is (left) Richard Glaze, oiler. At the right, in the usual order, are C. O. Stroud, oiler and FWT Smith. Stroud sent in the photographs. The Venore is on the regular run between Sparrows Point, Md., and the ore fields in South America.

LOG-A-RHYTHM:

A Seaman's Dream

By M. Dwyer

A frequent contributor of poetry to the SEAFARERS LOG, M. Dwyer herein submits a new version of an age-old formula for success in marriage for seamen.

I sailed upon a moonlit sea
And dreamed a dream most real
to me.
I dreamed that I was home once
more,
A welcome mat outside the door.

And in the dream I seemed to be
A lad close to my father's knee.
His words of wisdom I still hear,
Through the years ringing clear.

I saw him smile at me and say:
"Perhaps some day you'll sail away,
"But if a seaman's life you choose,
"Be prepared to win or lose.

"And if you choose this fine
profession,
"Think well first and use dis-
cretion,
"For it's no picnic to attend—
"This rugged life can break or
mend.

"Some nights you'll toss upon
your sack,
"And wish, perhaps, that you
were back
"On land to live a life of ease
"Instead of sailing on the seas.

"But should the sea get in your
vein
"You'll never stay at home again,
"For men have left their loved
ones fair
"To roam the world and breathe
salt air.

"To many foreign lands you'll
roam
"Yet none will ever be your home.
"You'll laugh when in some
distant port
"With maids whose favors can
be bought.

"But when you settle down for
life,
"Choose a lady for your wife.
"Test them, son, one and another

"Try to find one like your mother,
"A loving woman, kind and true.
"Remember, boy, there are a few.

"And if you find this woman rare,
"Make sure that she can also share
"Your seaman's life and seaman's
ways,
"With no tears shed through
absent days.
"But if she's one who takes to
grieving,

"Her heart may break when you
are leaving.
"So find one who will understand
"A seaman cannot live on land."

These wisdom words were in
my ear
As I awoke to a sky clear,
And I smiled and had to say:
"Thanks, Dad, for showing me
the way."

OFF WATCH

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

Although Seafarers who are regular travelers in and out of the country may not have too much trouble on this score, a reminder never hurts. The lesson learned the hard way by many occurs when their baggage contains film—exposed or not—and the need to let Customs know about it. In major ports like New York, Customs may use an x-ray machine to go over your gear. This is what can ruin film, and generally they will always be the rolls which contain the highlights of a particular trip. The best advice to give in such in-

stances is for the Seafarer to carry his film in a separate package. Then Customs can check your baggage without fogging every roll.

The American Photographic Book Publishing Company has available a 30-page listing of current books on different phases of photography, which can be gotten merely by writing 33 West 60th Street. The information is arranged under 40 separate subject headings, and may help speed selection of a good all-around book dealing with a photography subject you're interested in.

The ticklish job of painting chair and table legs can be accomplished without smearing the floor or leaving excess paint at the tip of the leg by creating a pair of stilts for the article involved which will get it off the floor. The trick lies in elevating the chair or table by driving a nail or two into the end of each leg so that the piece can still stand on its own and then be painted.

Philatelists interested in first-day covers of the proposed new Soo Locks stamp will have to wait for official word from Washington before they can start sending out requests. Although June 18, 1955, was announced as the date of issue by the local postmaster, the Post Office Department in Washington has refused so far to confirm the date, and collectors will have to await its decision.

The angler interested in knowing about the flies on which trout feed will find a good source in Art Flick's "Streamside Guide to Naturals and Their Imitations." Both the novice and the experienced fly fisherman will find it valuable. Most bookshops and sporting goods stores carry it.

for SIU MEMBERS!



EVERYTHING YOU
NEED IN SEA GEAR
AND SHORE WEAR—
FROM A TOOTHBRUSH
TO A SOU'WESTER.
ALL AT SPECIAL
SEA CHEST PRICES

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SEA GEAR & SHORE WEAR

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Shipmate's Wedding Is Gala Event For Del Valle Crew



The wedding of Seafarer M. W. Valentine proved a festive occasion for Valentine's shipmates on the Del Valle (Mississippi), as this photo shows. The wedding was held in Houston and was followed by a party at Little Nell's, with a good time had by all. Valentine and his bride Eythel, both wearing light clothes, are shown at the center of the photo, which was sent to the LOG by H. D. Higginbotham.

The SPORTS LINE

By Spike Marlin

Just when we thought everybody in this gloomy old world was getting more worked up over foreign affairs than sports, the citizens of Montreal have shown where their true interests lie. Others may get excited over what Acheson told Chiang Kai Shek. In Montreal, they are all for stuffing Clarence Campbell in a well-weighted sack and rolling him down the slopes of Mount Royal into the St. Lawrence River.

Campbell got in this plight by happening to be the president of the National Hockey League. His enormous "crime" consisted of the suspension of Maurice Richard for the remainder of the season.

In the eyes of the citizenry, Richard is hockey's Babe Ruth. The suspension came when Montreal and Detroit were neck and neck in the stretch and continues right through the championship playoffs. Naturally the citizens were annoyed.

Drew Blood

All Richard did to deserve such foul treatment was to create an opponent's skull with a hockey stick and take a couple of whacks at an official who interfered. Incidentally, it wasn't the first time that Richard drew blood.

The very same night of the suspension, Detroit played Montreal in the latter's home arena and Campbell boldly attended the game. A mild riot followed, punctuated by rotten fruit and eggs and climaxed by a tear gas bomb. The game was called off while police moved in to try to break it up, carrying several kicking, screaming spectators off to the local pen.

After that the crowd really got hot under the collar. It surged into the street, smashed windows, looted and started fires. Over 100 people were arrested. Richard hustled off to a radio studio and broadcast a special plea to his legions of admirers to keep cool. Richard may be hotheaded but his worshippers will match him in that respect anytime.

Explosive Fans

This kind of behavior is always amazing but it is not restricted to Montreal, far from it. People will open newspapers and yawn at the daily recital of misdeeds, local or international. Then they will explode all over the place at a sporting event.

New York is supposed to be a sophisticated town in that respect, but that myth is easily punctured. We recall one ugly scene in Yankee Stadium when New York and Detroit were grimly battling for the top spot. (Yes, Detroit once did win a pennant).

The Yankees were trailing in late innings when they got three men aboard and left-hander Tommy Henrich dribbled a roller down the third base line. The umpires called it a foul ball and the next thing we knew, men who wouldn't dare raise their voices to their wives were flinging pop bottles. Everybody, friend or foe, retreated to the dugout to keep from getting skulled. Since then, then've been serving beer and soda in paper cups.

There's something about a sporting event that incites to riot more than anything else. What it is we'll leave for others to explain.

Tampa-To-Havana Is Some Fun For SIU Stewardess On The Cuba

Life aboard one of the SIU's newest ships—the P & O's SS Cuba—is a good deal for the SIU crewmembers. And especially if that crewmember happens to be a woman. So reports Audrye E. Henry, a nurse who has been serving as stewardess on the Cuba, and who has been tending to the wants of both the crew and the 200 passengers which the ship generally carries.

The Cuba, Audrye reports in a letter to the LOG, is on a weekly run between Tampa and Havana. It leaves Tampa every Monday morning for Key West. From there it goes on to Havana and then returns to Tampa for the week-end. "Havana," Audrye writes, "is the kind of place you read about in the magazines or see in the movies, with palm trees swaying in the breeze, stars shining overhead, and music guaranteed to make one forget life's ups and downs."

Escorted By Crewmen

Her visits to Havana, Audrye reports, have been particularly en-

joyable because of the kindness of the crew. "They have taken me to some of the nicest places in the city," she writes, "and have treated me wonderfully in every respect. I would like to take this opportunity to express my appreciation to each and every one of them."

Audrye writes that she has a son in school in Baton Rouge, and that her desire to be nearer to him is making her leave the Cuba for the present. She hopes, however, to be able to ship on another SIU ship out of New Orleans in the near future. Meanwhile she intends to do private nursing duty.

This nursing experience, Audrye feels, is very valuable in her work as stewardess aboard a ship and

enables her to give care to the crewmembers, if needed, as well as to carry on her regular duties among the passengers.



Audrye Henry, shown while a stewardess on the Del Sud.

Seafarer Sam Says

LEAVE HER SHIPSHAPE!



THE SIU HAS A REPUTATION FOR MAINTAINING CLEAN SHIPS. AT THE PAYOFF BE SURE THE PASSAGEWAYS, MESSROOM, FOC'SLES AND DECKS ARE CLEAN. BE A CREW THE SIU CAN BE PROUD OF!

GALLEY CLEANINGS

The LOG conducts this column as an exchange for stewards, cooks, bakers and others who'd like to share flavored recipes, little-known cooking and baking hints, dishes with a national flavor and the like suitable for shipboard and/or home use. Here's Seafarer Julio Rey's recipe for "Chicken a la Rey."

A perennial favorite, chicken again makes an appearance here as the mainstay of Seafarer Julio Rey's "Chicken a la Rey." The recipe is the veteran steward's own creation, and the dish, from all reports, is "fit for a king," which is what "a la Rey," in this Seafarer's native Spanish, means in English.

The speciality always met with favor whenever he served it on the liner Puerto Rico, while that ship was in US-flag service with an SIU crew, and still has 'em smacking their lips on other SIU-contracted ships today. Rey's last ship was the Marina (Bull). Although he first joined the SIU in 1948, by that time he already had 20 years

of seetime under his belt, about 15 of those in the galley.

To make the dish, here's what you need: 10 chickens (3-3½ pounds each), 1 pound onions, 1 pound green peppers, 3 grains garlic, 1 teaspoon paprika, 2 bay leaves, 1 can tomato paste, 2 No. 2½ cans tomatoes, 2 tablespoons Worcestershire sauce.



Rey

First, clean and prepare the chickens and cut them into four parts. Fry the parts until they are half done and set aside in a braising pan. Prepare the sauce by chopping the onions and peppers finely, add the garlic, paprika and bay leaves and braise separately in a little oil.

Now add the tomato paste, tomatoes and Worcestershire and when this is ready, pour it over the chicken in the braiser. Add enough stock to cover the chicken, cover the pan and cook until the sauce begins to thicken.

The next step is to prepare the garnish. Fry 12 green peppers cut in four parts, boil 6 dozen small onions until half done and boil 2 dozen carrots cut into 3 or 4 strips.

When serving, to each piece of chicken on a plate or casserole, add two of the small onions, 2 carrot strips, 1 piece green pepper, 1 strip of pimento (if available) right on the chicken, 1 teaspoon green peas, chopped parsley and lots of the sauce itself. It's a real pleaser. (Feeds 40.)

Delegates Pose On Seatrain Georgia



This quartet is composed of the four delegates aboard the Seatrain Georgia (Seatrain Lines). Left to right are D. Smith, deck; A. Lambert, steward; K. Beckerich, engine, and F. King, ship's. Photo was taken by Fletcher Johnson, chief steward.

SIU Men Cheered Him In Hospital

To the Editor:

I would like to take this opportunity, through the LOG, to thank the SIU brothers and officials for their visits to me while I was in the Brighton USPHS Hospital in Massachusetts.

I would also like to say that the members of the hospital staff were very kind to me.

It was wonderful to get letters and postcards from the brothers in distant ports who read about me in the LOG, and these brought me many happy memories of the times we spent together. Again I would like to thank one and all.

Joseph Fawcett

DeSoto Crewmen Commend Reyes

To the Editor:

We, the undersigned members of the crew of the DeSoto, feel that a steward should be complimented when he does good work just as quickly as he should be condemned when he is delinquent in his duties.

Our "bellyrobber," Phil Reyes, who has been almost a permanent fixture on the De Soto — and who is well known to many Seafarers as a fine steward and fine shipmate — has finally left this ship for a shore assignment.

We don't know whether this move will prove to be permanent or temporary. But we certainly wish Brother Reyes the best of luck in whatever he does.

Kept Crews Happy

We think that for a steward to stay on a coastwise ship as long as Brother Reyes did, and to keep the men satisfied and have no major beefs, is a big achievement. What's more, we think that Brother Reyes was primarily responsible for the fine reputation this ship enjoys in the ports she calls at.

Therefore, in appreciation of his fine work, we take this way of expressing our esteem, and we hope that when Brother Reyes reads this letter in the LOG he will know that his leaving this ship has been deeply felt.

- H. C. Randall, ship's del.
- R. A. Jackson, deck del.
- D. R. Smith, engine del.
- Curt Boruxin, steward del.

Priest Finds SIU Runs 'Rewarding'

To the Editor:

I have spent the past two summers at sea—in 1953 aboard the Iberville and in 1954 aboard the John B. Waterman.

I signed on these trips as librarian, but changed this title to that of chaplain-librarian and served in this capacity during both voyages.

I can truthfully say that both of those summers were the most rewarding of my priesthood. And the experience I gained during them has been invaluable, particularly since I was appointed by the Archbishop of Philadelphia to be chaplain for the Association of

LETTERS

Catholic Trade Unionists, popularly known as the ACTU.

Welcomed By Crew

The men on board these ships accepted me for what I was—a member of the crew. And never was I made to feel uncomfortable or unwelcome in any way, whether I was casually talking to a group on deck, or having coffee in the crew's mess or sitting in on a ship-board SIU meeting.

Coming, as I do, from a long line of seafarers, sailing is in my blood, and when I am among seamen I always feel that I am among my own people. Also, as a priest, I am in my element. For, after all, whom did Christ choose for his first apostles but men who went to sea—the fishermen of Galilee?

Rev. John J. Walsh
Philadelphia, Pa.

GI Anticipating Return To Union

To the Editor:

I am writing this to let you know that I have been drafted into the Army and would like to have my name put on the SEAFARERS LOG mailing list.

I sailed with the best union there is, the SIU, from 1943 to January, 1955, and my last ship was the Steel Director.

Any letters my friends in the SIU care to send me will be greatly appreciated, as this Army life leaves a lot to be desired. Believe me, they could certainly use a few organizers, especially here at Fort Knox.

I would like to say "hello" especially to my pals in New Orleans, which has been my home port since 1946. I sure miss seeing the Mardi Gras this year and the races at the Fair Grounds, but I guess there'll come another day.

In closing, I would like to wish all the brothers happy sailing and say I hope to be with them again when my hitch is up.

Pvt. Henry E. Humphrey
US 52386490
Btry C, 54th AFA Bn.
Div Arty, 3rd Armrd Div.
Fort Knox, Ky.

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

Shipmate Aided By Compass Crew

To the Editor:

I would like to take this way of extending my sincere thanks to my fellow SIU crewmen on the Compass.

I had to get off the Compass for hospitalization in Piraeus, Greece, and my shipmates took up a collection and presented me with \$60 to help me out. I want them all to know I appreciate this very much.

August J. Williams

Correspondence School Sought

To the Editor:

I have just finished reading the February 18th issue of the LOG, which contained an article of great interest to me.

This article was the "Inquiring Seafarer" column in which the men were asked if they would be interested in a correspondence school set-up for seamen.

My answer to that question is "yes." I have tried on several occasions to carry on extension work from the University of Washington in Seattle. But because of the difficulty of maintaining a current forwarding address, and the time consumed in sending mail, I always found it impossible to complete a course.

You complete a lesson and mail it in for correction. Then, in the two or three months it takes you to get the next lesson, you could have completed a half-dozen lessons.

I certainly wish the SIU membership would give this matter some more consideration.

Robert G. Cowdrey

Wants LOG Poems Printed As Book

To the Editor:

My husband brings home the SEAFARERS LOG for me to read and I certainly do enjoy the articles about the sea and ships in your fine newspaper.

I like almost all of the articles and pictures in your paper, but most of all I like the poems you publish and that is the real reason for this letter, because I would like to know if you publish these poems in book form.

I collect poems of all kinds and I have been cutting the poems out of the LOG and putting them into my scrapbook. But I would prefer to have them in book form if they are available.

I would appreciate it very much if you would let me know about this.

(Mrs.) Mary Edwall

(Ed. note: LOG poems are not published in book form at present. However, a number of SIU members have suggested such a publication and this project is being considered.)

He's Okay Now, Ready to Ship

To the Editor:

I want to take this opportunity to thank every one who stood by me at the time of my accident on the Steel Fabricator (Isthmian), a year and a half ago, outside of Manila.

Believe me, I really appreciated

everything that was done for me, and I hope someday, I will be able to do them all a good turn.

Right now I'm all set and ready to ship out again here in New York. The call of the wild seas got me shortly after the accident and since then I have been anxious to ship out again.

The accident was like a light to me, showing me the way to be a Christian. I'm really ship-shape now.

James McGhee

SIU Aids Mother Of Lost Crewman

To the Editor:

I am writing this to thank you for sending the SEAFARERS LOG to me. I only wish I had been receiving copies of this fine newspaper long ago, because then I would have known and understood so much more than I did when I lost my son. He was Purdom Arnold Morris and he was aboard the Southern Districts.

I live far inland, in Arkansas, and so I do not know much about shipping. Also, I do not know much about unions, and I had no idea, until I lost my son, that any union took such interest in the families of its members.

In particular, I would like to thank the SIU Welfare Services for taking a personal interest in my loss and doing things for me when I was too shocked to do them for myself.

Mrs. Floyce Morris

He's Eager To Return To Union

To the Editor:

I would like to thank you and your entire staff for making it possible for us to receive the LOG while we are in service. It certainly is a great morale lifter and I'm sure the other SIU brothers in service will agree with me.

Now my time has come to return to civilian life and freedom. I had two years of Army life and, believe me, that's enough for me. I can hardly wait to get back to the SIU and especially to see the new Baltimore hall.

I probably won't be here when the next batch of mail comes so you can take my name off the mailing list.

M. L. Olvera

(Ed. note: Your name has been removed from the mailing list.)

SIU Men Lighten Parents' Sorrow

To the Editor:

On behalf of my wife and family, I am writing this letter to thank my friends and shipmates in the SIU for their thoughtfulness and sympathy following the tragic death of our son.

I hope you will print this letter in the LOG soon as it is the only way we have of reaching all these men and thanking them.

Norman I. West

GI In Europe Wants LOG Sent

To the Editor:

I have been in the Army since August, 1954, and now that I have to spend quite a bit of time here in Europe, I would like to have copies of the LOG sent to me.

In my estimation, the LOG is one of the best union newspapers there is when it comes to keeping its members informed about what's going on in their union.

I really never fully appreciated our Union until after I was drafted.

I used to gripe about some of the shipboard conditions, like the food on some of the scows, but I can see now that it was like eating at the Waldorf compared with some of the Army chow I have had.

Also, in the SIU, we got paid for our work. Here in the Army we put in plenty of OT and never get a nickel for it.

Of course, one should be proud to serve his country. But life in the Army can never stack up with life in the SIU.

Melvin H. Smith

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

Enjoys Getting, Reading The LOG

To the Editor:

Just a few lines to let you know I am still receiving the LOG every two weeks and am enjoying every issue of it.

It certainly is good to read of the many things the Union is doing and getting for its members, and it shows what a union can accomplish when it is wide awake.

My last ship was the George K. Fitch out of Mobile with a cargo of wheat for Sicily, in 1947. I also made one trip on the Maiden Creek and would like to know if this ship has been laid up as I haven't seen anything about her in the LOG for some time.

Send Quotations

Incidentally, I recently read a little piece in the Woodmen Of The World magazine and I thought other SIU men might enjoy reading it, so here it is:

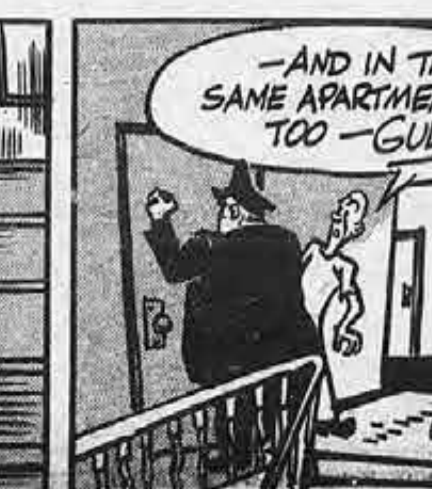
If someone should ask you why a ship is always referred to as "she or her" you might give this explanation: "It costs a lot to keep her in paint and powder, she'll drift off if you don't keep her tied down, she makes her best showing in a high wind and it takes a man to handle her."

I am sending you a small contribution which I hope you can use to keep up your good work.

L. C. Hall

(Ed. note: Thank you for your contribution. A receipt is being mailed to you. The Maiden Creek is in service and was recently reported enroute from the Canal Zone to San Pedro, Calif.)

Burly



A Little Disputed Overtime

By Bernard Seaman

Maritime Observers Report: Why Joe Curran Attacks Lundeberg

(Continued from page 2)
States Lines, largest benefactor of Government ship subsidies in the nation.

"Attempts have been made for years to get the Sailors Union and the AFL unions into this outfit. It is obvious in order for it to be really effective, it must have the AFL unions in there. As a matter of fact, not only have the ship-owners pleaded with us to join, but also Joseph Curran has attempted as their salesman, but has been unsuccessful, in selling this outfit to the AFL labor unions.

"Now we have found out further that the CIO unions, together with the so-called management, have been trying to create the impression that this CAMU is in effect a Labor-Management committee. It certainly was the feeling among the AFL unions that we should not lend the label of the American Federation of Labor as a seal to this phony set-up called the Labor-Management committee, to be used to go before the Government and get more fat subsidies."

Incidentally, Curran's "cooperation" with management casts much light on NMU policies in recent months, including his failure to make any kind of beef on the Coast Guard's physical and mental inspection proposals.

When Lundeberg rejected the latest invitation, it meant that Curran had failed in his promise to "deliver" Lundeberg to John Franklin and the "fat cat" subsidized shipowners. Curran then turned around and loosed the blast at Lundeberg, before CAMU had even met.

The Maritime Hiring Hall and Seniority

The most tragic aspect of Curran's recent behavior was his abandonment of the hiring hall. On

July 2, 1948, when Taft-Hartley was first becoming a problem, Curran vowed in the "Pilot":

"We have made it clear that we do not intend to relinquish our fight for the hiring hall . . . we will strike."

But on March 3, 1955, NMU treasurer Hedley Stone reported the following as his statements at an NMU council meeting of the previous August:

(You are saying) "to the hundreds of thousands that have seamen's papers, that we have 23,000 jobs here, come in boys, stand in line . . . These officials (Curran and Company) say, look, you are going to die anyway, so commit suicide . . . The question is to get knocked down dead or to lay down dead . . . the 90-day waiting time will become a 180-day waiting time . . ."

And Stone concluded, "I don't want to be the one that says to the guy out there pitching for the job that he has to divide it with the world when the union primarily was formed to secure him his job." Which is just what Curran told his membership.

Curran also said on July 2, 1948, "we do not intend to allow any shipping from the dock." But on March 17, 1955, the New York NMU acting agent, John Kadash, said there was shipping off the dock in the NMU. "With shipping as bad as it is, more and more skulduggery comes to light each day . . . we are checking crew lists . . . in order to determine . . . who had shipped off the dock . . ." Kadash said.

With a growing groundswell of opposition from his own membership, Curran was in desperate need of some issue to divert attention internally from the NMU hiring hall catastrophe. He turned on Lundeberg as a scapegoat accordingly.

The AFL-CIO Merger

Since the AFL and the CIO were about to merge, the big question in Curran's mind apparently was who would be the top spokesman for maritime. Curran showed by his politicking on merger that he was extremely anxious to be recognized as maritime's "top spokesman" and the number one man in his field. But he well knew of Lundeberg's outstanding reputation as a relentless fighter for seamen. In his mind, Lundeberg loomed as the principle obstacle to Curran's burning ambition, even though Lundeberg has shown many times in past actions that he prefers to remain at the helm of his own union over any other distinction.

Curran's self-created fear and anxiety over Lundeberg impelled him to try to tear Lundeberg down. That was the reason for directing his anti-Lundeberg petitions to George Meany, AFL president, in an attempt to discredit Lundeberg and enhance his own standing at the same time. He dusted off the mimeograph machines left over from the days when he and the Communist Party were riding high in the NMU and turned out canned statements by the hundreds.

If anything, Curran's hysterical and divisive attack at a time when the AFL and CIO are working more closely together, irreparably damages his standing as a spokesman for maritime labor, and unfortunately only raises stumbling blocks in the path of the labor unity he professes to support.

CAMU Fails Union Seamen —AFL Unions Withdraw

(Continued from page 2)
worked out with CIO unions as well.

It appears certain that the NMU loosed the attack at the time it did to cover up its own singlehanded abandonment of union hiring without consulting other unions as promised. By finding some excuse to attack the Sailors Union, NMU President Curran was hopeful that he could take the heat off his administration on the hiring issue, not only at the conference meeting, but inside his own union where both officials and members have expressed dissatisfaction with his surrender on hiring.

AFL unions of course, were aware for some time what was going on in the NMU on the hiring issue, and were disturbed by developments. However they held off open criticism in the hope that the unions could get together at a CAMU meeting and thrash the issue out. The AFL maritime unions were not the only ones upset by the NMU's hiring hall fiasco. Top officials of the NMU were equally disturbed. As M. Hedley Stone, treasurer of the NMU said at an emergency NMU Council Meeting last August, "this is about the most distressing subject . . . I have encountered in a long, long time . . . To willingly vote I am going to comply . . . means the following: that without being forced to I am saying . . . to the hundreds of thousands that have seamen's papers, that we have 23,000 jobs here, come in boys, stand in line."

'We Can't Protect You'

" . . . as an officer of this union should I be the one to tell the man in the hall, divide your job with the world. In other words, we can't protect you. Have we come to that particular stage?"

Stone was overriden on this subject and the NMU did, in fact, open its halls to all comers on an equal basis.

Although the NMU had been moving in this direction for several months, nothing was ever said about it to the other unions. Then when the conference meeting was just a few days off, the blast against the Sailors Union was let go both as a smokescreen and to provoke the break-up of the CAMU.

The NMU's abject surrender on the hiring issue has placed increasing pressure on other unions. Both the SUP and the SIU have succeeded in the face of this pressure in maintaining hiring halls that protect the rights of professional seamen.

Other action by the NMU contributed to the breach. One was the NMU's half-hearted lip service in the fight against the Coast Guard "brain-body" testing system, leaving the SIU and the Sailors Union to carry the brunt of the campaign. The Coast Guard, incidentally, has not given up its program, apparently encouraged

by the fact that genuine opposition is limited to only one segment of maritime.

Another cause of friction was the attempt of the NMU's Washington representative, Hoyt Haddock, to play both sides of the fence on the runaway-flag issue.

Without consultation with the AFL unions, he placed an item on the agenda of the March 21 meeting calling for censure of Senator Warren Magnuson of Washington. The censure was to have been for Magnuson's vote approving confirmation of Louis Rothschild as Under-Secretary of Commerce. Rothschild, as Maritime Administrator, perpetrated and encouraged the ship transfer program.

While calling for Magnuson's censure, the same NMU representative congratulated Rothschild on his promotion and the NMU "Pilot" applauded Magnuson in print. If the AFL unions had fallen for this trap, it would have placed the onus on their heads for censuring a Senator well-known for his fight on behalf of a strong merchant marine.

The same NMU representative, incidentally, again without consultation with AFL spokesmen, testified before a Congressional committee in favor of policies that would have deprived the membership of the Sailor's Union of 400 jobs on Ampac company vessels.

As the evidence piled up, it became obvious to AFL maritime unions that CAMU was not serving the interests of their membership. Instead it was being used to promote private projects and to give the cloak of authority to self-appointed spokesmen. Under such circumstances, the AFL unions felt it was best to sever connections with the organization.

CAMU was formed originally in January, 1954, to formulate a common program on behalf of all non-Communist American maritime unions. Among issues responsible for its formation were the hiring hall question, the fate of the marine hospitals, the fight for a permanent "50-50" law and the problems of coastwise and intercoastal shipping.

Digest of Ships' Meetings

CECIL N. BEAN (Dry Trans), February 4—Chairman, I. Music; Secretary, L. Pepper. Ship's delegate reported any overtime regarding no launch service will be turned over to the patrolman before pay-off. Department quarters need sougeeing, and repair lists should be turned in to department heads. The chief mate has been warned several times about working on deck but ignores these warnings and continues working when he pleases. The 1st assistant has been working outside of the engine room while on watch. Both of these men should be turned into their own unions. Pantryman was fired without payment for day's work. Captain threatened crew mess and saloon mess if overtime was turned in there would be no time off in any ports.

STEEL ADMIRAL (Isthmian), February 4—Chairman, J. Selby; Secretary, F. Siverstin. Ship's delegate is seeking clarification of wipers painting the engineer's quarters. All members should study contract and make suggestions for negotiating committee for the next contract. Crewmembers were asked to take care of coats and linen issued to them and bring back all soiled linen when changing. Ship's delegate will see the mate about having off shore passageway roped off when crew sleeps on deck in hot climate.

ALAWAI (Waterman), February 10—Chairman, E. King; Secretary, R. Land. Motion made and carried that a letter be prepared and submitted to the Union hall in Mobile concerning the excessive charges brought against a Seafarer for damages to an innerspring mattress. Charges were \$35 and the cost of replacement was only \$19.50. The ship's delegate was requested to contact the captain for a letter for each man stating that he had been laid off through no fault of his own. This letter to be used in dealing with the unemployment office.

CANTIGNY (Cities Service), January 29—Chairman, R. Koch; Secretary, Ackerman. Poles need painting, sougeeing and fumigating. Performers were warned. The steward delegate will see the steward about putting more cups out in port. All hands were asked to keep the pantry and recreation room cleaner at night.

MICHAEL (Carras), February 14—Chairman, F. Israel; Secretary, W. Leibermon. Ship's delegate bought an iron for \$12.98. A letter was received from an injured pumpman's wife thanking officers and crew for their contribution and good deeds. Repairs are not being taken care of and fans haven't been ordered.

DESOTO (Waterman), December 9—Chairman, W. Burke; Secretary, P. Reyes. The steward department was commended for the fine food prepared and service rendered. Crewmembers were asked to clear laundry of hanging clothes as soon as they are dry, to return coffee cups to the pantry and keep the messroom clean. The deck engineer thanked the crew for the very fine spirit of brotherhood which exists among the SIU crew of this ship. He stated that he has not shipped with many finer crews in the past and advised the members present to keep up the desirable conditions on board.

TRANSATLANTIC (Pacific Waterways), December 19—Chairman, C. Yearwood; Secretary, L. Zwerling. Temporary ship's delegate reported that all repairs have been taken care of—and everything is going fine. Brother Marshall gave a short talk on the issue that we are now confronted with as a Union. He said we must conduct ourselves as true union

men while on shipboard, and in doing so win the respect of the shipowners.
February 20—Chairman, J. Rogers; Secretary, none. A vote of thanks was given to the steward department and the crew messman for their fine work. No beefs reported.

BALTORE (Ore), February 14—Chairman, T. Jacks; Secretary, E. Villapio. Motion made and carried to contact boarding patrolman on behalf of three men fired in the black gang. A vote of thanks was given to the steward department for a job well done.

GATEWAY CITY (Waterman), February 14—Chairman, D. Degraf; Secretary, Robert Walton. Two men missed ship in Bremerhaven and they will be turned in to the patrolman. Discussion on the way the crew left the pantry and messroom in port. The baker was requested to put out some hot rolls and some coffee time goodies. General discussion on repairs.

SHINNECOCK BAY (Veritas), February 13—Chairman, L. Garabedian; P. Livingston. Due to adverse working conditions on deck when leaving port, ship's gear was not properly secured and when men were turned in to get to secure same, the overtime was disputed under guise of safety of the ship. Motion made and carried to give radio operator a vote of thanks for his cooperation in opening the slopchest whenever any of the crew required anything. Repair lists to be turned in by all delegates and copies will go to the chief engineer and the chief mate.

LIBERTY BELL (Dover), January 30—Chairman, R. Vickerman; Secretary, A. Weddle. Motion made and carried to have ship's delegate see the captain about obtaining American currency or traveler's checks in foreign ports, and about having inside passageways cleaned up.

JOHN B. WATERMAN (Waterman), February 14—Chairman, S. Gondzar; Secretary, E. Hansen. Discussion about keeping the laundry room clean. Pantryman asked the members not to leave glasses in the sink at night. \$3 spent for OS who was hurt in Philadelphia. There is 31 cents in the ship's fund.

COMPASS (Compass), January 30—Chairman, M. Kramer; Secretary, P. Plascik. Any repairs from the last repair list that have not been taken care of should be added to the new one. The ship's delegate thanked the crew for the contributions given to the crewmember who was injured at Sardini, Greece. A vote of thanks was given to the steward department for their efforts during the voyage.
MARIE HAMIL (Bloomfield), February 19—Chairman, D. Jones; Secretary, C. Berg. Two men missed ship. Motion made and carried to have delegate contact union official in regard to Bull Line plan for feeding. Ship's delegate reported that all repairs have been taken care of and a new motor is on order for the washing machine. A vote of confidence was given to the elected and reelected officials of the Union.
FAIRLAND (Waterman), February 18—Chairman, J. Sullivan; Secretary, G. Tipton. Four men were lodged in deck department for drinking and missing work. Motion made and carried to hold all meetings in messhall. Crew was asked to take care of washing machine until repairs can be made in next port.

Puzzle Answer

B	R	E	S	T	G	A	S	B	O	G
O	I	L	E	R	R	I	A	E	A	U
A	G	A	N	A	A	R	M	C	H	A
			S	W	A	B	O	A	K	U
R	E	P	E	L	S	S	A	G		
O	R	E	E	M	I	T	A	G	E	D
S	I	R	R	A	D	I	O	A	R	E
S	E	T	S	R	E	N	T	I	S	E
			O	S	A	K	R	O	N	E
C	H	E	S	T	L	O	A	N		
A	I	D	O	R	O	N	I	G	E	R
P	R	E	R	I	P	T	O	N	T	O
S	E	N	E	D	E	O	N	S	E	T

PERSONALS

Bill Gonzales
Van Whitney has checked your gear into the headquarters baggage room. The baggage check has been left in the mailroom in an envelope with your name on it.

James McGuffey
Phone Valley 4492 or write your wife at 1916 Stephen Glarod, New Orleans. Important.

Thurston Lewis
Write to Salty Dick, c/o SS Cuba, P&O Steamship Company, Tampa, Florida.

Clifford C. Moore
Contact Re's Hub Bar, Galveston, Texas, for important mail.

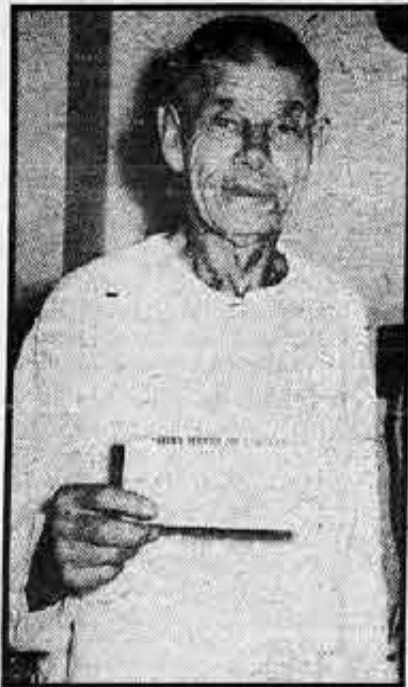
Gloucester City High Ring
Above ring with initials R.F.F. has been left with LOG office. Owner can have same by identifying his ship and rating at time ring was lost.

Bill Blanton
Get in touch with Dick Clement, 435 48th Street, Brooklyn, NY.

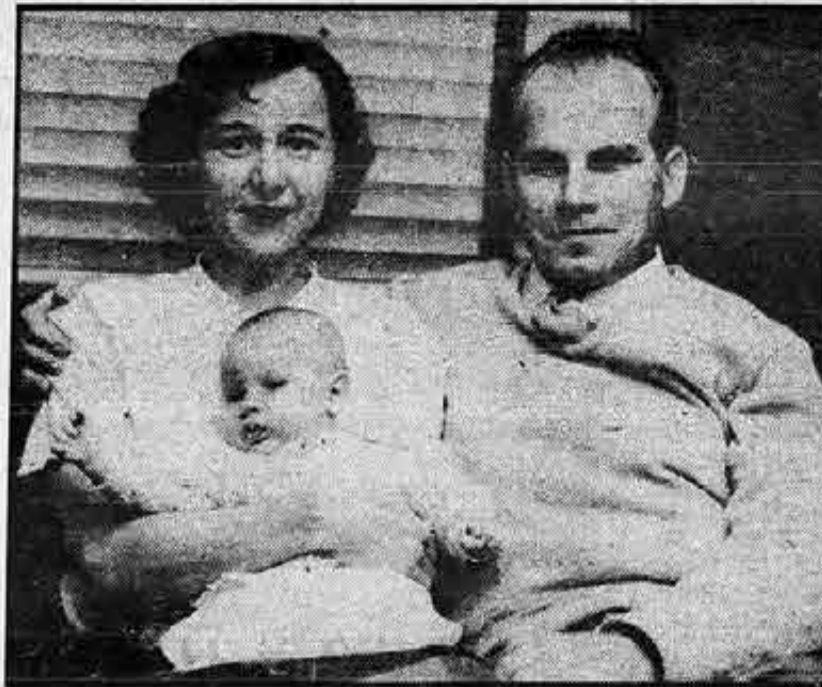
Quiz Answers

- (1) Oxygen.
- (2) Two.
- (3) Orphan Annie.
- (4) The sundial.
- (5) My darling Clementine.
- (6) The drachma.
- (7) (c) 75 mph.
- (8) Gold was first discovered there in 1848. It's in California.
- (9) (b) Crimean War, which was between Russia on the one hand and Turkey, England, France and Sardinia on the other in 1853-55. Americans were not involved.
- (10) Noon. Post meridian means "after noon" and leads to the use of the term PM.

Happy For Two Different Reasons



Seafarer George Herrman smiles after receiving maintenance and cure check at Staten Island hospital. The check, which was delivered by an SIU Welfare Services representative, represented payment for period before Herrman entered hospital. At right Mr. and Mrs. K. M. Cole pose with daughter, Barbara Ann, in New Orleans, following delivery of \$200 SIU maternity benefit.



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:

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

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

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

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

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

Jean Jenalle Taylor, born January 2, 1955. Parents, Mr. and

Mrs. Erving J. Taylor, Covington, La.

Naomi Lorraine Hollings, born February 18, 1955. Parents, Mr. and Mrs. Alphonse Hollings, Mobile, Ala.

Teresa Carolyn Morris, born February 16, 1955. Parents, Mr. and Mrs. Richard Morris, Jr., Vine-mont, Ala.

Jacqueline Louise Gray, born February 4, 1955. Parents, Mr. and Mrs. Jack E. Gray, Norfolk, Va.

Debera Anna Prodey, born December 28, 1954. Parents, Mr. and Mrs. Jerome A. Prodey, Baltimore, Md.

Richard Elton Jacoby, born February 28, 1955. Parents, Mr. and Mrs. Richard Jacoby, Los Angeles, Calif.

John Kenneth Paulson, born February 19, 1955. Parents, Mr.

and Mrs. Uno Paulson, Brooklyn, La.

Ivan David Curtis, born March 2, 1955. Parents, Mr. and Mrs. Ivan R. Curtis, NY, NY.

Bertha Mae Williams, born February 28, 1955. Parents, Mr. and Mrs. Jasper Williams, Jr., Tampa, Fla.

Mary Frances Brault, born February 23, 1955. Parents, Mr. and Mrs. Raymond E. Brault, Brooklyn, NY.

Candace Leigh Primeaux, born February 25, 1955. Parents, Mr. and Mrs. Curtis P. Primeaux, Sulphur, La.

John Hamoudah El Ghani, born February 16, 1955. Parents, Mr. and Mrs. Hamoudah El Ghani, Brooklyn, NY.

Walter Gerard Kammerer, born December 4, 1954. Parents, Mr. and Mrs. Raymond Kammerer, Brooklyn, NY.

Andrew Sherrad Andrade, born March 5, 1955. Parents, Mr. and Mrs. Francis Andrade, Plateau, Ala.

Patricia Gail Fillingim, born March 4, 1955. Parents, Mr. and Mrs. Daniel P. Fillingim, Chickasaw, Ala.

Pamela Alesia Rankin, born March 4, 1955. Parents, Mr. and Mrs. Aubrey A. Rankin, Mobile, Ala.

Joanna Moreni, born February 19, 1955. Parents, Mr. and Mrs. Peter Moreni, Philadelphia, Pa.

John Earl Mitchell, born March 11, 1955. Parents, Mr. and Mrs. John E. Mitchell, Lake Charles, La.

Thurman Emmitt Beavers, born January 15, 1955. Parents, Mr. and Mrs. Emory A. Beavers, Baltimore, Md.

Melvin John Massicot, born January 15, 1955. Parents, Mr. and Mrs. Jules Massicot, Marksville, La.

Ira Cecil Brown, Jr., and Sharon Cecile Brown, born January 4, 1955. Parents, Mr. and Mrs. Ira Brown, Ponchatoula, La.

Mark Douglas Franklin Turner, born December 17, 1954. Parents, Mr. and Mrs. George F. Turner, Tampa, Fla.

Death At Sea Can Lead To Complicated Problems

When a Seafarer dies either aboard ship at sea or in a foreign port, the natural inclination of the family is to make arrangements for return of the body. This seems to most people to be more reverential and proper than burial at sea or burial in a foreign port, but it is not as easy as it seems.

Contrary to popular impression, the shipping company has no responsibility for the return of the deceased to his residence. Further, it is not possible for the family in such circumstances to get a last look at their loved one, because regulations require that an airtight and sealed case be used for transportation purposes. This case cannot be opened.

The only satisfactory alternative to burial at sea or in foreign soil is a cremation. Here personal preferences and religious scruples come into play.

Embalming Necessary

If the family is determined that the deceased be returned home, this is the procedure that has to be followed. Arrangements have to be made at the ship's first port of call for embalming the deceased and the body sealed inside an airtight lead coffin. The coffin is then sent back to the States, usually on a fast passenger ship if one

is available, and the family is billed accordingly.

At a US port, an undertaker has to be hired to transfer the coffin to a train, on which it is shipped to the home town of the deceased. There are charges for both these services as well as for the home town undertaker's services, funeral ceremonies and cemetery plots.

Where families have requested such procedure, Welfare Services has assisted in making such arrangements. Families should consider that the procedure can be a very expensive one and should weigh it against their future needs.

As always, it is important that the Union or the company have a next-of-kin listing which they can turn to in any kind of emergency. Not all Seafarers have remembered to fill out Welfare Plan beneficiary cards, with the result that it is sometimes difficult to locate next of kin. In several recent instances, Welfare Services has been able to locate family members through other sources.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 3-14-55 To 3-25-55

No. Seafarers Receiving Benefits this Period	855
Average Benefits Paid Each Seafarer	62.13
Total Benefits Paid this Period	53,125.98

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	4,200.00
Death Benefits	9,248.17
Disability Benefits	2,175.00
Maternity Benefits	5,400.00
Vacation Benefits	31,582.81
Total	53,125.98

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	646,470.50
Death Benefits Paid Since July 1, 1950*	1,186,518.87
Disability Benefits Paid Since May 1, 1952*	15,195.00
Maternity Benefits Paid Since April 1, 1952*	354,300.00
Vacation Benefits Paid Since Feb. 11, 1952*	4,179,167.66
Total	6,454,257.03

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	746,065.33
Vacation Welfare	481,030.22
Estimated Accounts Receivable	121,243.46
US Government Bonds (Welfare)	119,743.00
Real Estate (Welfare)	1,726,696.88
Other Assets - Training Ship (Welfare)	267,156.53
TOTAL ASSETS	3,545,759.71

COMMENT:

Effective March 15, 1955, the employees contributions to the Welfare Plan was increased from .60 per day to .75 per day.

A new benefit, "Special Equipment," to provide for the purchase of wheel chairs, braces, etc., for seamen eligible for benefits under the Plan, in cases where such equipment is not provided by a hospital.

Submitted 3-28-55

Al Kerr, Assistant Administrator

TO PROTECT YOUR CLAIM FOR MAINTENANCE AND CURE...



File an Accident Report!

It is very important in claiming maintenance and cure that you insist a shipboard report be made of your accident and that you are leaving the ship for medical reasons. Have a shipmate witness the report and keep a copy. Also - get a medical slip from the captain. If you have any questions, contact the SIU Welfare Services.

THE SIU WELFARE SERVICES DEPARTMENT



SEEIN' THE SEAFARERS

With WALTER SIEKMANN



Sometimes it happens that the brothers go into the hospital with one complaint only to find out that there is something else wrong that they never knew about. That's what happened recently to Seafarer Adolph Kubacki.

This brother was working as night cook and baker aboard the Greece Victory (South Atlantic) when the ship ran into some weather. Kubacki slipped while she was pitching and rolling and injured his head.

When he checked into the hospital for treatment on March 10, the doctors found he was also suffering from pneumonia. Now he's getting both matters attended to and should be up and around before long.

Seafarer Howard Sanders was injured while aboard the Calmar as messman. He had to have a hernia operation, and is now doing fairly well. Also in the hospital off the Calmar is chief cook Michael Michalik. John Cook, AB off the Seanan, checked in on March 2 for some minor surgery.

Several of the brothers who had been in the hospital for a while have been discharged recently. Brother Matti Ruusukallio is back home over in Hoboken. He's going to keep working on those physical therapy exercises in the hope of gaining some control over his legs and feet. Meanwhile, he's got the use of the wheelchair your Union bought for him. Seafarer Palge Mitchell is also in circulation again. He was on the Sandcaptain. Brother Theodore Larsen has been discharged after getting his eye treated.

A case of pneumonia put Seafarer H. DeLeon on the shelf. He was aboard the Ponce as utilityman and went into the hospital on March 11.

As every Seafarer knows its important for a great many reasons not to lose your discharges. One of them is that you need a recent discharge to get into the hospital. And, of course, the discharges are important in collecting vacation and welfare benefits.

If you have misplaced your discharges, you can get duplicates from the Coast Guard for a fee, or the Union can come up with proof that you were on a ship at a certain time. But all this takes time and trouble, particularly when a man is sick and has to get into a hospital for treatment. The easiest way is to hang on to those discharges and have them handy when needed.

Seafarers in Hospitals

USPHS HOSPITAL SEATTLE, WASH.
Michele Candelieri William J. Rose
Sverre Johannsen Abe Rosen
W. A. Johnston Olav W. Rosenberg
Stanton B. Marshall George J. Wanka
Edward J. Rogg

SEASIDE HOSPITAL LONG BEACH, CALIF.

Max Byers

HARBOR GENERAL HOSP. LOS ANGELES, CALIF.

Arthur R. King

USPHS HOSPITAL FORT WORTH, TEXAS

B. F. Deibler Virgil L. Harding

CHARITY HOSPITAL NEW ORLEANS, LA.

George W. Books

VETERANS HOSPITAL NEW ORLEANS, LA.

Floyd F. Liles

MERCY HOSPITAL BALTIMORE, MD.

Edward Ruley

USPHS HOSPITAL BOSTON, MASS.

Alfred A. Hancock W. V. Kouzounas
John M. Herrold

USPHS HOSPITAL NEW ORLEANS, LA.

Charles E. Brady Kenyon Parks
William Brewer R. A. Ratcliff
Adie Coleman H. E. Restucker
Francisco S. Costa M. J. Rodriguez
Clarence G. Crevier G. J. St. Germain
Glen M. Curl Elvis J. Saucier
John Doyle Thomas A. Scanton
Henry L. Falgout Benjamin C. Seal
Leo Fontenot Edward J. Stevens
William Grimes Charles L. Terry
Jack Green Lonnie B. Tickle
E. T. Hardean Jack Utz
Eugene V. Hayden Marlon C. Vester
Konstant N. Kain Dick Visser
E. G. Knapp Billie C. Ward
Leo H. Lang James E. Ward
J. M. Lucky Paul J. Wilkinson
Harold D. Napier Edward L. Woods
Alfonse Olagubel David A. Wright

USPHS HOSPITAL SAVANNAH, GA.

Allen D. Edentfield Angelo J. Martins
Rufus L. Fields Louis C. Miller
Samuel N. Hurst James T. Moore
Carl F. Kumrow John H. Morris
Jimmie Littleton William A. Smith

USPHS HOSPITAL STATEN ISLAND, NY

Oscar J. Adams Fred Hauser
Hussen Ahmed G. E. Herrmann
A. J. Andersen D. Kain
Virgil S. Bowman T. Larsen
Dusan De Dusan Serafin G. Lopez
Joseph P. Farrell John McKarek
C. E. Filkins Simylero Mansan
Gerald Fitzjames J. J. Marrero
Estell Godfrey Antonio S. Martin
Robert F. Grant Palge A. Mitchell

William E. Neef Antonio Schiavone
G. H. Robinson Victor Shavroff
Jose Rodriguez Warren Smith
Jose Rodriguez Henry Sterling
Matti Ruusukallio Sylvester E. Walsh
Aaron Sasser N. D. Wilson
Seymour Savitt Clifford Womack

USPHS HOSPITAL GALVESTON, TEXAS

Fred Fall Louis B. Thomas
Charles C. Greer William G. Trice
James F. Mapp John T. Watt
Andrew Noronha V. E. Wilkerson
Murray W. Smith

CITY HOSPITAL MOBILE, ALA.

Arthur Hendersen Joseph C. Lewallen

USPHS HOSPITAL MANHATTAN BEACH, NY

Fortunato Bacomo James R. Lewis
Frank W. Bemrick Arthur Lomas
Claude F. Blanks Francis F. Lynch
Robert L. Booker Joseph D. McGraw
Joseph G. Carr Archibald McGulgan
Jar Chong Vic Milazzo
Walter W. Denley Melvin O. Moore
John J. Driscoll Joseph Newbauer
Bart E. Guranick Daniel P. Ruggiano
Taib Hassen Wade H. Sexton
Thomas Isaksen G. E. Shumaker
John W. Keenan Henry E. Smith
John R. Klenowicz Harry E. Tuttle
Ludwig Kristiansen Renato A. Villata
Frederick Landry Virgil E. Wilmoth
James J. Lawlor Chee K. Zai
Kaarel Leetmaa

USPHS HOSPITAL SAN FRANCISCO, CALIF.

Marcelo B. Belen Joseph Perreira
Salvatore J. Guilfre Clyde J. Smith Jr.
Robert Lambert Norman West
C. McBrien Joseph R. Wing
George W. Manning S. L. Woodruff
Fruderick Ness P. S. Yuzon

USPHS HOSPITAL BALTIMORE, MD.

George Bekken Clyde R. Leggett
Lorenzo Brigida James A. Lewis
Byrd O. Burbee Robert Littleton
Jessie A. Clarke Robert G. McKnew
Victor B. Cooper G. Marilla
James R. Dayton Francisco Mayo
Leo A. Dwyer William J. Mellon
Arthur J. Faulkner Thomas Mungo
Louis Firle George D. Olliva
Stanley Gelsk Robert W. Scales
Gorman T. Glaze John R. Schultz
Roy M. Hawes Alfred E. Seegmiller
S. A. Holden Edward Seserko
Edward Huizenga W. C. Simmons
Norman F. Jackson Robert Smith
Melvin H. Jones R. H. Solheim
Okol J. Jones Robert J. Wiseman

USPHS HOSPITAL NORFOLK, VA.

William C. Baldwin Willis A. Harper
Francis J. Boner Frank S. Paylor
Joseph M. Cash James A. Sparrow

Carbon Tet Plus Alcohol = TNT

Carbon tetrachloride is well known to be one of the deadliest compounds in general use for cleaning purposes. For that reason the SIU contract discourages its use by calling for overtime whenever it is employed. A little known effect of the compound, however, is that slight exposure is multiplied many times over when it combines with alcohol in the body.

The New York State Department of Health has reported instances where a combination of carbon tet fumes and the glass that cheers have had fatal or near-fatal results.

Close Call

One recent case reported consisted of a shoreside worker who used carbon tet to clean a rug. He breathed too many of the fumes even though he was working in a well-ventilated room, and became ill. Subsequently his wife came home, fixed him a hot toddy and put him to bed. The next day he was in a hospital and just did manage to pull through.

The best thing, of course, is to keep away from carbon tet altogether. But if you must use it, make sure of two things: That the work area is as well ventilated as possible, that you drink nothing stronger than soda pop at least for the next 24 hours.

Taking Charge At Early Age



Patricia Murphy, 3½, has firm grip on cash after her dad, Seafarer John Murphy, collected \$200 maternity benefit for her baby sister, Mary. Patricia's brother, John, 2, also qualified for SIU baby benefit.

High Pressure Shrinks Pocketbook

The pitfalls of high-pressure installment-type buying were again illustrated by the sad experience of one Seafarer's wife. After she had signed the installment contract, she came to Welfare Services too late to do anything about it, and has had to mark it down as the price of wisdom.

Welfare Services advises Seafarers before they sign their names to any purchase order to make sure what they are getting into. The best thing to do is not to buy from the "no money down, three years to pay" type of place. If necessary, borrow the cash from a bank first, so that at least you know how much interest you have to pay.

Such a procedure can be a real saving, because today it's possible to buy any kind of appliance for cash at a discount of 20 percent

and upwards. The discount will more than cover the cost of the bank loan.

This particular instance dealt with the purchase of a refrigerator and kitchen range from an installment-buying house that advertises quite heavily in the press and over television. After the woman had been high-pressured into the sale she agreed to deposit \$100 cash and trade in her old refrigerator on the understanding that it would knock \$100 additional off her total obligation.

After signing the contract she discovered to her sorrow that she was only allowed \$110 as a deposit and that the interest rate and individual costs were not specified.

Further, by all indications, the store was charging her list price or better for the two items.

Subsequently, she found that her contract had been "sold" by the appliance house to a credit corporation. This allows the purchaser to avoid ceilings on interest and opens the way to extravagant charges.

In some instances Welfare Services has been able to get installment houses to take back their stuff, return the deposit and voluntarily tear up the contract. This isn't easy, because the installment house is under no legal obligation to do anything of the sort.

Growing Up In Baltimore



Seafarer Emory "Moose" Beavers is justly proud of his family of four growing children. Latest arrival is Thurman, being held by mother. Big brother Tony Ray, 2½, got \$200 reward from Union when he was born. Dad ships regularly out of Baltimore.

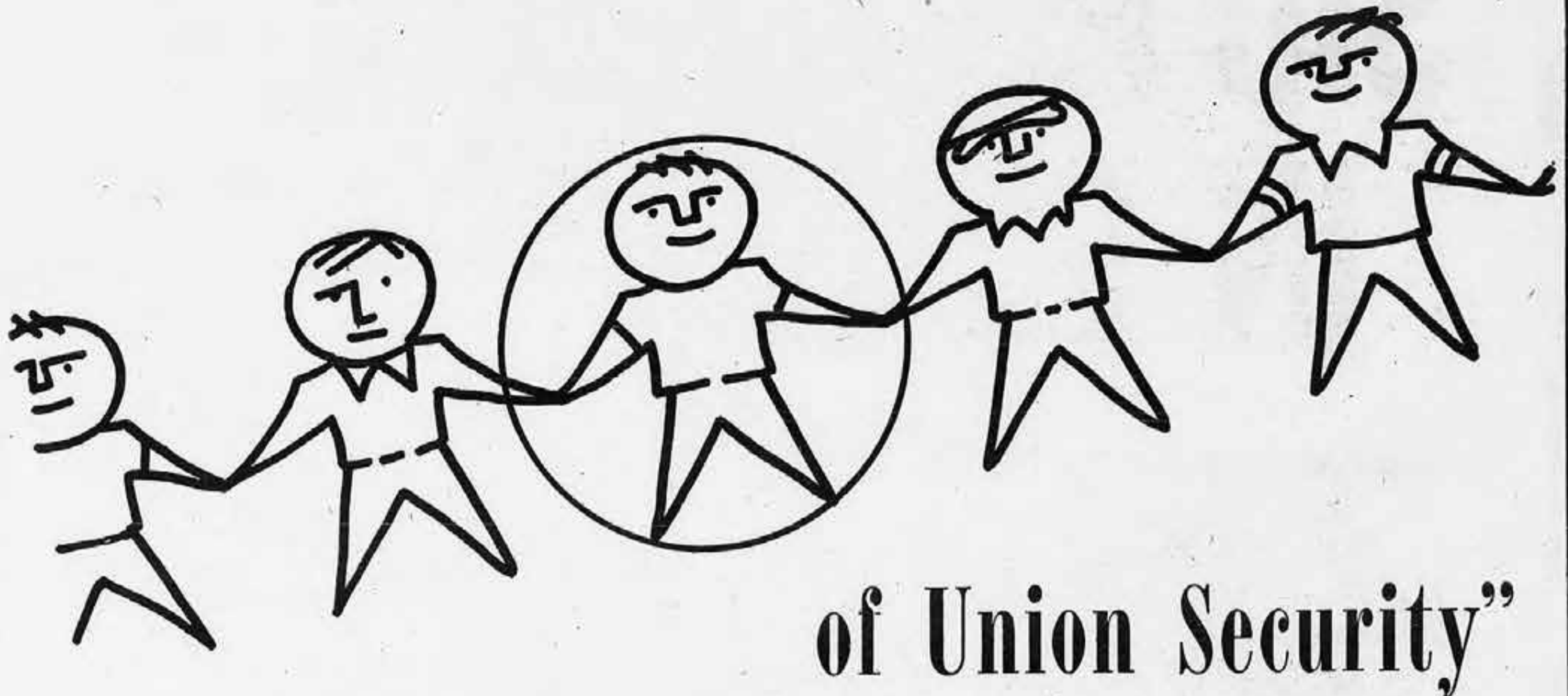
FINAL DISPATCH

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

Walpole L. Clark, 37: Brother Clark died of a heart ailment on February 11, 1955, in Los Angeles, California. Place of burial is not known. One of the first men to join the Union, in 1938, in Baltimore, Brother Clark has been sailing in the steward department. He is survived by his wife, Mrs. Veda Clark of Brooklyn, New York.

Harold B. Lennon, 37: On January 8, 1955 Brother Lennon died of 3d degree burns in the Albemarle Hospital in Elizabeth City, NC. Burial took place at Mt. Olivet Cemetery in North Carolina. Brother Lennon joined the Union in 1952 in New York and had been sailing in the engine department. He is survived by his father, Mr. Robert B. Lennon, of Manteo, North Carolina.

“A Vital Link in the Chain



YOUR SHIP'S DELEGATE

is a key figure in the never-ending fight for security and conditions on the job. He is just as important in this respect as your SIU contract and your staff of Union officials in each port.

Shipboard delegates are men who, of their own accord, accepted responsibility for protecting your rights during the voyage. A crew without a delegate would be a crew in danger of losing the rights won through its Union.

Your delegate protects the contract. He handles individual grievances with department heads and the captain. He is an important cog in shipboard meetings. He sets up repair lists and carries out other actions by the crew. In the last analysis he is the SIU's one and only liaison between the Union and a crew of over 30 Seafarers out on the high seas where Union action counts the most.

Delegates, in short, are a vital link in the chain of Union security. They need and deserve the cooperation of all crewmembers.



SEAFARERS INT'L UNION • A&G DISTRICT • AFL