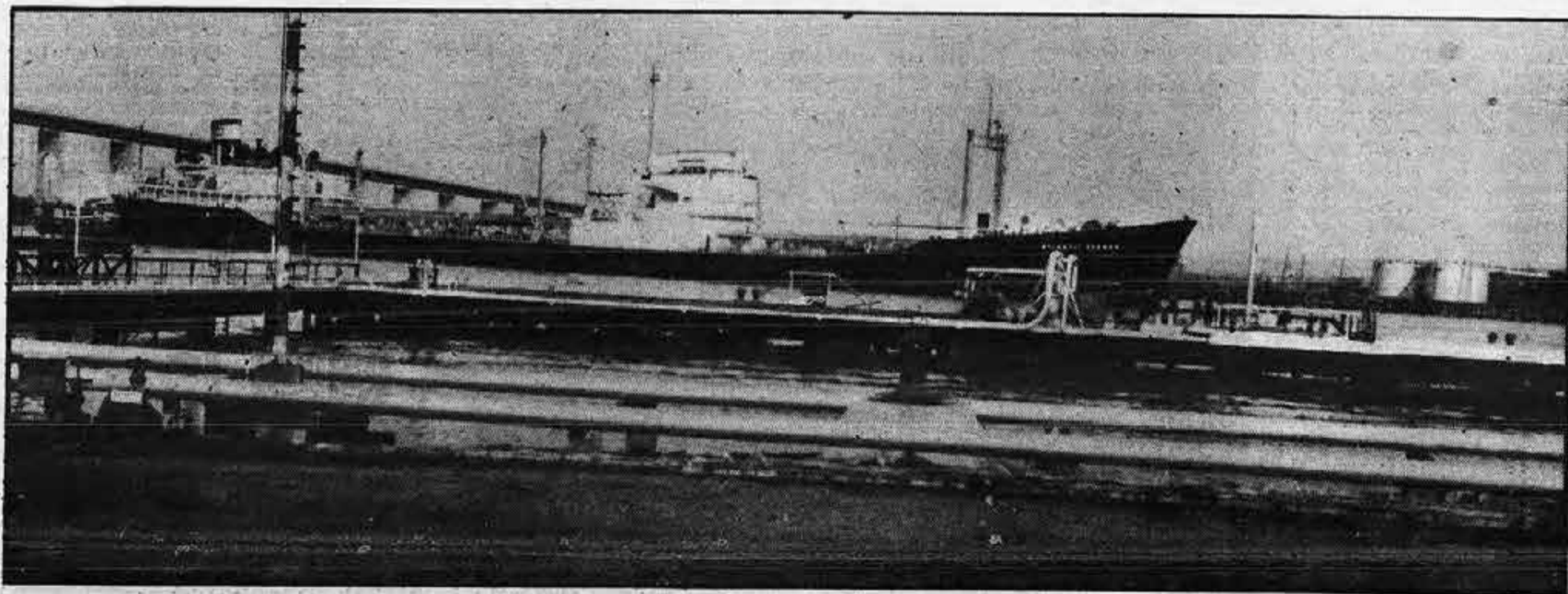


SIU FILES FOR BALLOT OF ATLANTIC OIL FLEET

*Pledges Top 75%;
Press For Early Vote*

Story On Page 3



Views show typical vessels of the Atlantic Refining Company's 23-ship fleet at installations in United States ports.

NO LAWYERS NEEDED

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

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

SIU Scholarship Winners Will Be Determined Soon

Awarding of the first four scholarships, under the new SIU Scholarship Plan, will begin on June 23 when the SIU Scholarship Advisory Committee meets in New York. Each award is worth \$6,000.

At this meeting, the five prominent educators who make up the committee will study all of the material submitted by the applicants. A complete study will be made of each applicant's high school record, the references he has submitted, the other data included and the score achieved on the College Entrance Examination Board tests.

The committee will then make preliminary selections for recommendation to the trustees of the Seafarers Welfare Plan. Final decision and announcement of the awards will be made by the trustees.

Under the plan, four scholarships will be awarded every year, with classes beginning in the Fall term.

To qualify for the scholarships in any year, in addition to the other requirements, the applicants must take the College Entrance Examination Board test before May of that year.

Seafarers and the families of Seafarers who meet the other qualifications may apply and compete for the scholarships. The winners may choose the college of their choice, and will continue to get the scholarship for a four-year period providing their grades meet the requirements.

Each scholarship pays \$1,500 per

year for four years, which is enough to pay all tuition, fees, books and room and board in almost any college in the country.

The Welfare Plan has already stated that financial aid will be given those winners who show ability to continue on into graduate work.

Can Try Again

It was emphasized that those applicants who do not win the scholarships this year are eligible to compete again for the scholarships next year, providing all other requirements are met.

The members of the SIU Scholarship Advisory Committee are: Bernard Ireland, assistant director of admissions of Columbia College of Columbia University; Elwood C. Kastner, registrar of New York University; C. William Edwards, director of admissions of Princeton University; Miss Edna M. Newby, director of admissions of New Jersey College for Women of Rutgers University, and F. D. Wilkinson, registrar of Howard University.

Delaware River Collision Wrecks Tankers



The tankers Pan Massachusetts (burning in the background at left), and Phoenix were completely wrecked by a collision and subsequent fire in the Delaware River last week. Two men died as a result of the accident which apparently came about from a mix-up in signals.

Hail SIU Crew For Rescue

Crewmembers of the SIU-manned Liberty Bell (Tramp Ship) were praised highly by the Military Sea Transportation Service for their services in rescuing shipwrecked Japanese fishermen, the SEAFARERS LOG learned recently.

The Commander of MSTs in the Western Pacific, sent letters of commendation to all crewmembers declaring he was "very pleased and gratified to note your initiative and alertness upon sighting survivors of a Japanese

shipwreck. The manner in which you and your crew of the SS Liberty Bell assisted in their rescue under adverse weather conditions was highly commendable. There is little doubt that had you not sighted the raft . . . the five survivors would have perished.

"The Commander . . . desires to commend you and your crew for this performance of duty which exemplifies the finest traditions of the merchant marine."

The incident described above took place last March 2, when a 144-ton Japanese fishing vessel was wrecked about 100 miles southeast of Tokyo. A large flotilla of merchant vessels and US Navy ships was searching for the long-overdue ship when the Liberty Bell crew spotted five survivors on a raft and alerted Naval

vessels in the vicinity to pick them up.

At present the Liberty Bell is on another MSTs voyage to the Far East having paid off at Seattle a couple of weeks ago.

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: June 17, July 1, July 15, July 29.

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

Cub Scouts Thank SIU For Good Deed



SIU Director of Organization Keith Terpe (white shirt, center) receives plaque from Cub Scout Pack 799 in appreciation for the fine time the Union gave a group of cub scouts and their parents. The group ate in the SIU cafeteria and recently toured the Bull Line ship lines as part of a day long outing.

SEAFARERS LOG

June 12, 1953	Vol. XV, No. 12
As I See It	Page 4
Committees At Work	Page 6
Crossword Puzzle	Page 12
Editorial	Page 13
Fo'c'sle Photographer	Page 19
Galley Gleanings	Page 20
Inquiring Seafarer	Page 12
In The Wake	Page 12
Labor Round-Up	Page 13
Letters	Pages 21, 22
Maritime	Page 16
Meet The Seafarer	Page 12
On The Job	Page 16
Personals	Page 25
Quiz	Page 19
Seafarers In Action	Page 16
Ship's Minutes	Pages 24, 25
SIU History Cartoon	Page 9
Sports Line	Page 20
Ten Years Ago	Page 12
Top Of The News	Page 7
Union Talk	Page 9
Wash. News Letter	Page 6
Welfare Benefits	Pages 26, 27
Welfare Report	Page 8
Your Constitution	Page 5
Your Dollar's Worth	Page 7

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. STarling 8-4671. Entered as second class matter at the Post Office in Brooklyn, N.Y. under the Act of August 24, 1912.

MEBA Vote On National Unit Slated

A union-wide secret ballot referendum will be held by the Marine Engineers Beneficial Association (CIO) to determine whether or not to set up a national union. Voting on the referendum, which was approved at the Union's recent convention in Minneapolis, will get underway late this summer.

The MEBA's decision to act on the national union issue was seen by maritime observers as a direct reaction to the progress of the Brotherhood of Marine Engineers (AFL), an SIU affiliate. The BME, which is national in scope has attracted a considerable number of engineers who were dissatisfied with the MEBA's multitude of local unions.

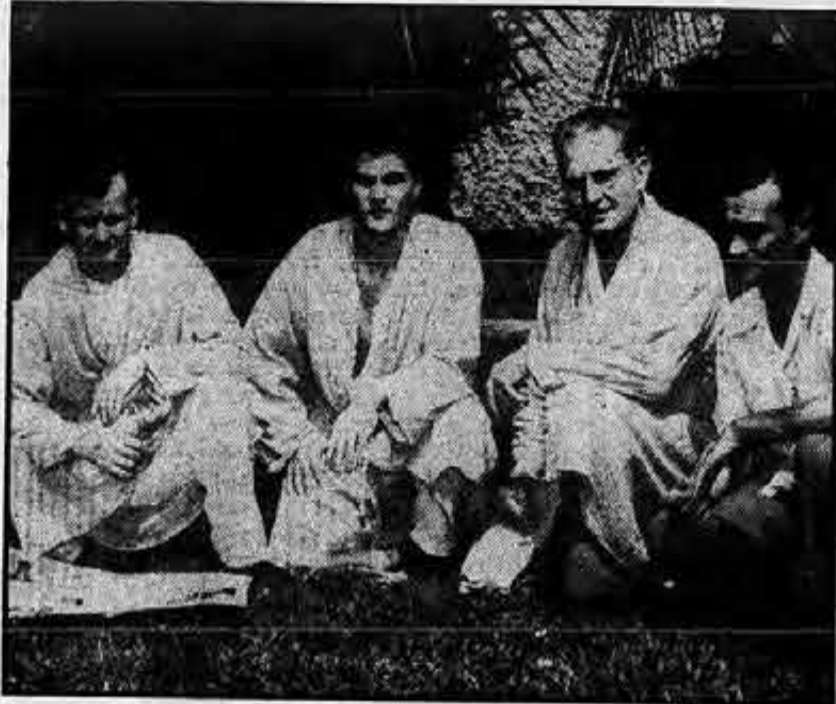
Separate Treasuries

Under the existing MEBA set-up, each local union has its own treasury and its own shipping rules, with local members getting preference over engineers from another port. The result has been that MEBA members have found it difficult to go from one port to another for shipping purposes.

The proposed amendment to the MEBA constitution would set up a national treasury and a centralized union organization.

Also adopted by the convention was a limit on the number of new members that can enter each year. The MEBA has been suffering a serious unemployment problem because of its policy of overloading the membership in proportion to the number of jobs available. From now on, the number of members taken in each year will be limited in a manner similar to that employed by the BME.

File For Atlantic Fleet Vote



Awaiting outcome of battle to save the Savannah USPHS hospital, hospitalized Seafarers in the Georgia port city get the latest news on the issue from the SEAFARERS LOG. They are: left to right, J. Littleton, J. F. Evans, and James Hall, with Nevil Ellis, SIU patrolman.

SIU Steps Up Savannah Fight; Stanton Closes

With the fate of the Savannah USPHS Hospital still hanging in balance as the Senate Subcommittee on Appropriations neared the end of its public hearings, the USPHS announced officially that the Fort Stanton USPHS Hospital is being closed.

The SIU, meanwhile, continued its last-ditch fight to save the seaport hospital at Savannah. Telegrams of protest have been sent by all SIU port agents, and sup-

port has been sought from other labor organizations. The Georgia State Federation of Labor and the Maryland-DC Federation of Labor are among the labor organizations that have taken steps to protest the closing of the Savannah hospital at the request of the SIU. Many individuals have also protested the closing of the hospital at the request of the SIU, and both Senators Richard Russell and Walter F. George of Georgia have promised to do their best when the measure reaches the floor of the Senate.

At present, the Senate Subcommittee on Appropriations has just about finished its hearings on the appropriation for the Health, Education and Public Welfare Department, which includes the cuts affecting the Savannah hospital. In the near future, the subcommittee will make its report to the full Senate Committee on Appropriations. If this report favors restoring the funds for Savannah, there is still a chance for the hospital.

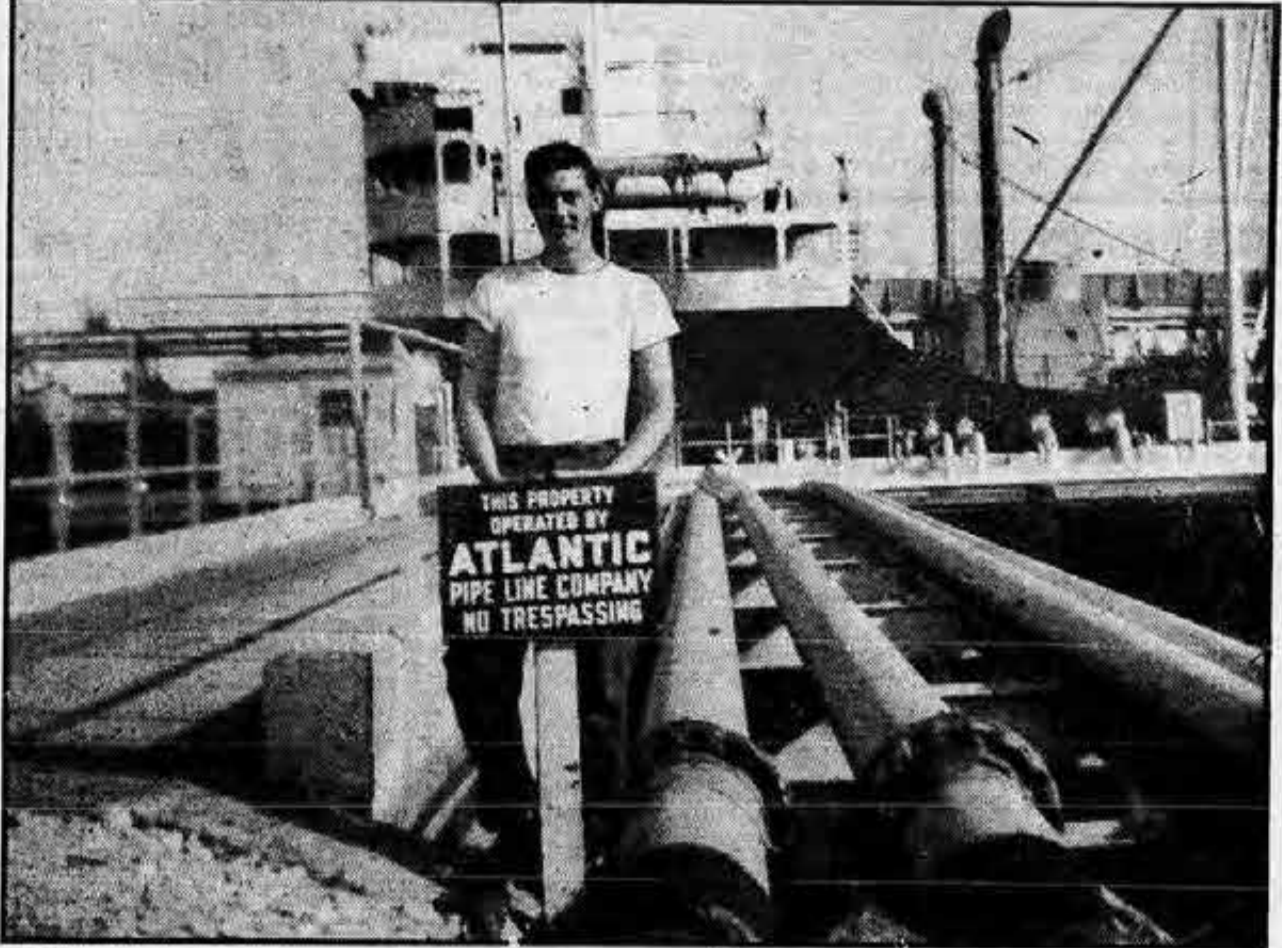
House Cuts

The House of Representatives, when it acted on the bill, practically doubled the original cuts that had been made in the department's budget by Mrs. Oveta Culp Hobby, Secretary of the Health, Education and Public Welfare Department. These cuts doomed Fort Stanton, Memphis, Cleveland and Detroit USPHS hospitals, and will doom the Savannah hospital unless some of the funds are restored.

However, even if the Senate committee report calls for restoration of the funds for Savannah, then the bill still has to go to a meeting between the Senate and the House committees, where the differences in the bills will be worked out. The funds for Savannah would also have to survive this meeting.

The closing of the Fort Stanton hospital was made official in an announcement by the USPHS, and was met with a storm of protests from the patients there. The hos-

(Continued on page 17)



Atlantic tankerman Robert Pionk stands behind the "no trespassing" sign at Atlantic's Fort Mifflin docks, with the tanker E. J. Henry in the background. Of course the sign won't apply when the National Labor Relations Board election crew boards the ships, along with Union observers, to vote the crews on the Union of their choice.

Move Stuns AMEU; Crews Jubilant As News Hits Ships

Assured of solid majority backing throughout the 23-ship Atlantic tanker fleet, the SIU struck a telling blow for Atlantic tankermen by filing a petition for a collective bargaining election on the company's ships. The Union took the step on June 4 with the strength of 583 signed pledge cards at hand, better than 75 percent of the entire fleet personnel. Actually only 30 percent pledged are needed to request an election.

The election petition assures that Atlantic tankermen will have the freedom to choose a union of their liking by secret ballot. It gives them their long sought opportunity to break away from the company-dominated Atlantic Maritime Employees Union. In filing the petition, the union seeks also to speed up the necessary steps and pave the way for an early election.

At the same time, the SIU took steps to protect back pay and reinstatement claims filed on behalf of men fired out of the fleet for union activity. The latest word is that the Union has every chance of success in securing reinstatement and back pay for these men.

Prior to filing the petition the SIU wrote to the Atlantic Refining Company on June 2 demanding that the company bargain for a Union contract. The letter, sent by SIU Secretary-Treasurer Paul Hall declared in part:

"This is to advise you that the Seafarers International Union of North America, Atlantic and Gulf District, AFL, is the exclusive bargaining representative for unlicensed marine personnel presently employed by you and demands that you bargain with it for the purpose of entering into a valid

collective bargaining agreement.

"We are aware that you have an arrangement with the Atlantic Maritime Employees Union . . . This will therefore place you on notice that in face of our representative status, a renewal of the aforesaid agreement, or any bargaining whatever with the said

AMEU will subject you to additional unfair labor practice charges.

"With regard to bargaining with us, you may contact the undersigned and a mutually satisfactory time and place will be arranged for said negotiations."

Greeted With Applause

News of the SIU's petition had an electrifying effect among Seafarers and Atlantic tankermen. Members at the last headquarters meeting greeted the announcement with a storm of applause, but they were outdone in their enthusiasm by the reaction of the men in Atlantic. Notifications wired to the ships were followed in a few hours by a flood of congratulatory cablegrams from Atlantic tanker crews anxious to record their vote for the SIU and get SIU conditions in Atlantic. Every single ship in the fleet acknowledged the wires with praise. SIU organizers contacting ships in port found the men openly jubilant over the turn of events.

AMEU Stunned

By contrast, the AMEU shore-side payrollers and their dwindling band of diehard company union backers were stunned by the blow. Hastily called meetings in the Anchorage and on the ships revealed the near-panic of the AMEU

(Continued on page 17)

Senate To Hear Views On Ship Aid

After several weeks of private sessions, public hearings on the maritime subsidy problem will be opened by a Senate subcommittee on June 16. Senator Potter of Michigan, chairman of the subcommittee of the Senate Interstate and Foreign Commerce Committee, hopes to gather enough information to recommend legislation to the second session of Congress this fall and winter.

Union To Testify

Government, management and union witnesses will be called to give their views on the desirable size and composition of the American Merchant fleet. During the executive sessions the committee has heard spokesmen from the Department of Commerce, MSTS, the Mutual Security Agency, the State Department and the Maritime Administration.

The Michigan Senator declared, "Before we go into the operation of existing forms of government aid to shipping or the determination of new policies, we must first make some tangible assessment of the merchant marine needed in the national interest."

Other members of the subcommittee are Senators Butler, Maryland, and Warren Magnuson of Washington, long a sponsor of legislation relating to merchant shipping problems.

Barbershop Opens In New York Hq

A brand-new shiny barbershop staffed with expert union barbers opened for business at SIU headquarters last week. From now on Seafarers can get their hair trimmed and shampooed, whiskers lopped off, or fingernails manicured in between job calls.

In addition to the barbering, a two chair bootblack stand has been installed in the room to put the proper shine on Seafarers shoes.

The barbershop—owned and operated by the Union—is located on the second deck of New York headquarters, just off the billiard room. At present it is operating with two chairs and two barbers, but a third chair can be installed if business warrants. Like many other SIU services, it is open to the public.

Has Music Too

Aside from the most modern barbering equipment, the shop gleams from spotless tiles, chrome and mirrors and a brand new paint job. Soothing music piped in through the building's FM radio system helps customers relax under the hot towel. Then, of course,

there's always conversation with the barber. Prices are the prevailing barber union standards which are set under union contract since barbers work on a percentage basis.

The barber shop joins a long list of headquarters facilities designed for shoreside comfort, including the cafeteria, Sea Chest, Port O' Call cafe, baggage room, recreation room, library, TV room and others. It's assurance that Seafarers, already the best protected and best paid, will become known as the best-groomed in maritime.



An early bird Seafarer gets his hair clipped as the SIU barbershop opens for business in headquarters.

Don't Wait, Get Vacation Pay

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

BROTHER CHAIRMAN!

It's always been a constitutional provision in the SIU to elect meeting officials at each membership meeting. There are no permanent chairmen in SIU meetings as each session opens with nominations for chairman, recording secretary, and reading clerk.

This procedure was strengthened in the new SIU constitution, which requires the chairman pro tem to announce to the membership at each meeting that every member is free to nominate himself for these three posts. Greater emphasis has been placed in broader rank and file participation on this score.

As a result an increasing number of rank and file members have been taking over the duties of meeting officials and gaining valuable experience in parliamentary procedure which is both helpful to them as individuals and to the Union, since it provides an



Taggart

ever-growing body of men familiar with parliamentary and Union procedures.

For example, the last Mobile port meeting was chaired by Cliff Taggart, while Eugene J. Lynch served as recording secretary. Taggart's shipmates will be surprised to know that he is a Yankee in disguise, having been born up north in New York in 1915. He is one of the veteran union members, joining in Tampa January 25, 1939, just a few weeks after the SIU was organized. He sails regularly in the stewards department.

Lynch is also a stewards depart-

ment man who has been a member of the Union for nearly ten years now, joining up in New Orleans in October, 1943. He's 28 years old and a native of Alabama.

Full Slate

San Francisco's latest port meeting had a complete slate of rank and filers, with William H. Rogers as chairman, Ervin B. Max, recording secretary and John Brady as reading clerk. Rogers is a mountain man gone to sea, hailing originally from Denver, Colorado, where he was born on July 20, 1924. He's been with the Union for just nine years, joining in the port of Galveston. He sails with the black gang.

Max is a native of St. Paul, Minnesota, who tied up with the SIU in Baltimore in 1946. Brady comes from the Quaker City, Philadelphia. He's 32 years old and joined in New York seven years ago. He sails on deck.

Other rank and filers serving at meetings last week include Malcolm Launey and John Mitchell, Lake Charles; Bill Warmack and Hugh Randall, Tampa; J. Riley and Jerrell Neel, Galveston; Casey Jones, John Kackur and Fred England, Seattle; R. L. Brown, Floyd Simmons and Tom Gower, Norfolk; R. Nicholson, W. Carter and Pete Prevas, Baltimore; Donald Rood, William Davies and S. Grafer, Philadelphia; Robert Lee and Robert Murphy, Boston; John Thompson, Dave Barry, Wilmington.



Rogers

Bar Girls Get Rough In Tokyo

TOKYO—Seafarers looking for an evening of fun ashore in Japan's capital city better shy away from the Shibuya section—unless they want to be put in the position of being strong-armed by a dame.

Men who have been on the Far East run have sent the SEAFARERS LOG glowing accounts of the hospitality and friendliness of the Oriental dolls in Yokohama, Kobe and other bustling ports. It might come as somewhat of a shock to them if they were manhandled by one of the fragile little creatures whose escorts never have to wear elevator shoes.

High-Class Beer

It seems that the assorted gin mills in the Shibuya section have specially-trained female squads who are familiar with judo tactics. They latch on to an unwary passerby and before he knows what's happened to him he's hustled into the nearest money trap. There they find their yen for fup converted into yen for the management in rapid-fire fashion. For example a bottle of Japanese beer in these joints runs from \$3 to \$7, which is quite a price even at favorable exchange rates.

Not only are the girls powerful, but it seems that their work makes them mighty thirsty. And when they get a customer they make sure that he doesn't feel lonesome with just one little doll. A whole group crowds around and joins in toasting him, at his expense. It's a common thing for a bill to reach \$100 in one hour.

They Take Everything

After the customer is cleaned out of his money, watches, jewelry and even coats, he's let go, sadder, but wiser—until the next time.

Of course when it comes to sailormen, there has been some doubt expressed that the girls really have to haul the customer in. Just take a man fresh off a 20-day Liberty run across the wide Pacific, or back from a month in a no-shore-leave Korean port, and all that's required is a gentle tug at the sleeve, plus a couple of big brown eyes.

As I See It . . .

Paul Hall



SOMETIME IN THE NEAR FUTURE, THE MEN WHO SAIL Atlantic Refining tankers will have an opportunity to decide of their own free will what kind of union representation they want. Your Union's petition to the National Labor Relations Board for an election in the fleet is giving them the opportunity which all free American seamen have as their right.

In recent months in the course of the organizing drive in Atlantic, your Union's headquarters and outposts representatives have met a great many Atlantic tankermen. Their response to the SIU campaign has been an enthusiastic one. As any man who sails tankers will tell you, a tankerman gets precious few hours ashore. Yet these men have taken the time to come from distant tanker terminals to our SIU halls to find out what was going on. It was a real sacrifice on their part which proves their genuine interest in getting Union representation.



Similarly, the dozens of volunteer SIU organizers who have been sailing the Atlantic ships deserve a great deal of praise for sticking to the task despite difficult conditions. Many of them have had plenty of reason to get off and get themselves a berth on an SIU vessel. But they have held out to see the drive through, even though it has meant financial loss and poor working conditions.

The Seafarers have had a considerable amount of help from a large number of Atlantic men who have been active in the fleet in your Union's behalf. They've done this despite the hard-timing many of them have received from shoreside straw bosses and ship's officers. Your Union certainly appreciates the cooperation it has received from the rank and file tankermen all the way down the line. When the SIU has won bargaining rights, they will receive from the Union the kind of protection and representation for which the SIU is widely known.

While this campaign has been directed by the Department of Organization and Education, the entire Union apparatus has been active in the drive. Atlantic men have received a welcome reception in every hall and have been able to see at first hand how the SIU operates and the nature of its benefits. Where they have been in need of assistance they have received effective aid from the appropriate SIU department.

It should be realized that this Atlantic drive is a continuation of a long-range Union program in which the whole Union has been involved for years. The SIU is largely made up of men who were sailing in unorganized fleets like Atlantic until the Union entered the picture. In all of these organizing drives, just as in all major waterfront beefs and other issues, the SIU has had a proven record of consistent success. We believe that this is because the SIU has more to offer in the way of all around benefits and representation for seamen than other maritime outfits. That goes double for one-company union set-ups.

As a result, thousands of Seafarers who came in to this Union through drives at Isthmian, Cities Service and dozens of other companies now enjoy the full privileges of all Seafarers. These men are no longer known as Isthmian Seafarers or Cities Service Seafarers. They are simply Seafarers like all the rest. Instead of being tied to one company and one or two dreary shuttle runs the whole world is their oyster. They can go practically anywhere they please on ships of their own choosing through the rotary shipping system. This has been the traditional way of seamen through the years, and the SIU has preserved it, while assuring fair and equal shipping rights.

Of course, those who for any reason find advantage in staying with one company or a certain run are free to do so. The Union's shipping system is flexible enough to permit this practice, though most Seafarers naturally prefer otherwise.

The SIU is firmly convinced that the Union way of doing things offers attractions to Atlantic tankermen that can't possibly be matched by any one-company set-up. To top it off, the Atlantic men will receive the determined and forceful representation that the SIU is known for in the industry. Under such circumstances it's understandable that your Union has attracted the support of such a heavy majority in the Atlantic fleet. They want to take the opportunity, through the SIU, of getting these advantages that have been denied to them until now. Thousands of other Seafaring men have made the same choice and have never regretted it. Neither will the Atlantic tankermen.

RECENTLY HEADQUARTERS RECEIVED A LETTER FROM

Brother J. D. Malazinsky commenting on the change that has taken place in the status of the Seafarer in the community. The brother finds that today the seaman's job has become a desirable occupation in the eyes of the public, and the average seaman finds that he is being accepted at his worth.

Brother Malazinsky points out that this is quite a contrast with the situation of just a few years back when the seaman was the favorite whipping boy of shoreside people.

We wholeheartedly agree with the brother on this score. It's been obvious for some time now that people have stopped looking down their noses at the man who goes to sea for a living. On the contrary, the SIU finds that it's being looked up to both in the trade union movement and the community at large.

All of this is pretty easy to explain, to our mind. The Seafarer of today is a man with a good income, better than most, and job security through his Union hiring hall. Through his Union he's taking constructive action for his benefit and the benefit of his neighbors.

By being a good neighbor your Union is helping the seafaring man win a fair measure of community respect and standing.

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



Getting The Welfare Plan Story



S. Kwiatkowski, AB (left), and J. Peragallo, FWT, look through the new booklets recently prepared by the Union explaining all phases of the Seafarers Welfare Plan, its benefits and operations.

SIU Vessel Flees Pier In \$300G Boston Blaze

BOSTON—The SIU-manned Steel Age narrowly escaped damage when a major blaze swept a pier in Mystic terminal here on June 2. The fire roared through Pier 48 of the terminal and caused \$300,000+ damage. Two-thirds of the Boston Fire Department, plus Navy and Coast Guard firefighting crews had to be brought in play before the blaze was put out.

The Steel Age was moored at a nearby pier and had to shift anchorage hurriedly to avoid damage. Two other freighters and a collier were towed out of reach before the flames could spread to them.

Two fireboats and 26 fire engines joined in pumping streams of water on the pier. Other small Navy boats went under the pier with hose lines to fight the blaze on the pilings. Gas masks were used by firemen and Coast Guardsmen to avoid smoke poisoning.

Senators Start Own Study On Limiting MSTs Activity

The battle over Military Sea Transportation Service shipping activities shifted from the House to the Senate last week. A three man Senate subcommittee headed by Senator Butler of Maryland heard much the same testimony as the House did on proposals to limit MSTs shipping that competes with private operations.

Of interest in the latest testimony was a difference of opinion between the Maritime Administration and the MSTs. While MSTs insisted on the necessity of maintaining its operations at the present level, Charles McGuire, head of the MA's National Shipping Authority declared that his agency believed that private shippers should be used to the fullest degree for military requirements.

MA Concerned
Although opposing the present form of the bill that would prevent MSTs from competing with privately-owned ships, McGuire said the Maritime Administration was concerned with the growing activity of MSTs in merchant ship operations. He agreed that it was desirable to maintain a nucleus of MSTs ships, but declared that MSTs operations should be limited in scope.

Vice-Admiral F. C. Denebrink defended MSTs operations in much the same fashion as in testimony before the House, declaring that MSTs should not be required by law to use private ships for transportation of commodities and civilian personnel.

At present MSTs operates a fleet of 264 ships. Figures brought out before the hearing on passenger traffic showed that among 325,476

cabin passengers carried in 1952, 9,503 were civil service employees, 1,162 contractors' employees; 34,983 were officers' dependents, and 132,940 dependents of enlisted men. Only 131,000 of the total were officers and men in the armed forces of the US.

Testifying for the National Federation of American Shipping, Frazer A. Bailey declared that the Government should encourage private business to supply the Government's requirements, and not compete with private business in such instances.

Tobacco Union Praises SIU Aid On Union Label

The SIU Sea Chest's program of supplying union-made and union-labeled products to ships, when available, drew praise recently from R. J. Petree, secretary-treasurer of the Tobacco Workers International Union, AFL. Petree declared that the SIU's policy of promoting the sale of union-made tobacco products is greatly appreciated by the members of his union.

In a letter to Price Spivey, general manager of the Sea Chest, Petree stated his pleasure at learning that the Sea Chest is carrying Mail Pouch Tobacco Company products and recommending them to ships' slopcheats.

"Mail Pouch products," he wrote, "are made by members of the Tobacco Workers Local 2... This local has had a union contract

with Mail Pouch since 1892...

"Several of the products which Mail Pouch manufacturing carry the words 'union made' on their containers. These include Mail Pouch Chewing Tobacco, Kentucky Club Pipe Tobacco and Willoughby Taylor Pipe Tobacco..."

These are the only products in the field, Petree said, which make a point of advertising they are union-made. In the cigarette field, Raleighs are the only ones to carry a union label, although most leading cigarettes are union made, except Camels.

Seafarer To Solo Ocean In Boat

A daring attempt to conquer the North Atlantic single-handed in a 30-foot sailboat will get under way this weekend. Seafarer Olavi Kivikoski, 38, a member of the SIU for the past six years, will try to make it all the way to his home in Finland, with stops in England and the continent.

While there have been a number of successful crossings of the Atlantic westbound, few have made the trip going east. And Kivikoski's voyage differs further in that he is attempting the northern route. Most of the small boat attempts have been via the Azores

and the Caribbean. He expects that it will take him about 40 days to his first scheduled landfall, Land's End, England.

Kivikoski is bringing to his exacting task 20 years' experience as AB, bosun and deck maintenance on merchant ships of six nations. However, he has not worked professionally under sail, his sailing experience being limited to boyhood days back home in Finland.

Not Home Since 1940

When the trip gets underway it will be the realization of a dream that has been many years in the making. Kivikoski has not seen his family since back in 1940 when he left Finland. Since then his father and two brothers were lost on a ship during World War II.

Kivikoski decided to make the plunge this summer, so back in March he bought the small two-masted schooner, the Turquoise for \$3,600. Since then he has invested all of his time and a considerable sum of money in the hundreds of painstaking details involved in repairing and outfitting the vessel, while she is at anchor at the City Island Yacht Club, City Island, New York.

The Turquoise is a two-masted schooner of a type used by Nova Scotian fishermen. She is somewhat broader in the beam than a showy sailboat of her size would be and has a rounder hull, designed to ride the waves rather than knife through them.

The vessel carries three sails, a foresail, mainsail and jib, plus a small two-cylinder, 12 horsepower gasoline inboard motor. Kivikoski plans to make the entire voyage under sail, using the motor only for getting in and out of anchorages.

The interior of the ship consists



Seafarer Olavi Kivikoski sits at tiller of the 30-foot schooner Turquoise which he hopes to sail across the North Atlantic. The schooner is shown at her anchorage off the City Island Yacht Club, City Island, NY.

of a small cabin, hardly more than five feet three inches high, which contains a bunk, storage facilities, a head, two burner Primus stove, water tanks, radio, navigation equipment and other necessary gear. Kivikoski has been living aboard the ship ever since April, accustoming himself to the narrow quarters. "At the beginning I used to bump my head quite a bit," he said, "but now I've learned to avoid the ceiling."

Many Repairs

Readying the vessel for the voyage has been a long and arduous task. Kivikoski had to redo the bottom of the ship as she had been

on dry ground all winter, put up new rigging and new heavy sails of ten inch canvas, rip out a spare bunk and stairway to make more storage space and more accessibility to the engine and bow, make a new tiller and sew up a heavy canvas sea anchor.

He's quite proud of the sea anchor which he will depend on to hold the ship head on into heavy seas. The anchor is cone-shaped canvas with a float. He has 150 feet of three inch line to hook on to the anchor. When it's put out it floats 15 feet below the surface. Kivikoski has tested the anchor

(Continued on page 12)

YOU and the SIU CONSTITUTION

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

From Article X, Section 7
"Upon completion of negotiations, the Committee shall submit a report and recommendations to the membership of the Union at a regular or special meeting."



Negotiations between the Union and the companies are complete only when the elected committee makes its report to the membership and receives approval. Only upon approval does the committee's action become union policy.

Del Sud Crewmembers Entertain 500 At Festive SIU Picnic In New Orleans

SIU NEWSLETTER from WASHINGTON



No picnic is complete without a song or two and here Del Sud crewmembers and families chime in with Papa Celestin's famous New Orleans Jazz Band. Papa and the boys were fresh from a Washington visit where they entertained President Eisenhower.

NEW ORLEANS—For the second year in a row, Seafarers of the SS Del Sud played hosts at gala picnic and ball game. The crewmembers of the Mississippi Company passenger ship provided a big feed, music and dancing for approximately 500 guests on Saturday, May 30. Attending besides the members of the crew were Seafarers ashore in New Orleans with their families and many friends of the SIU in that port.

Highlight of an afternoon of fried chicken, hot dogs, cold cuts, beer, ice cream and assorted fixings was a game of jungle ball between the SIU-sponsored beachcombers and the Del Sud nine. The Beachcombers, remembering last year's contest when they dropped a close 4-3 decision, got off to a fast lead and took a 15-6 victory.

Entertainment for the hundreds of guests was provided by the nationally-famous New Orleans Jazz band led by "Papa" Celestine.

The huge picnic cake, amply covered with frosting and decorations was carved with a practiced hand by State Representative Patrick McGittigan, who is well known to Seafarers living in this port.

The picnic was made possible by the generosity of Del Sud crewmembers who took up a collection for \$500 and then sweetened the kitty with another \$200 from the ship's fund. Between the dancing, the ball game and just plain fresh air, guests at the picnic consumed an impressive amount of food and drink.

In the meat and poultry department there were 240 pounds of fried chicken, 150 pounds of cold cuts and 75 pounds of hot dogs,

which were flavored with a mere ten gallons of pickles and relish. The customers washed it all down with 10½ barrels of beer and 50 cases of soft drinks. For dessert they disposed of 25 gallons of ice cream, and six cases of apples and oranges and two bunches of bananas. More than 300 buns accompanied the franks while 100 loaves of bread were sliced up to go with the cold cuts.

Rides For Kids

The small fry was not forgotten either. Aside from partaking of the feed, the committee bought 2,200 tickets for the various amusement rides, enough to keep the kids happy on the whip, merry-go-round and other amusement devices.

Much of the credit for the success of the picnic goes to the Del Sud committee that handled all of the hard work involved. The committee consisted of Baldy Bollinger, deck storekeeper; Emile Herek, chief steward; Louis O'Leary, bosun; Joe Lae, 2nd steward; John Burk, engine utility; and Jack Bates, chief cook.

The Del Sud's first picnic, held a year ago in April met with so much success, that the crew voted to make it an annual affair.



Seafarer Sal Candela and partner are all set to hop to Papa Celestin's music.



An unidentified Beachcomber team member (left) relaxes after the tussle with the Del Sud nine with his two children. At right, State Representative Pat McGittigan carves the cake. Looking on are: (left to right) Buck Stephens, SIU New Orleans patrolman; Louie O'Leary, Phil Reis, Joseph Lae, Baldy Bollinger and John Burk.



Trans-Atlantic shipping under the American flag will remain good for some time to come. A large part of the total Mutual Security Agency appropriations is being requested for the European area. Most of this assistance is for the purpose of the military defense within the framework of the North Atlantic Treaty Organization.

Of the \$5.8 billion originally requested by the Eisenhower Administration, slightly over \$4 billion will be for mutual defense materials and training. Of this amount, about \$2.53 billion is requested for the European area, about \$1 billion for the Far East, a little over \$475 million for the Near East, and \$20 million for Latin America.

With the realization that American shipyards will have no work at hand at the end of the Mariner shipbuilding program, Government officials have been meeting with private tanker companies with a view of beginning a real tank ship construction program.

The meeting with the Government officials was attended by representatives from about thirty tanker lines who informed the Government agencies of their needs in the way of new tankers. The Government has promised to leave the design of new tankers in the hands of the private operators provided the lines would agree to certain broad Government specifications.

There is no doubt that most foreign nations need dollars and that their ships help them to earn some.

The American shipping industry recognizes this need on the part of the foreigners, and that is why American ships seek to carry only 50 percent of this country's foreign trade. While foreign countries should be helped to earn dollars in this country, the burden must not fall too heavily on any one industry. This principle has been recognized in the reciprocal trade agreements program where provisions have been made for the withdrawal of tariff concessions found to be causing undue hardship to any segment of domestic economy.

It is not to the real interest of America's friends abroad that the American merchant marine be dangerously weakened any more than it is to their interest that any one segment of this country's essential industry be seriously injured. The strength of our industries and of our transportation system is one of our major contributions to collective security.

The 15 American subsidized lines brought their big guns and best talent into play recently when they told Congress that they are not a pushover for labor unions in collective bargaining. Unsubsidized steamship companies had charged that because of the Government subsidy on excess American maritime wages, the subsidized lines, in effect, encouraged wage increases in the hope of creating a monopoly by forcing from the seas those who could not afford the higher wages and operated without subsidy.

The subsidized lines produced a statement from the Industrial Relations Counselors, Inc., of New York, which stated that there is no evidence that subsidized lines have been more willing to grant wage increases than the unsubsidized lines.

Some American steamship lines are urging that the US Government should pursue a vigorous policy to insure that the nation maintains its leadership in the field of vessel design and propulsion. It is interesting to note that a ship is being built in France utilizing gas turbine machinery and the British tanker Auris already is in experimental operation with a gas turbine. The Norwegians and Dutch have perfected joint plans for the design and production of a prototype atomic-powered merchant vessel. In view of this, future appropriation budgets for the Department of Commerce should include moneys to step up research and development in this field.

The future for American tramp-type vessels, according to some predictions, does not look rosy. The devastation in Europe, an unusual need of imports of bulk commodities, the 50-50 shipping provision in the ECA Act combined with a shortage of world ocean tonnage, gave the tramps their real start a few years ago. However, the large bulk cargo importing nations of the world, principally Britain, Germany, Japan, Italy, Belgium, Holland and France, now have available or are in the process of building adequate merchant marines, and will be able to take care of their import requirements.

Eventually, as the pre-war pattern asserts itself once again, foreign governments will nominate their own national flag vessels for the carriage of tramp cargoes.

The one, long-range hope of the tramp operators lies in the possibility of becoming eligible, through amendment of existing law, to receive Government operating subsidy.

Not many lines have expressed interest in the purchase of the Mariner-type vessel. Because of this, the Department of Commerce has been in touch with the White House, through the Bureau of the Budget, to determine what type of legislation can be passed that would result in lowering the price of the Mariner so as to make the ship more attractive to American owners.

Under the law as it now stands, the Department of Commerce would have to sell the Mariner for not less than one-half of its construction cost, if used in the US foreign trade. Roughly, this would be about \$4½ million. In any event, Commerce is expected soon to send recommended legislation to the Congress in an effort to set a lower sales price.

There is considerable dissatisfaction in the maritime industry over the fact that companies that need to replace their dry-cargo ships have no alternative but the Mariner. Many of them do not like this but would rather build to their own specifications.

Your SIU Washington Reporter

Top of the News

FIRST ATOMIC CANNON SHELL FIRED—The Atomic Energy Commission has met with success in tests of an atomic artillery piece. The specially-designed gun fired a small shell with an atomic warhead six miles, and reportedly demolished a target with an explosion equivalent in force to the first atomic bombs dropped on Hiroshima and Nagasaki. A few days later the AEC conducted another test involving the largest atomic explosion ever made.

BRITISH CLIMBERS CONQUER EVEREST—A British mountain-climbing expedition has reached the summit of Mount Everest, the world's highest, the first successful climb of the mountain after ten previous attempts had failed. The actual dash to the top was made by a New Zealander and a Nepalese guide, but the conquest of the mountain was the climax of an 80-day expedition involving several hundred porters, 20 guides and 13 British climbers.

CORONATION CELEBRATED IN STYLE—After many years of bleak austerity, the British public enjoyed a riotous blowout as Queen Elizabeth was crowned the first feminine ruler of the country since Victoria. Millions in London went to town in a Mardi Gras atmosphere while hundreds of thousands of American and foreign visitors joined in the fun in the heavily-decorated city. The ceremonies and parades were put on television and TV films were flown to this country for showings on the evening of coronation day.



After it's all over, newly-crowned Queen Elizabeth waves to crowd from palace balcony.

TRUCE HOPES A G A I N BRIGHTEN—Possibilities of a Korean truce looked good again last weekend with the announcement that the Chinese and North Koreans had accepted "almost all" of the compromise UN truce plan. These proposals had roused a storm of protest among South Korean government leaders who have threatened to go it alone. Mass demonstrations against the plan have been made in the cities.

BATTLE BOILS OVER BUDGET CUTS—The Eisenhower administration was having troubles with proposed budget cuts of \$5 billions in Air Force funds. Several in Congress, as well as Air Force spokesmen objected strenuously to the cuts as increasing risks to the national security.

SIX KLANSMEN INDICTED IN FLORIDA—A Miami Federal grand jury indicted six members of the Ku Klux Klan on charges of attempting to kidnap Negro attorneys who had represented defendants in a rape case. They were also charged with beating a union organizer and a variety of other violent acts from 1949 to 1952.

HUNDREDS KILLED IN NEW TORNADOES—A new series of tornadoes has struck the Great Lakes area and Massachusetts in the worst tornado season in history. Rescue workers counted 139 dead in Flint, Michigan, and other Michigan and Ohio towns while 69 were killed in Worcester, Massachusetts. Whole streets of Flint and Worcester were leveled including giant factory buildings and other large structures. So far this year, tornadoes have killed at least 420 people, injured several thousand and done more than \$200 million property damage.

Jones Act A Law 33 Years Now

One of the most important laws protecting American seaman, the Jones Act, went into effect 33 years ago last Friday, June 5. It was this act which gave seamen for the first time, the right to sue the shipowner for damages as a result of illness or injury suffered aboard the vessel.

Up until the Jones Act, seamen were guaranteed maintenance and cure and transportation if injured. These were traditional rights dating back for centuries. But, generally speaking, they could not sue to recover for damages.

The Jones Act made it possible for seamen to sue shipowners by making two basic changes in the existing laws and practices. For one thing, it did away with the "fellow servant" rule altogether. This was the rule which placed responsibility for negligence on the shoulders of a shipmate if he was partially responsible, but not on the shipowner. Now the shipowner was held generally responsible for acts of any crewmember in the performance of his duty that might contribute to another crewmember's injury.

In other words, it was the shipowner's responsibility to hire competent, efficient crewmembers and the injured man could hold him liable.

Doesn't Absolve Shipowner

The negligence of a shipmate, or of the injured man himself is now regarded as contributory. It may absolve the shipowner of part of the responsibility but not all.

The second major change was in the "assumption of risk" doctrine. Previously the courts held that the seaman assumed the risk of injury because it was normal to his calling and therefore shipowners should not be held responsible. The Jones Act reversed this by providing that because of the dangerous nature of the job, the seaman should be accorded means of getting damages. It pointed out that the seaman is subject to the master's discipline and can't leave his job voluntarily if he deems it risky. Therefore it is difficult for him to take action to avoid injury.

As a result of the Jones Act, seamen today are fully protected in their rights to sue an employer and recover damages in amounts adequate to compensate for their hurts.

SIU Helps To Dedicate New Seamen's Memorial



E. B. Tilley, SIU Savannah port agent (left), and the Rev. Harry J. Pearson, who dedicated the monument, stand amid the wreaths placed on the memorial to merchant seamen at the dedication.

A monument to seamen was recently constructed at the Sailors Burial Ground in Laurel Grove Cemetery in Savannah, with the SIU's Savannah port agent participating in the dedication ceremonies.

The monument is composed of a 100-year-old anchor, imbedded on top of a concrete slab, with a flag pole at one end, and a plaque bearing the names of all the seamen buried in the burial ground at the other.

The monument was dedicated during memorial services for seamen held in Savannah under the sponsorship of the Savannah Port Society.

SIU Port Agent E. B. Tilley took part in the ceremonies and placed a wreath from the SIU next to the monument. Other wreaths were placed at the monument in mem-

ory of the Confederate officers buried in the plot, and by representatives of two other maritime labor organizations.

The Sailors Burial Ground was first opened in 1860, but has seldom been used during recent years, except for the burial of Seafarer Otto "Uncle Otto" Preussler in the plot this past March.

The cemetery has been operated by the Savannah Port Society, and ceremonies are held there every year to honor the men in the merchant marine on the anniversary of the sailing of the steamship Savannah from the port in 1819.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Bargains In Govt Surplus

If you're skillful in repairing and converting, you can still find bargains in usable surplus Government goods. There's always an unpublicized stream of Government surplus and salvage offered by individual Army and Navy bases, arsenals, airfields and quartermaster depots throughout the country.

To find out about such surplus goods you have to phone, write or visit the disposal officer at the nearest Navy or Army post near you, and tell him the type of equipment you're interested in. When goods in that category come up for sale you'll be notified and will have a chance to inspect them, and then you can place a sealed bid for them.

The highest bidder gets the goods, but don't overbid even if it's something you want very much. Some of the surplus goods need a lot of repair, especially some of the vehicles, and if you can't do the work yourself you had better get an estimate of the cost of reconditioning before you bid. To get an idea of how much to bid, shop around first and see what dealers are asking for such goods in used condition. Then estimate the repairs. But don't pay as much for the item at surplus as you would to a dealer, because anything you buy from the Government is sold as is, with no guarantee and no refunds.

Armed forces installations can be found in almost any part of the country, but if you don't know where, write the Department of the Army, G-4 Section, Washington 25, DC, for location of posts in your area. For information on surplus Navy goods write the Navy yard nearest you. These are located to Portsmouth, NH; Boston; Brooklyn;

Norfolk, Va.; Charleston, SC; Long Beach, Calif.; San Francisco; Mare Island, Calif.; and Bremerton, Wash. or write to Chief, Bureau of Supplies, Code SO, Dept. of the Navy, Washington 25, DC.

Surplus vehicles often available include jeeps, sedans, station wagons, trucks, buses and personnel carriers. Some need complete overhaul, but others are in pretty good operating condition. Most of the sedans currently offered for sale are in the '40-'41 class. Those in operating condition command bids of \$125 to \$300, but some which needed extensive repairs have been sold for as little as \$25-50 recently.

Quality Is Tops

For surplus clothing items, you generally have to go to a retail dealer. But if the stuff is genuine surplus you simply can't match it quality for quality and price for price in ordinary civilian goods.

However, not all the goods sold by surplus stores these days are genuine Government surplus. Shoes sold by many stores as "Army-type" or "made on Government lasts," are a comfortable style, but may not have the same high-grade leathers used in the real Army and Navy shoes.

Here are some of the real Government surplus goods currently available in surplus shops throughout the country, and typical prices for which they are sold.

Jackets: One of the best clothing buys in surplus stores is the combat jacket, the hard-wearing green twill one with the draw-string around the middle. It sells for about \$13. Army truck-driver mackinaws, double-breasted, wool-lined and quite warm and sturdy, go for about \$13 too, and would cost about \$20 in a civilian version ex-

cept the quality wouldn't be as good. One of the warmest garments available in surplus stores is the big insulated aviator's B9 parka with mouton-lined hood for \$30.

Another good buy are surplus tanker jackets, which are poplin, with zip front, knit collar and cuffs. They come in olive drab or blue and retail in surplus stores for about \$10. The Government itself paid \$11.50 for them.

Other Men's Clothing: One of the best buys is the knitted underwear shorts released by the US Marine Corps, which surplus dealers sell for 30-35 cents.

Another useful surplus clothing item is the Navy NI arctic boots—knee-length rubber boots with felt soles which fit over a shoe. They're especially good for shipboard use in cold climates. If you can't find them locally, Sailors' Surplus in Orangeburg, New York, sells them for about \$5—some new, some used but all in good condition. They sell for \$15 in new, non-surplus versions.

Navy storm suits are also available. These are double-coated fabric shirt and pants. The Government itself pays \$12 for these suits. Some surplus shops like Modell's (700 Broadway, New York) sell them for \$10.

Where to Buy: There are surplus stores in every town in the country of course, but if you can't locate desirable surplus items locally, here are a few of the larger surplus dealers (in addition to those mentioned above) who publish price lists and sell by mail:

Jacob Shannon & Co.: 218 N. 22nd St., Philadelphia; Johnson's Fair, 8th & Alleghany, Phila.; Sullivan Surplus Sales Co., Liberty, NY; Stark's, 209 S. State St., Chicago; Palley Supply Co., Glendale 1, Calif.; Sioux Falls Surplus Store, Sioux Falls, S. Dakota.

Construction Of Mariners Slowed By Shipyard Fire

A disastrous shipyard fire at a company supplying the new Mariner-type ships has bogged down the Mariner construction program. Several Mariners already launched will not be delivered for several months because the special steel hatch covers used by the ships will not be available.

The hatch covers, which are electrically-operated, were made by a firm down in Panama City, Florida. A fire at the yard closed down production, and it was learned that the manufacturer's financial difficulties have further delayed operations, although production is now resuming.

As a result, it will be September, at the earliest, before any new Mariners will be able to go into operation, although several have been launched in recent months.

Steel Delays

From the start, the Mariner program has been beset with difficulties. Work on the first 14 of the 35 ships scheduled was delayed several months in 1952 because of steel shortages. The question of sale price of the ships to private operators, has also been a thorny issue.

The Mariner-class ship program was designed to provide the US with several high-speed cargo vessels that could serve both peacetime and wartime needs. It was hoped that they would be fore-runners of a modernized US merchant marine.

At present, SIU contracted companies are operating two of the ships, the Keystone Mariner, assigned to Waterman, and the Cornhusker Mariner, to the Robin Line. A third ship, the Magnolia Mariner, was tentatively assigned to the Mississippi Shipping Company but it is one of the vessels being held up by the hatch cover problem.

The ten mariners now in opera-

tion are being used on Military Sea Transportation Service assignments.

Myron Bull Dies, Was 3rd Co Head

The president of Bull Lines, Myron Bull, died suddenly last week at the age of 49.

Myron Bull was the third person to hold that office since the SIU-contracted company was first founded. A. H. Bull was the founder of the company and its first president. He was Myron Bull's grandfather. The company's second president was Ernest Bull, son of A. H. Bull. When Ernest Bull died in 1943, his son, Myron, took over the presidency.

According to the company the matter of a successor to Mr. Bull still has not been decided and will be announced at a future date. It appears, however, that this will be the first time in the history of the shipping line that someone not bearing the name Bull will become the president.

Myron Bull died suddenly of a heart attack on June 4, and was buried in Tuxedo Park.

He is survived by his wife, Frances, and two teen-age children, a daughter, Frances, and a son, Myron, Jr.

SIU COMMITTEES

AT WORK

One of the powers of the SIU headquarters appeals committee is to alter or reduce a penalty imposed by a trial committee in New York or any outpost. The committee can, if it wishes, reverse the decision of a local trial committee, and does so from time to time. But on many occasions it will reduce fines and suspensions if it feels that the trial committee has been unduly severe in its penalties.

A situation of this kind was dealt with by the last headquarters appeals committee. It concerned a



Douglas

steward who was charged with misappropriating ship's property and found guilty. The trial committee had ruled that in addition to the fine the man was not to be allowed to sail as steward. The Seafarer filed appeal on the whole case with the appeals committee consisting of E. Spear, H. Bennet, W. Lachance, M. Byers, S. Frelich, J. Pacheco and F. Douglas. This group upheld the judgment of the trial committee as to the man's guilt, but decided that in view of his previous record, he should be permitted to sail as steward in the future, on good behavior.

It's a Seafarer's privilege to change his mind after he's thrown in for a job and then found that for one reason or another it wasn't to his liking. He can turn down the berth provided, of course, he notifies the dispatcher and comes back to the hall and picks up his shipping card.

However, it's another story if a man goes to a ship, works a day or two and then quits the ship without notice, leaving it to sail shorthanded. That's what happened in Philadelphia recently.

The man in question signed on a Liberty ship as an oiler. He



Crawford

worked one day, got a draw from the skipper and went ashore. The next day, which was Sunday, he came back aboard took his gear and left the ship. The result was she sailed short-handed. Consequently the Seafarer was brought up on trial before a committee consisting of Joseph Merkel, Mike O'Hannesson, John Hogie, B. Crawford, George Seeberger and Richard Heffley. His hasty departure from the ship without notice cost him a fine which had to be paid before he shipped again.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS			
REPORT ON BENEFITS PAID			
From <u>5/25/53</u> To <u>6/5/53</u>			
No. Seafarers Receiving Benefits this Period	1115		
Average Benefits Paid Each Seafarer	64.38		
Total Benefits Paid this Period		71,778.47	
WELFARE, VACATION BENEFITS PAID THIS PERIOD			
Hospital Benefits	4,200.00		
Death Benefits	9,500.00		
Disability Benefits	675.00		
Maternity Benefits	6,000.00		
Vacation Benefits	51,403.47		
Total		71,778.47	
WELFARE, VACATION BENEFITS PAID PREVIOUSLY			
Hospital Benefits Paid Since July 1, 1950*	329,040.00		
Death Benefits Paid Since July 1, 1950*	608,384.86		
Disability Benefits Paid Since May 1, 1952*	11,425.00		
Maternity Benefits Paid Since April 1, 1952*	126,400.00		
Vacation Benefits Paid Since Feb. 11, 1952*	2,187,790.08		
Total		3,262,939.94	
* Date Benefits Began			
WELFARE, VACATION PLAN ASSETS			
Cash on Hand	Vacation	476,679.60	
	Welfare	594,811.66	
Estimated Accounts Receivable	Vacation	469,999.00	
	Welfare	427,573.00	
US Government Bonds (Welfare)		1,580,707.82	
Real Estate (Welfare)		283,071.46	
Other Assets - Training Ship (Welfare)		47,880.66	
TOTAL ASSETS			3,970,722.20
COMMENTS:			
The Awards Committee, composed of five college professors, will meet on June 23rd to select the winners of the first scholarships given out under the Seafarers Welfare Plan. There was a total of thirty-four (34) applicants for the scholarships, out of which nine (9) were eligible. Of the nine (9) eligibles, only eight (8) sat for the written examination.			
Men entitled to benefits under the Welfare Plan are again reminded in filling out cards, be sure to put in the correct date. The correct date on your card is extremely important, especially where more than one card is on file.			
		<i>Al Kerr</i>	
Submitted June 7, 1953		Al Kerr, Assistant Administrator	

... and, remember this ...

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

UNION TALK



By KEITH TERPE

Like a shot from out of nowhere, news of the SIU petition for an election in the Atlantic Refining fleet hit every one of the company's tankers like a bombshell. The SIU's hundreds of supporters ate it up, and the die-hards acted as if hari-kari was the only way out now.

Company followers had been led to believe that the Union would never go for an election, and they didn't take to the idea kindly at all. It was as if we'd been making everything up as we went along, but then suddenly pulled out the stops and showed we actually meant them. The occasion proved to be a rude awakening for these boys, as if they were waking up from a particularly bad dream.

Where Do They Go From Here?

The fat's in the fire now, and they know it. What's bothering them now is where does the election and a sure victory for the SIU put them.

They can't all run for Esso and Socony, since Esso's been selling its ships and laying up whole crews all spring. Besides, sticking one's head in the sand like an ostrich doesn't change the problem one bit. They can put up some sort of a scrap, of course, and prolong their agony, but they remember that the same thing was tried in another big tanker fleet won by the SIU a few years back, and it got nowhere.

So they're puzzled. Some of them, who've been alternating between one side and the other all the way through the drive, realize they've got to stand pat sooner or later and stick by that decision. Some are just against change, even if it means a full belly, more dough in the pocket and the right to stand up as a free man instead of a free rider for the first time.

Another little gang has the idea the company can do no wrong, but if it did, it must have been a mistake, it'll be fixed or they got a new man up in the office who doesn't know the ropes. They'll lie themselves blind until they believe it, or at least think they do. They've been fed the idea that Atlantic will "do right" by them no matter what happens, and they've been living on that alone for years.

No Perfect Cure-All

We've never advertised the SIU as a cure-all for all the ills a sailor can suffer. But performance is what counts, and we can stand on a mighty fine record. This Union, you'll remember, has never lost a beef, and we'll stand on that boast anytime.

Whether it be on the picketline, on a ship or around the bargaining table, the SIU has always gone out to fight for the right of its members—and the entire seafaring profession as well—to a secure, respectable life. That's been our aim all the years of our existence, and our present condition shows we've been pretty successful at it.

The Union way of doing things has made a big difference in the sailor's way of life the past few years. We've been able to remove the stigma from the seafaring profession, and at the same time see that our people got the best possible treatment on all fronts, along with top wages and conditions, and the fullest possible security for the seaman and his family both on and off the job.

SIU Never Stands Alone

Our membership has the additional security of knowing their Union is part of the powerful AFL family, and a potent force as well in a combination of more than 200,000 AFL maritime workers on all coasts, with a common bond and interests.

Seafarers are well aware too that every benefit they enjoy today has not come about through any special benevolence or kindness on the part of the shipping operators towards them, but because their Union has gone out and fought for their right to a proper way of life, even better perhaps than is enjoyed by workers in most shoreside industries.

Almost 600 men in Atlantic who've pledged their support to the SIU recognize all these things, new as they are to many who are only accustomed to the workings of so-called "independent company unionism." The door is still open for the others too. Sooner or later they'll have to admit they haven't got a leg to stand on.

Canada SIU Halts Phony Payoff

MONTREAL—The SIU Canadian District last week swung into action in behalf of the crew of a Canadian vessel who claimed that the company was not living up to its agreement on wages and conditions.

The crew refused to accept the smaller payoff the company offered, and decided to seize the ship and hold it up in Montreal until the company lived up to its promises.

The crew of the George Hindman of the Hindman Transportation Co. signed on in Genoa, Italy, although the ship flies the Canadian flag. They signed for the trip to Montreal and claim the skipper, Theodore Karakalas, and company representative John Watson, who also sailed as third mate, promised them Canadian wages and conditions.

The crew soon learned otherwise. They sailed completely short-handed, with five men on deck, three firemen, one oiler, one donkeyman and one cook. They had to work considerable overtime to keep the ship sailing.

When the ship arrived in Montreal, they found they weren't getting Canadian wages either. Sacko Sottis, fireman, who says he was promised Canadian wages, was offered 35 pounds per month and 70 hours overtime at 2 shillings (29 cents) instead of the 170 hours he says he worked.

Hercules Spydaker, cook, was offered 20 pounds for his work as second cook in addition to his own job, for baking bread and in lieu of all other OT. George Mammelis, AB, was offered 40 pounds for the complete trip, and 40 hours OT instead of the 100 he claims.

Some of the crewmembers carried SIU Canadian District books, and contacted their union in Montreal. Union representatives found the company trying to rush the payoff and found that a plane was waiting to take the crew right back to Italy.

Union representatives found the ship "unliveable." The fresh water pipes to wash basins, showers and toilets were cut and plugged. The men got one bucket of fresh water a day. No linen was issued and there were few blankets aboard.

The company told the men to accept their payoff in good Canadian dollars or the money would be sent to "somebody" in Italy and they would get their money in Italian lire, if they collected at all.

The SIU Canadian District immediately pledged to back the men and to give them all assistance and aid possible.

Bosun Taught Self Art, Won SIU Contest Prize



Tom Banning (left), San Francisco port agent, and Hans Skaalegaard, Art Contest prize-winner, sit in Skaalegaard's fore-cabin which has the bulkheads lined with his many paintings from the last trip.

Hans Skaalegaard, one of the prize-winners in the recent Second Annual Seafarers Art Contest, is a typical Seafarer-artist.

As most Seafarers who do art work in their spare time, Hans is completely self-taught. He's had no formal art training or schooling, and has learned his knowledge of art from his study of other paintings, and through trial and error.

Hans just decided some years ago that it would be nice to paint and to put the things that he loves down on canvas, so he got the necessary equipment and just started to paint. That's all there was to it. This experiment turned out so well that Hans now spends most of his spare time aboard ship painting, and at the end of a voyage, he usually has the walls of his fore-cabin covered with works that he has

turned out during the trip. One of his paintings won a third prize in oils in the recent Seafarers Art Contest.

In fact, when Hans' entry arrived at headquarters for the contest, it got a lot of attention. It wasn't everyone who carefully packed his paintings into a crate six feet long, four feet wide and three feet deep, and weighing over 300 pounds.

A popular man, Hans is now sailing as bosun aboard the William Carruth. In fact, the crew of his ship also recognized his artistic ability recently. They picked out one of the paintings that he had made during the last trip, and presented it to the SIU at the San Francisco hall after their last trip to the Far East.

Cartoon History Of The SIU

SIU Strikes Isthmian

No. 39



The SIU was recognized by the NLRB as bargaining agent for unlicensed Isthmian seamen, but the company was obstinate. It ignored the fact that 96 percent of the men voted for rotary shipping and hiring hall protection. The strike threat left them unmoved.



On August 14, 1947, the SIU struck the powerful subsidiary of US Steel. No Isthmian ship moved after hitting a US port. The strike was solid. The ships were tied up all over the country. The strike proved to Isthmian that the men and the SIU meant business.



Isthmian held out nine days and then signed a full SIU freight pact. It was a complete victory for the men and the SIU. The next day, Isthmian ships were posted on SIU shipping boards and men were throwing in for the jobs. They now had SIU benefits and protection.

PORT REPORTS

Wilmington:

Carry On Campaign To Maintain Hospitals

The local membership went on record at the last meeting to solicit the support of all California congressmen for the SIU drive to keep open three of the USPHS hospitals which Mrs. Oveta Culp Hobby, of the Department of Health, Education and Welfare, is determined to close by cutting appropriations.



Bracht

This gal seems to be making a hobby of closing down Public Health facilities in what is supposedly a money-saving deal, but if she is successful, diseases which could have been curbed, and against which satisfactory progress is being made, will spread again, and the government will not be the only one which will have to shell out money to stop them, but the people as well. And so this is false economy.

Shipping Holds Up

Shipping for the past two weeks here has been comparable with that of the previous two weeks. Not too many jobs have come in; but, by the same token, there has been no competition for jobs, and in most cases the jobs were on the boards for several calls before being taken.

Despite the low registration and shipping figures, however, this port is kept busy by in-transit shipping and the problems that exist in this field.

We had one ship sign on during this period—the Madaket (Waterman)—and 19 ships in-transit, as follows:

Bessemer Victory (Alcoa); Malden Victory (Mississippi); Portmar, Yorkmar, Calmar and Alamar (Calmar); Raphael Semmes, Citrus Paeker, J. B. Waterman, Keystone Mariner, City of Alma, Andrew Jackson and Warhawk (Waterman); Michael (Carras); Sunion (Kea); Amersea (Amerosean); Western Trader (Western Navigation); William Carruth (Transfuel) and Steel Designer (Isthmian).

Beefs Squared Away

Almost every one of these ships had some grievance, generally minor and these were quickly settled to the satisfaction of the crew.

The City of Alma was really short on stores when she got here, en route to Japan, but thanks to previous notice from the Mobile office, plus a letter from the steward and delegates, mailed from Panama, we were ready for her, and even though she was in just a short time, we were able to get more than enough additional stores, to the crew's satisfaction.

Four of the crew of the Andrew Jackson missed her because of being jailed for brawling. We were fortunately successful in getting the charges against them dismissed, but penalized them according to Union regulations for failing to join the vessel.

Joe Bracht, formerly AB on the Andrew Jackson, is in Seaside Memorial Hospital for an emergency eye operation. Luckily, his eyesight will not be affected and he should be discharged soon and be able to get back to his family.

Also hospitalized at Harbor General Hospital is W. Gillick, formerly on the Fort Hoskins. Brother Gillick needed 10 pints of blood before necessary stomach surgery could be performed, and the following 10 men at our meeting volunteered to donate a pint apiece

to further our claim of being a true Brotherhood of the Sea:

John Thompson, A. F. Galdikas, T. H. Phillips, Fred J. Smith, A. L. Wadsworth, Ren Martinez, C. Pierson, R. Palmer, R. H. Morris and A. Pimental.

Gives Good Advice

Passing through here, in leisurely fashion, is Johnny Thompson, with a few words that are well worth repeating. Johnny feels that some of the members do not study the Constitution and by-laws enough, and wind up hurting themselves and their shipmates because of their ignorance of these rules.

A good example of this, says Thompson, is Section 32 of the Shipping Rules, which allows a man to call for a relief man for up to three days while he is in port.

If Section 32 were resorted to more often, when a man cannot get time off from a ship, Thompson points out, some member on the beach could make a few extra dollars and the man on the ship could have his time off anyway, and avoid either a fine or a logging for taking time off without authorization.

If any of you other fellows have any ideas along these same lines, we'd be glad to hear them.

John Arabasz
Wilmington Port Agent

Galveston:

Shipping Holds Up; Two Vessels Pay Off

Shipping was generally good here during the past two weeks.

We had two pay-offs, two sign-ons and 12 ships in-transit, and there were only a few minor beefs, settled to the satisfaction of all concerned.

Paying off and signing on here were the Republic (Trafalgar) and Coeur d'Alene Victory (Victory Carriers) and in-transit were the Genevieve Peterkin (Bloomfield), Abiqua, Royal Oak and Lone Jack (Cities Service), Julesburg (Terminal Tankers), W. E. Downing (State Fuel), Edith (Bull), Heywood Brown (Victory Carriers), Del Viento (Mississippi) and Louisiana, Texas and Georgia (Seatrains).

In here recently was Jose Orteguerra, who ships as a bosun. He joined SIU on November 22, 1938, did picket duty in New York during the 1946 General Strike, and was at sea during the Isthmian strike.

Keith Alsop
Galveston Port Agent

Seattle:

Weather's Good Here, Shipping Is Likewise

Shipping has been very good here during the past two weeks, in which time we had three pay-offs, three sign-ons and three in-transits.

We registered 38 men in the deck department, 21 in engine and 16 in steward for a total of 75, and shipped 39 in deck, 28 in engine and 15 in steward for a total of 82.

The ships that paid off were the Greenstar (Triton) and the Choctaw and Jean LaFitte (Waterman). These ships also signed on. In-transit were the Yorkmar (Calmar) and the Hastings and Raphael Semmes (Waterman).

The Greenstar came in in very bad shape because of the captain, chief mate and chief engineer hard-timing the crew. About 200 hours in disputed OT was collected, and the company fired the three culprits, as we certainly didn't intend to sign the crew on again. We also had a beef on the Yorkmar about stores, but got this squared away with a requisition for more stores to carry them back to the East Coast.

Turn Over Fund

The crew of the Greenstar turned over \$130 to the patrolman to be sent to the next of kin of Raymond W. Saunders who died in Japan.

At the regular meeting last week, Brother F. R. England told about the wonderful work the Union Welfare Department is doing, and cited his own case in which he collected his "aches and pains money" while in New York.

A vote of thanks was also extended to Brother Jeff Morrison for the work done here on the West Coast during the past four years.

For our Seafarer of the Week we nominate David E. Jones, who joined the Union in 1939, sailed in all war zones during the last war, and was torpedoed twice. For the past two years he has been shipping out of Seattle and San Francisco as a steward and cook on Far East runs. Jones speaks three languages and gets along very well in Japan, and he also likes the Far East runs because they are long trips and the payoffs are fat ones. Furthermore, he collects his vacation pay at the end of each trip at

the hall, where he spends most of his time while on the beach.

On the beach now, incidentally, are oldtimers W. Wells, F. Cullison and E. Harriman. In the hospital are A. J. Johansen, J. Kismul, George M. Rice, H. Tucker and R. Wiseman.

Jeff Gillette
Seattle Port Agent

Lake Charles:

City Back to Normal As Flood Waters Ebb

Things have been getting very hot down here in the fair city of Lake Charles, with temperatures running in the 90s. But the flood waters have all receded and things are slowly getting back to normal.

Shipping has been good here and we have shipped 52 men during the past two weeks. This flurry was caused mostly by the tankers of the Cities Service fleet, with the Chl-wawa, Paoli, Logans Fort, Government Camp, Bradford Island, Winter Hill, Royal Oak and Council Grove all calling in here, and then the Logans Fort coming back and bringing the Chl-wawa and Cantigny with her.

We also had two Mathalsen tankers in here, the Cabins and Bull Run, and in Port Arthur we had the Del Campo and Del Viento of Mississippi and the Carrabelle of National Navigation.

Each of these ships took on a few hands, and we expect things to continue to be pretty good for about the next five days, but after that we don't know what to expect.

MTC Is Gaining

On the labor front, we find the Metal Trades Council still battling down the line with the Cities Service Oil Refining Corp., and slowly but surely making progress, especially since the men have said, "Get it on the line or else."

Some of the boys running coastwise to Baltimore tell us they have been over to the site of the new hall there and think it will be the finest Union headquarters yet, especially with the excellent sidewalk superintending they are dishing out.

Among the boys here on the beach we find C. Tylanda, A. R. Hickey, R. M. Thompson, "Sun-down" Todd, D. McCorkindale, "Red" Kehrly, H. E. Grant, B. W. Spear, K. E. Lee, "Big Chief" Wahoo Boren and "Swede" Hellman.

Lexzy Clarke
Lake Charles Port Agent

New Orleans:

Cut In USPHS Program Already In Evidence

Here in New Orleans evidence of the Administration's plan to cut the USPHS program is already apparent, and during our last visit to the hospital we saw the staff already busily engaged in transferring patients and bunks from floor to floor, and making preparations for the transfer of men from Fort Stanton, NM, TB hospital. It makes us wonder if, during the recent election campaign, the voting public interpreted the economy pledge to include this body blow to the USPHS program.

In the hospital now, incidentally, are George Wendell, Dewey Shaw, Fred Farthing and Joe Colls, all recently admitted. Oldtimer Niels Hansen, we are happy to report, is progressing nicely, and this news should be welcomed by all his many friends.

Paul Chambliss, John Hartmann and Alvin Whitney are all the proud fathers of new daughters, and have submitted their credentials for the collection of maternity benefits.

Otherwise, the chief topic of interest here is the weather, which has been making us very thankful that we have air conditioning in the hall. Just about every record on the books has been broken during these past two weeks, with temperatures above 90 every day and 97.3 one day last week.

We have been waiting some time to get the roof of the hall repaired, but the Roofers and Sheet Metal Workers are still on a holiday because since their contracts expired April 30, the companies have done little to settle their disputes except to put large ads in the daily papers trying to put the blame for everything on the Union members. The money spent on these ads could have been used to raise the roofers' and sheet metal workers' wages.

Also on strike here are the Electricians, who went on strike against 26 contractor-members of the Association of Independent Electrical Contractors when their contracts expired May 31. The strike does not affect the large Kaiser Aluminum and Chemical Company plant at Chalmette, just below here.

Shipping Is Slow

Shipping during the past two weeks has been the slowest in this port in many years, with 212 members registered and only 145 shipped, and the outlook for the next two weeks is not good as we have only five ships scheduled for pay-offs and two of those are coastwise vessels. Bookmen, however, will never find the going tough here.

During the period we paid off the Del Mundo and Del Sud (Mississippi), the Beauregard and De Soto (Waterman), and the Carabelle (Nat'l Navigation). We signed on the Del Alba, Del Sud and Del Campo, the Beauregard and the Purplestar (Traders).

In-transit were the Corsair, Patriot, Cavalier and Polaris (Alcoa), Steel Navigator (Isthmian), Del Campo (Mississippi), Savannah and New Jersey (Seatrains), Clairborne and Monarch of the Seas (Waterman), Neva West and Genevieve Peterkin (Bloomfield), Coeur d'Alene Victory (Victory Carriers), William Downing (State Fuel) and Evelyn (Bull).

Lindsey J. Williams
New Orleans Port Agent

SIU HALL DIRECTORY

SIU, A&G District		
BALTIMORE	14 North Gay St.	Earl Sheppard, Agent
BOSTON	278 State St.	James Sheehan, Agent
GALVESTON	308 1/2 23rd St.	Keith Alsop, Agent
LAKE CHARLES, La.	1413 Ryan St.	Leroy Clarke, Agent
MIAMI	Dolphin Hotel	Eddie Parr, Agent
MOBILE	1 South Lawrence St.	Cal Tanner, Agent
NEW ORLEANS	523 Bienville St.	Lindsey Williams, Agent
NEW YORK	Magnolia 6112-6113	75 4th Ave., Brooklyn
NORFOLK	127-129 Bank St.	Ben Rees, Agent
PHILADELPHIA	337 Market St.	S. Cardullo, Agent
PORT ARTHUR	411 Austin St.	Don Hilton, Rep.
SAN FRANCISCO	450 Harrison St.	T. Banning, Agent
PUERTO DE TIERRA, PR	Pelayo 51-1a 5	Sai Colls, Agent
SAVANNAH	3 Abercorn St.	Jeff Morrison, Agent
SEATTLE	2700 1st Ave.	
TAMPA	1805-1811 N. Franklin St.	Ray White, Agent
WILMINGTON, Calif.	505 Marine Ave.	John Arabasz, Agent
HEADQUARTERS	675 4th Ave., Bklyn.	Paul Hall
SECRETARY-TREASURER		
ASST. SECRETARY-TREASURERS		
Lloyd Gardner	Joe Algina	Joe Volplan
Robert Matthews	Joe Volplan	William Hall
Claude Simmons	William Hall	
SUP		
HONOLULU	16 Merchant St.	
PORTLAND	622 N. W. Everett St.	
RICHMOND, CALIF.	Beacon 4326	237 5th St.
SAN FRANCISCO	450 Harrison St.	Douglas 2-8363
SEATTLE	2700 1st Ave.	Main 0290
WILMINGTON	505 Marine Ave.	Terminal 4-3131
NEW YORK	675 4th Ave., Brooklyn	Sterling 8-4671
Canadian District		
MONTREAL	634 St. James St. West	Phone 5-8777
HALIFAX, N.S.	120 1/2 Hollis St.	Phone: 3-6614
Great Lakes District		
ALPENA	133 W. Fletcher	Phone: 1236W
BUFFALO, NY	180 Main St.	Phone: Cleveland 7391
CLEVELAND	734 Lakeside Ave., NE	Phone: Main 1-0147
DETROIT	1036 3rd St.	Headquarters Phone: Woodward 1-8897
DULUTH	531 W. Michigan St.	Phone: Melrose 2-4110
SOUTH CHICAGO	3261 E. 82nd St.	Phone: East 3-2415
PORT WILLIAM ... 118 1/2 Syndicate Ave. Ontario Phone: 3-3221		
PORT COLBORNE ... 103 Durham St. Ontario Phone: 5591		
TORONTO, Ontario ... 272 King St. E. Empire 4-5719		
VICTORIA, BC ... 617 1/2 Cormorant St. Empire 4531		
VANCOUVER, BC ... 565 Hamilton St. Pacific 7824		
SYDNEY, NS ... 304 Charlotte St. Phone: 6346		
SAGOTVILLE, Quebec ... 20 Elgin St. Phone: 545		
THOROLD, Ontario ... 52 St. Davids St. Canal 7-3202		
QUEBEC ... 113 Cote De La Montagne Quebec Phone: 2-7078		
SAINT JOHN, NB ... 177 Prince William St. Phone: 2-3232		

PORT REPORTS

San Francisco:

Shipping Continuing To Be Very Good Here

Shipping has been very good here during the past two weeks so that we have no men on the beach at present and are short of men in all ratings. As far as we can see, shipping will continue to be very good.

During this period we paid off the Cecil N. Bean (Dry-Trans), William Carruth (Transfuel), Federal (Trafalgar), Mankato Victory (Victory Carriers) and Kyska (Waterman).

We signed on the Kyska, William Carruth, Cecil N. Bean, Mankato Victory and Topa Topa (Waterman).

In-transit we had the Raphael Semmes, Hastings, Madaket and Choctaw (Waterman), Seacloud (Seatraders), and Seamar and Alamar (Calmar).

Beefs on Bean

On the Cecil N. Bean there were quite a few beefs about unfair logging and overtime. The master had restricted the crew in Japan for 12 hours and the company had to pay over 280 hours OT. Also, the loggings were settled to the crew's satisfaction.

Aboard the Carruth, when she came in, was Hans Skaalegaard, bosun, who won a prize in the SIU art contest.

At our regular meeting we discussed mostly the SIU Welfare Plan, and various members told how they had benefited from the Plan and from Welfare Services.

In the hospital here we have P. Lawrence, W. J. Small, J. R. Coltrell, P. Smith and D. Sorrenson.

T. E. Banning
San Francisco Port Agent

Mobile:

Union Fighting Here For Hospital Service

A few of the members here are having a little trouble at the USPHS outpatient clinic in getting treatment due to the fact that their discharges are not long enough or, in the case of new seamen, that they are not bona fide seamen. The Union is handling this matter with the head of the USPHS here and will continue to battle to see that all members entitled to treatment at the clinic get it with a minimum of trouble. This port only has outpatient facilities inasmuch as the hospital was axed last year.

All members who have been refused treatment at the clinic should contact one of the officials of the hall and let him know about it. Also, while on the subject of hospitals, we have been getting quite a few favorable replies to our wires and telegrams to various senators and congressmen and the Department of Health, Education and Welfare in our fight to keep the USPHS hospital in Savannah open.

Warned About Draft

We are again reminding the younger seamen in this area that the draft boards here are flatly refusing occupational deferment for seamen and claiming that there is no shortage of experienced seamen, so seamen who are of draft age will do well to keep their boards notified that they are actively sailing, and above all, keep them informed as to their changes of address.

Shipping at this port has been fair, with 149 men shipped to regular jobs during the last two weeks. At the same time we registered 151 men, and also shipped approximately 75 relief jobs to tug boats and shore gangs.

Ships paying off here during this period included the Patriot, Cavalier, Polaris, Pointer, Roamer and Clipper, all of Alcoa, and the Monarch of the Sea, of Waterman.

Ships Signing On

The Patriot, Polaris, Pointer and Roamer signed on, and so did the Del Viento and Del Mundo (Mississippi).

In-transit here were the Chickasaw and De Soto (Waterman), Steel Executive (Isthmian), Catahoula (Cuban Distillery), Heywood Brown (Victory Carriers) and Archers Hope (Cities Service). All in-transit ships were contacted and all beefs settled to the satisfaction of the crews concerned.

Prospects for the coming two weeks look fair, with the following ships due to hit this port: Claborn, Monarch of the Sea, Antinous and Iberville (Waterman), and Pennant, Corsair, Partner, Pilgrim, Cavalier and Patriot (Alcoa).

Cal Tanner
Mobile Port Agent

Baltimore:

Atlantic Fleet Drive, New Hall In News

Right now we are in the thick of the Atlantic Refinery organizational drive, and we feel that the membership here is doing a fine job in contacting the crews of Atlantic ships whenever they are in port, and in doing everything else they can to help bring this fleet into the SIU. Here at headquarters we are urging every SIU man to take advantage of every opportunity to speak to Atlantic men, and we feel sure that with the kind of rank and file support we are getting we cannot lose, and that the same motto we have used in previous campaigns will again prove true in this one: Atlantic, Too, Will Be SIU.

Outside of the Atlantic drive, our chief interest here, of course, is centered on the construction of our new hall, which is coming along in fine style. We are looking forward very much to the completion of this building, and we feel certain we speak for all the members when we say that there is no question but what this building will be one of the finest union halls anywhere. The Baltimore membership, we know, is very appreciative of a building like this.

Shipping Is Good

Shipping here during the past two weeks has been very good, with the number of men shipped just about equal to the number registered, and with 16 ships paying off, 15 ships signing on and 12 ships in-transit.

Earl Sheppard
Baltimore Port Agent

New York:

Spring Fever Is Here But Activity's Brisk

Spring has finally arrived in the Big City and from the large turnover in jobs on the ships arriving here it looks as if most of the boys want to take a vacation and enjoy some of this warm weather. Of course, the fact that the baseball parks and the race tracks are in full swing may have something to do with it.

Some of the boys also tell me that there is some very inviting scenery around the local beaches and the seashore that could lure a man off a good ship at this time of year. At any rate, there seem to be more men looking for relief than there are looking for jobs here lately.

The port has been busy during the past two weeks and shipping has been good in all departments. We paid off a total of 28 ships in this period, signed nine on foreign articles and serviced 13 in-transit, as follows:

Ships Paid Off

Simmons Victory, Jean, Marina, Evelyn, Beatrice, Suzanne and Elizabeth (Bull); New Jersey, New York, Texas, Georgia and Savannah (Seatrains); Steel Executive and Steel Navigator (Isthmian); Robin Gray, Robin Doncaster, Cornhusker Mariner and Robin Hood (Robin); Amberstar (Triton); Carroll Victory (South Atlantic); Wild Ranger, Azalea City, Hurricane, Stonewall Jackson and Afoundria (Waterman); Coe Victory (Victory Carriers); Logans Fort (Cities Service), and Sea Comet II (Seatraders).

Ships Signed On

Trojan Trader (Trojan); Simmons Victory (Bull); Longview Victory and Coe Victory (Victory Carriers); Robin Goodfellow and Robin Mowbray (Robin); Steel Navigator (Isthmian); Wild Ranger (Waterman), and Carroll Victory (South Atlantic).

Ships In-Transit

Alcoa Ranger, Alcoa Runner, Alcoa Puritan (Alcoa); Iberville, Maiden Creek, Antinous, Chickasaw (Waterman); Steel Apprentice, Steel Chemist (Isthmian); Pennmar (Calmar); Abiqua, Bradford Island (Cities Service), and Louisiana (Seatrains).

The outlook for shipping in the coming period is good as we have a number of ships due in from long trips for payoffs, and we expect a couple of tankers to be taken out of lay-up. We have also been informed by a couple of our operators that they expect to crew up several tankers that they have laid

up in some of the other east and west coast ports.

Claude Simmons
Ass't Secretary-Treasurer

Boston:

Shipping So Good Here Dispatcher Almost Off

We have had a good spurt in shipping here during the past two weeks, and shipped out 79 men while we registered 63.

Shipping, in fact, has been so good here, and our board so full of jobs going in all directions, that our dispatcher, Jim Sweeney, has just about had to dig up men from the backwoods who didn't even know there was a war on in Korea. But anyway, no ships have sailed short from here that we know of.

As a matter of fact, Jim developed such a good sales talk, and began to paint such pretty pictures, that he darned near shipped out himself, and I had all I could do to hold him back. Our total shipping figures for the period are as follows:



D. Sheehan

Registered 30 in deck, 17 in engine and 16 in steward; shipped 26—in deck, 34 in engine and 19 in steward.

During this period we paid off the Archers Hope, Lone Jack and Council Grove (Cities Service), the Queenstown Heights (Carras) and the Ann Marie (Bull), and all these ships signed on.

In-transit we had the Steel Age (Isthmian), Government Camp (Cities Service), Robin Doncaster (Seas Shipping), Trinity (Carras) and Chickasaw (Waterman).

The Steel Age had to shift out to anchorage during her stay here as there was quite a fire near her which burned all night and completely destroyed Pier 48.

On the beach here we have D. Sheehan, A. Pinchook, G. Stabello, J. McLaughlin, J. LaPointe, B. Gordy, S. Gordon, R. Frazer, L. Williams, J. Chermesino, M. Sweet, C. Connors and J. Hunt.

J. W. Carey just got out of the hospital and is now an out-patient. G. Williams also got out and is in good shape. John Duffy is coming along fine, as is Stanley Greenridge. R. N. Rogers is getting back into good shape and should be out next week, and S. Kostegan is also due out soon. J. Flaherty should be out in a few more weeks, and J. Penswick, who won himself a prize in the SIU art contest, should be out soon.

James Sheehan
Boston Port Agent

The Patrolman Says . . .

There have been a lot of pros and cons on what a bosun should know. The first thing a bosun should know is how to handle men and work them. By that I don't mean just turning them to, and letting it go at that. He should place his men so as to get the most efficiency out of each sailor he has working. As an example, if he has a good painter and a good splicer, don't use the painter splicing if there is painting to be done and don't use the splicer painting if there is splicing to be done. That way you don't cut down the efficiency and quality of each man's work and wind up putting out more work with no extra effort.

When a rigging job is to be done, the bosun should always be at hand to see that it is done properly. It stands to reason, therefore, that

he must know all phases of rigging and know how to do it the first time without having to re-rig the job. I have seen jobs take twice as long just because they were rigged wrong in the

first place. As an example, during the evacuation of Inchon, they sent us some 95-foot steel pilings which had been turned down by several other ships as having been too long to load. After a little deliberation we unshipped the stays, winged out no. 4 and no. 5 gear and worked with both winches at one time, making seven ton lifts with ease. They also sent us a truck that was 15 feet longer than no. 2 hatch. With a little application of triangulation and rigging know-how, it was rigged and put into the hatch on the first try. After that the deck department made all the stevedore time we wanted.

A good way to keep the mate from breathing down your neck is to keep a step ahead of him. If you have an idea he is going to have you do a job start on it before he tells you.

Chuck Allen

Miami:

Weather Is Hot Here; Hurricane Fizzes Out

The only real item of news here is still the weather, which continues very hot, but the hurricane "Alice," fortunately, fizzed out in the Gulf after a week of on-and-off rains.

Shipping has been very slow here during the past two weeks, and although a number of ships have been in-transit, there have been few jobs. In fact, of six men registered, we shipped only one—Bernie Lawson, who was put aboard the Florida, which is on continuous articles, and which was the only ship to pay off here.

In-transit were the Alawai, De Soto, Mobilian and Iberville (Waterman) and the Arlyn (Bull).

We settled the lodging beef on the Florida and now are waiting for them to get a few passengers so we can talk about repairs.

We have no men in the hospital, but Donald White is recuperating from a broken leg received in a motorcycle accident, and has switched to riding around in a British MG.

Eddie Parr
Miami Port Agent

A & G SHIPPING RECORD

Shipping Figures May 20 to June 3

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIP.
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	30	17	18	63	26	34	19	79
New York	185	154	149	488	151	130	117	398
Philadelphia	61	35	40	136	61	49	39	149
Baltimore	156	101	87	344	122	103	89	314
Norfolk	15	10	5	30	3	5	2	10
Savannah	16	10	9	35	18	13	15	46
Tampa	6	10	10	26	4	5	6	15
Mobile	51	53	47	151	48	46	55	149
New Orleans	103	72	75	250	56	68	65	189
Galveston	58	15	15	88	43	39	30	112
Seattle	38	21	16	75	39	28	15	82
San Francisco	44	46	33	123	57	52	39	158
Wilmington	16	10	6	32	6	9	5	20
Totals	779	554	508	1841	634	581	496	1721

IN THE WAKE

As far back as 150 BC, the figure of Atlas was portrayed supporting the heavens and/or the earth on his shoulders. It was used commonly as an illustration for many books of maps, but was first applied as the name of a collection of maps by Gerhard Mercator (1512-94), the Flemish geographer and mathematician. Apparently, the suggestion Mercator tried to put over was that his book contained all the knowledge of the world between its two covers. If so, he was particularly successful at it. His projection maps are more generally used today than any other projection for navigators' maps of the world.

It is supposed that the body of water known as the Black Sea was given that name by the Turks because of its dense fogs and violent storms, black being used in the sense of bleak, gloomy and forbidding. In winter the waters are often covered with heavy fogs that obscure the sun and darken the entire area. The early Greeks called it "Pontos Axemos," meaning inhospitable sea or sea unfriendly to strangers, because of its barren shores and its lack of islands where navigators could find shelter from the frequent storms.

Some authorities suppose the name Africa to be another version of "Ophir," a seaport or region frequently mentioned in the Old Testament, from which the ships of Solomon brought fine gold in great quantity, plus sandalwood, precious stones and ivory. Although the actual location of "Ophir" is unknown, it has at different times been identified with India, Ceylon, the Malay Peninsula, Arabia and Africa itself.

The seaman's reference to halcyon days, a time of calm at sea, stems from an ancient tale about Halcyone, daughter of the god of the winds, who was reunited with her husband when the gods transformed them both into halcyons, a

species of kingfisher. This bird, it was believed, spent 14 days during the coldest time of winter building a floating nest, laying its eggs and watching over the eggs until they hatched. Since under natural conditions such a nest could not survive the shock of wind and waves, the gods saw to it that during those 14 days the winds ceased and the sea subsided. Thereafter the seven days before and after the shortest day of the year (December 21) were called the halcyon days by many mariners.

There is just one place in the Americas where both the Atlantic and the Pacific Oceans can be seen from the same spot. On a clear day, both can be seen from the summit of Mount Izaru, an active volcano in Costa Rica about 12,000 feet high. Actually, the portion of the Atlantic that is seen is the Caribbean Sea, but this has always been regarded as part of the North Atlantic.

The slang reference to a person or to his head as a "coconut" dates back several hundred years, and is, in fact, not too unusual after all, since the shape of the human head does somewhat resemble that of the nut itself. That is just what Portuguese explorers thought when, in the late 15th century, they found this fruit growing upon islands of the Indian Ocean. Not only was the nut about the shape and size of a small head, but the base of it, with its three dark holes, really resembled a grinning face. That is what led the Portuguese to call the nut a "coco," for in their language that means "a grinning face."

Scientists say that the drainage system of the rivers in the western hemisphere is the greatest on earth. It is estimated that the Amazon discharges more water into the Atlantic Ocean than the eight largest rivers of Asia together. On North America, the Mississippi River discharges more water by itself than all the rivers of Europe put together.

THE INQUIRING SEAFARER

Question: Do you have any gripes about shipboard Union meetings?

Max Byers, ch. elect: I don't have any real gripes about the shipboard SIU meetings. Most of the time, I end up as chairman, and make sure that the meeting goes along okay, and don't let any one man keep the floor for too long. I think that the shipboard meetings are a great idea.



Alphonso Parker, MM: The shipboard Union meetings are a great idea. It gives everybody a chance to talk about their beefs, and to keep the men on the ship informed about the Union and what is happening. However, the men should stick to the subject being discussed and shouldn't talk too long.

John J. Dorla, OS: One shipboard meeting that I was at recently was all fouled up by two guys who started arguing about some beef that was mostly personal anyway. They kept talking, and weren't even on the subject the meeting was discussing. That kind of thing gripes me.



John A. Muehleck, cook-baker: There are always some guys who hold their own meetings before and after the regular shipboard meeting, and gripe like mad about everything, but these guys never say a word during the regular meeting. If a man has a gripe, the meeting is the place to talk about it.

Selig Freilich, FWT: The guys that gripe me are the ones who stay in their sack, even though they know there's going to be a meeting. Then they finally get up and wander into the meeting late. They hold everybody up, and don't know what's being discussed or what has happened earlier in the meeting.



James Tarrant, AB: My big gripe about shipboard meetings are the characters who will never accept the chairman's job, and always try to make the same people do all the work. More of these men should realize that it's their place to take these kinds of jobs and do their part in running a meeting.



MEET THE SEAFARER



STANLEY C. SCOTT—Bosun

Seafarer Stanley C. Scott has been going to sea for the comparatively short period of 12 years, but in that time, as a civilian and a sailor in the US Navy he has girdled the globe many times and has a thrill to match every voyage. Starting his sea-going career in 1941, 11 months before Japan struck at Pearl Harbor, the 39-year-old bosun got his sea legs at a comparatively late stage in life. However, he made up for a previous lack of maritime activity by a hectic naval career. It was right in the beginning of his service, too, that most of the drama of the sea unfolded about his landlubber's legs.

Scott was stationed at Pearl Harbor on Dec. 7, 1941, on the cruiser Detroit, when the Japs hit Hawaii. He worked without rest for 24 hours, from 7 AM around the clock, earning a commendation for his work under hazardous conditions. Before he was discharged from the Navy in August, 1944, he had an opportunity at some personal revenge, getting in on some of the heavy counter-attacks of the Pacific Fleet.

US Hits Back

Scott was on the destroyer Reed when the vessel was part of a convoy for the first naval air assault launched by America at the beginning of World War II. It was late in January, 1942, when the task force hit the Marshall and Gilbert Islands, sinking the first Japanese destroyer and taking the first Jap prisoners in the war. The assault paid off, in part, for the surprise raid on Hawaii by the sons of Nippon.

Turning to more peaceful pursuits, the Navy veteran shipped out on two SUP vessels, the William Endicott and the Caleb Strong, when he shed his blues for civvies. It wasn't long after that when he began to ship Military Sea Transportation Service runs to Europe, South America, the Mediterranean and points outward. Two of the vessels he shipped on under MSTs were the hospital ship

Blanche Sigman and the C-4 General Stuart Heintzelman. The latter was a troop carrier making much of the world in its ports of call.

It was while he was with the MSTs, Scott said, that he "began to look enviously at the SIU. I had earned a 60-day vacation with MSTs, and I decided to make the most of it."

Taking the bull by the horns, the Brooklyn-born-and-bred Seafarer jumped into the Union fight with Cities Service. He went on the Abiqua as an organizer for the SIU, but was fired off her after five months. The Union filed charges against Cities Service, and, eventually, Scott got \$700 and a Union book, "which was worth much more than that," he said.

Shipped To Islands

The Brooklyn bosun, who ships in Group I as "just about everything but a carpenter," last sailed on the Puerto Rico (Bull). He was on her two years, shipping to the islands as AB deck maintenance man. Before that he sailed the Ames Victory (Victory Carriers), the Trinity (Carras), and Isthmian's Steel Mariner, the last on a five-months trip around the world which he enjoyed very much.

Married 10 years come September, Scott has two children, Walter aged 6 and Jean, 8, named after her mother. Scott was born in the Greenpoint section of Brooklyn, but has since moved, after trips around the world, to his Bay Ridge home where he can watch SIU-contracted ships enter and leave New York's lower bay.

"I'm very well satisfied with the situation in the SIU," he said. "Most of all I like the job security and trip choice which the Union offers. I prefer the West and East Indies and the Mediterranean runs. The Mediterranean is a sailor's paradise. When you hit Naples, for instance, it's just a short hop to Capri. And when you're in Genoa you just stay there and enjoy yourself."

The Seafarers Puzzle

1. side	13. Fruits	34. Fearful
2. Columbia, the of the Ocean	18. Direction of St. Lucia from Dominica	35. Dusseldorf's river
3. What freighter carries	19. Dice game	37. Day
4. Honduras port	20. Go over accounts	39. Ancient home of Irish kings
5. City in NY	21. Silly	40. Centimeters: Abbr.
6. Sicily port	22. Teddy R's party symbol	41. New Guinea port
7. Goes over a book	23. What cook wears	42. What SIU provides
8. African tribe	24. Honshu port	43. Girl's nickname
9. Term of address in Navy	25. Adriatic port	44. Nothing
10. City in Egypt	26. Silver coins of Iran	45. Summer, in France
11. East end of NY	27. Gray lamb's fur	46. Whiskey

(Answers on Page 25)

1	2	3	4	5	6	7	8	9	10	11	
12			13					14			
15								16			
			17								
19	20	21				22			23	24	25
26						27					28
29						30					31
32						33					34
35						36					37
						38					39
40	41	42				43			44	45	46
47						48					
49						50					51

TEN YEARS AGO

Attu, Washington announced, was the first American soil to be regained by US forces in the war after seizure by the enemy. . . . Algiers announced that as the result of a meeting between General Charles de Gaulle and General Henri Giraud, these two men and General George Catroux, Rene Masigli, Jean Monnet, General Alphonse Georges and Andre Phillip formed the executive committee which will govern the empire and represent the people of France until their motherland is freed. . . . Agents of the A & G District of the SIU held a conference in New York aimed at the tightening of the Union apparatus for the critical war and post-war periods. . . . Two US cargo ships, a tanker and an ammunition laden freighter, collided off the Atlantic coast, taking the lives of 84 of the 151 men aboard.

President Roosevelt signed the pay-as-you-go income tax bill of 1943, making a 20 percent withholding of taxable income at source effective on July 1, 1943, for all wage and salary earners. . . . The SIU hailed Drew Pearson's revelation that the WSA was "conspiring to drive the maritime unions from the sea" by training a surplus of apprentice seamen for

which no jobs were available. . . . In Mexico the Chamber of Deputies unanimously approved a declaration that Mexico had been in a state of war with Germany, Italy and Japan since May 22. . . . In Los Angeles, young zoot suit wearers and servicemen fought while State investigators, under orders from Gov. Earl Warren, began searching for the basic causes of a week-long series of disorders. . . . Pope Plus XII again voiced an appeal to the belligerents on both sides to refrain from the furies of total war, including aerial reprisals. . . . The SIU asked FDR to step in and correct the muddle on obtaining seamen's papers caused by the RMO. . . . Official reports disclosed 17,083 American soldiers were held prisoners of war by the Axis, with the large majority in Japanese hands.

A military revolt in Argentina headed by Gen. Arturo Rawson, an anti-Isolationist, upset the government of President Ramon Castillo, who took refuge on a warship. Martial law was declared. . . . With the SIU as one of the backers of the organization, a merchant seamen's club was opened in Glasgow, Scotland, for the use of all seamen of Allied nations.

SEAFARERS LOG

June 12, 1953

Vol. XV. No. 12

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. STerling 8-4670.

PAUL HALL, Secretary-Treasurer

Editor, HENRY BRAND; Managing Editor, RAY DENISON; Art Editor, BERNARD SEAMAN; Photo Editor, DANIEL NILVA; Staff Writers, HERMAN ARTHUR, IRWIN SPITACE, ART PERFALL, JERRY REMER, AL MASKIN; Gulf Area Reporter, BILL MOODY.



The Election Petition

The SIU's petition for a collective bargaining election among Atlantic tankermen has been welcomed with enthusiasm by all hands.

The response from the fleet has been a stepped-up flow of pledge cards and a flood of withdrawals from the company-dominated Atlantic Maritime Employees Union.

Prior to petitioning there were a few Atlantic tankermen who had been hesitant about lining up with the SIU because they had been fed a steady diet of propaganda to the effect that the SIU would never go for an election. The petition filed with the Labor Board shot these stories full of holes. Now there's no doubt in anybody's mind that the SIU means business and can back its petition with the solid support of a handsome majority of the fleet.

Fundamentally, there's just one basic issue facing Atlantic men in this drive. It's simply a matter of choosing between a handout existence at the pleasure of the company, and the sturdy independence to be found in banding together with the SIU to bargain for shipboard conditions.

Under the present set-up in Atlantic, the tankermen have no choice but to go begging for the company's favors, hat in hand. It should be pretty obvious by now to all that the AMEU has neither the strength nor the heart to get its back up to the company. If it did, it would find itself out of business in short order.

Given a choice between crawling or standing up to the company, it's easy to see how the Atlantic tankerman will respond. He wants to be able to stand on his two feet. The only way he can do it is through the SIU. Almost 600 pledge cards from Atlantic men prove this point.

Scholarship Awards

Within the next month or so, the winners of the first SIU annual scholarship awards will be known. Four Seafarers or children of Seafarers will receive the generous \$1,500 yearly awards that will enable them to get the college education they would otherwise do without.

Selection of the scholarship winners has been a lengthy process because the Union wanted to surround this procedure with every safeguard. That's why all candidates had to submit certain qualifications, pass the standard college entrance examinations and be studied by a qualified advisory board of college professors and administrators.

The advisory board will meet on June 23rd to examine the qualifications of all applicants and draft its final recommendations to the trustees of the Seafarers Welfare Plan. After that the trustees will make the final selection. This Fall four young men and women will start on their college careers assured of \$6,000 to complete a four-year course.

Action In Congress

After a certain amount of dilatory motion, Congress is buckling down to work on maritime issues. It appears that a thoroughgoing effort is being made in both Senate and House to draft a constructive merchant marine program.

It's fitting that such a program should be drafted at this time because the merchant marine is facing another period of drastic change. Right now, streams of ships and supplies are crossing the Pacific to Korea. Six months from now, if all goes well in current peace negotiations, the stream may dry up and disappear.

These violent changes in the pattern of shipping are nothing new. They simply point up the need for legislative action to stabilize a notoriously unstable industry. It's to be hoped that after the false starts of past years, Congress will come up with constructive legislation this time.

In Fine SIU Style

The crew of another SIU-manned vessel, the Liberty Bell, has received a commendation from military authorities for rescue work performed in the Pacific near Japan. While dozens of Navy and private ships searched the waters in vain for a group of missing fishermen, the keen-eyed Seafarers of the Liberty Bell successfully spotted survivors of a wreck leading to their rescue.

Such incidents have not been unusual in the past. The competent, professional seamen who make up the SIU have had their share of successful rescues at sea.

The crew of the Liberty Bell deserves a "well done" for living up to the best traditions of the SIU.

LETTER of the WEEK

Crew's Kindness Touches Widow

To the Editor:

I am the widow of E. J. Blanes, who died while serving as a utility man aboard the Amersea (Blackchester) on or about March 6 of this year, and was buried at sea on March 8.

My husband was not a member of the Seafarers International Union, but had shipped in an emergency. He was a member of the Marine Cooks and Stewards, AFL, but he had always spoken very highly of your Union, and wanted to join it, and now, after what his shipmates on the Amersea have done for my family and myself, I can see why everyone has a good word for the SIU.

The crew of the above-mentioned ship forwarded my family \$275 from Port Said, Egypt, by radiogram, and again, a few weeks later, I was sent a money order for \$30 and advised that the crewmembers had voted to give me that much more.

I do not have enough words to be able to say, "thanks" to them for the money, and also for their sympathetic radiogram right after my husband died, nor for the many nice letters that some of the crewmembers wrote me. And I have been told that my husband received a proper funeral in true SIU fashion.

Men Are Scattered

Of course, about three months have now elapsed since my husband's death, and I realize that by this time those shipmates of his who served with him on the Amersea must be separated and perhaps scattered all over the world, and in any case I do not know their whereabouts and have no means of contacting each one personally to express my deepfelt gratitude. And so I would appreciate it if you would allow me space in the columns of your Union newspaper to express my thanks to all the seamen of the Amersea, no matter where they now may be.

I am not a young woman anymore, but that magnificent gesture from the SIU shipmates of my husband has made me realize that there are plenty of nice folk in the world, so once again, if you can find space in the SEAFARERS LOG, please extend my most sincere and heartiest thanks to ship's delegate D. Jones, Calvin Lake, E. Ibarra, W. Welden and the others too numerous to mention. I will always have a prayer on my lips and in my heart for them, and also for the Union officials at the port of Seattle, whose kindness and consideration so helped to lighten my burden during my hour of darkest need.

Also, I would like these Union officials and the men on the Amersea to know that these heartfelt thanks for their efforts after my husband's death come not only from myself but from my son and daughter as well.

Mrs. E. J. Blanes, daughter, Geri Lee, and son, Elwood

'Declaration of Independence'



LABOR ROUND-UP

Steps toward labor unity were taken by a joint AFL-CIO committee when they reached a "no-raiding" agreement. The agreement will go into effect next January 1 after approval by AFL and CIO conventions and individual unions. It calls for the naming of an impartial arbitrator to settle disputes between unions. The committee will now go to work to try to determine the jurisdiction limits of the various AFL and CIO unions.

A card-carrying general, probably the only one with union membership, is the proud boast of the American Federation of Technical Engineers, Local 30, AFL. The general in question is Frank C. Myers who was recently promoted to Brigadier in the Marine Corps Reserve. Myers has been a member of the union since back in 1929. During World War II he served as a colonel in the South Pacific.

The full amount of aid appropriations for Europe asked by President Eisenhower was backed by the AFL in testimony before the House Committee on Foreign Affairs. AFL economist Boris Shishkin told the Committee that any cuts would be false economy by weakening ties between the US and Europe.

An open shop bill in California was defeated in the State Assembly Industrial Relations Committee by an eight to two vote after the State AFL mustered forces against it. The bill would have ruled out all forms of union security and made an open shop compulsory. It was backed by the Associated Farmers and the California Chamber of Commerce.

New auto contracts providing small wage increases and boosts in pensions to a ceiling of \$137.50 a month have been signed by major auto producers. The United Automobile Workers (CIO) signed agreements with General Motors, Ford and Chrysler calling for ten cents raises for skilled workers and five cents annual productivity increases. The cost of living formula in the contracts was revised.

The safety program of the US

Department of Labor was threatened when the House of Representatives cut funds and personnel for the Bureau of Labor Standards in half. The Bureau conducts a safety training program that has been credited with considerable reductions in accidents in industry.

Fort Worth, Texas unions in a good neighbor gesture bought 200 pure-bred pigs and sent them by air to Honduras where they will be used as a means of improving animal husbandry in that country. Funds for the pigs were raised in a drive throughout the city's unions.

A group of models in San Francisco has applied for an AFL union charter and permission to organize models elsewhere in the country. The models claim that society women have been cutting in on their jobs by appearing in fashion shows at women's organizations. Employers furnish the clothes and the women do the modeling for free.

General Electric has offered a wage increase of a little more than three per cent to 100,000 employees in two unions. Workers involved are members of the International Union of Electrical Workers, CIO, and the United Electrical Workers, independent. Another 100,000 GE workers represented by a variety of craft unions accepted a previous company wage offer last March.

Cuts in work hours were won by 1,500 AFL bakers in the San Francisco Bay area after a four day strike over the Memorial Day weekend. The work week for men was reduced to 35 hours from 37½ with no loss in pay. Women bakery clerks received increases of ten to 15 cents an hour.

A retirement village in Florida, is being built by the Upholsterers International Union, AFL. The union plans to invest \$5 million of its own funds in a community that will accommodate 500 families of workers over 65 years old. Rentals will run from \$42 to \$50 a month. The cottages will be of concrete block and contain one and two bedrooms each. The program was approved at the union's convention by all but five delegates from California.

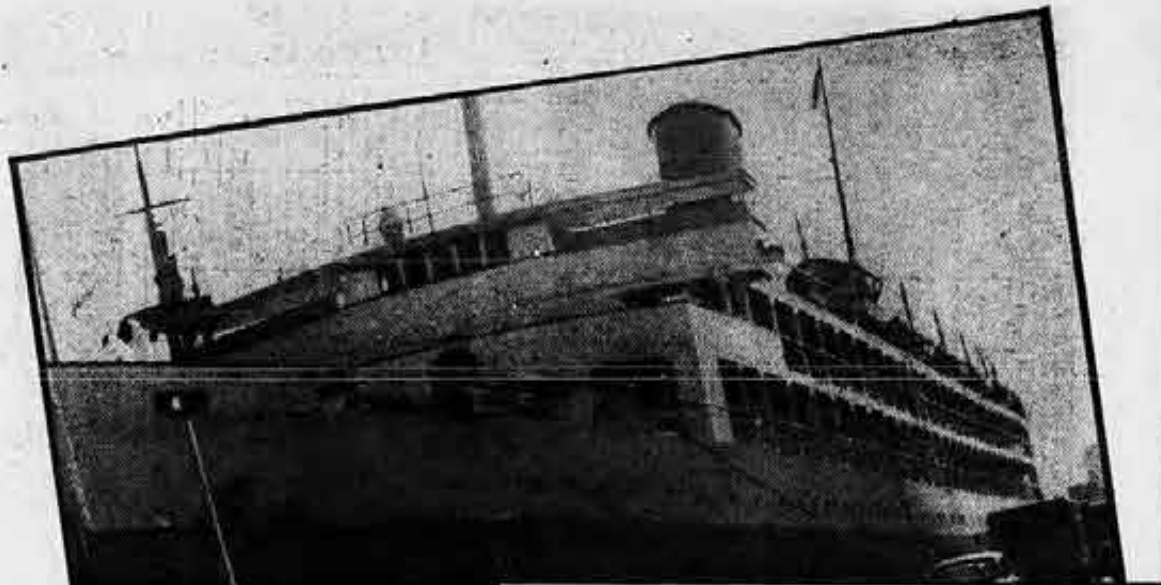
To the Land of CUBA LIBRE



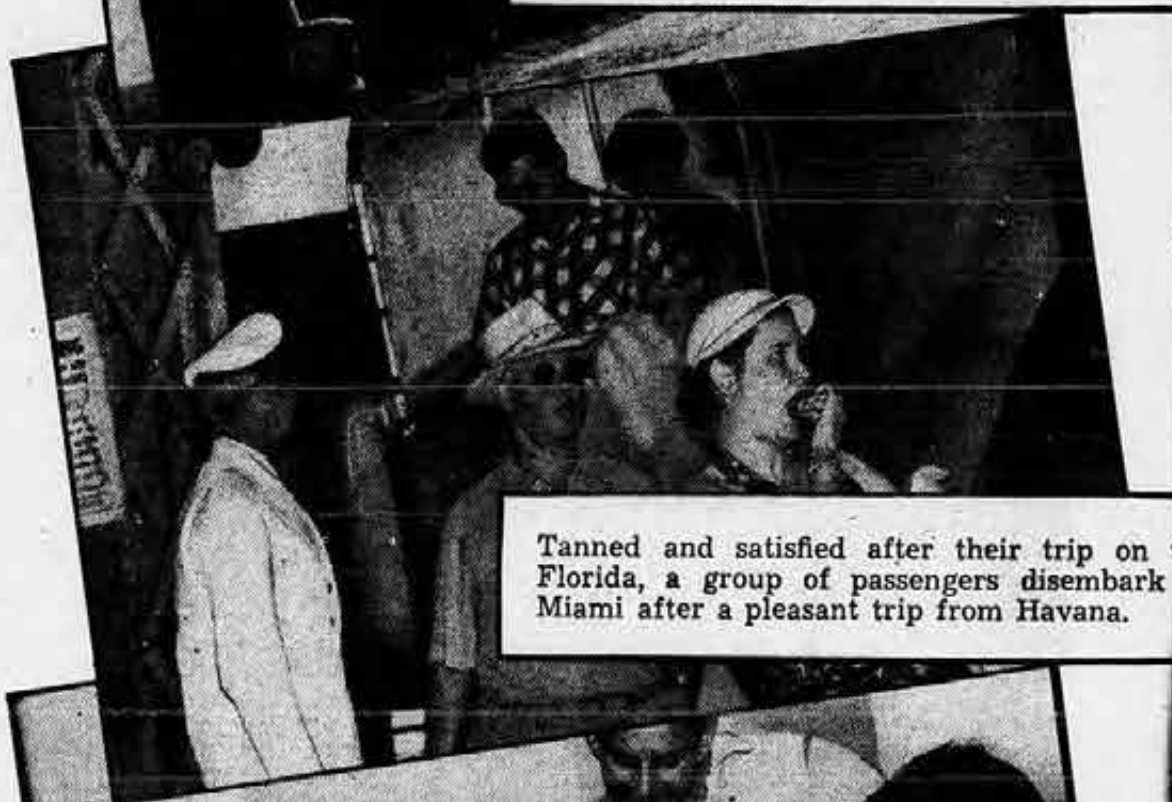
One of the most pleasant short runs that a seaman can get is a ship that makes an overnight run between two large resort cities. That's the sort of deal the SIU-contracted Florida offers its crew.

The trim passenger vessel makes three trips a week between Miami and Havana, making the run in 12 hours. She leaves one end of the run each night, and arrives at the other end the next morning. The only night she spends in port is Saturday night, when she doesn't sail.

Taking a crew of over 150, she can carry several hundred fun-seeking passengers on the trip between the two great playlands.



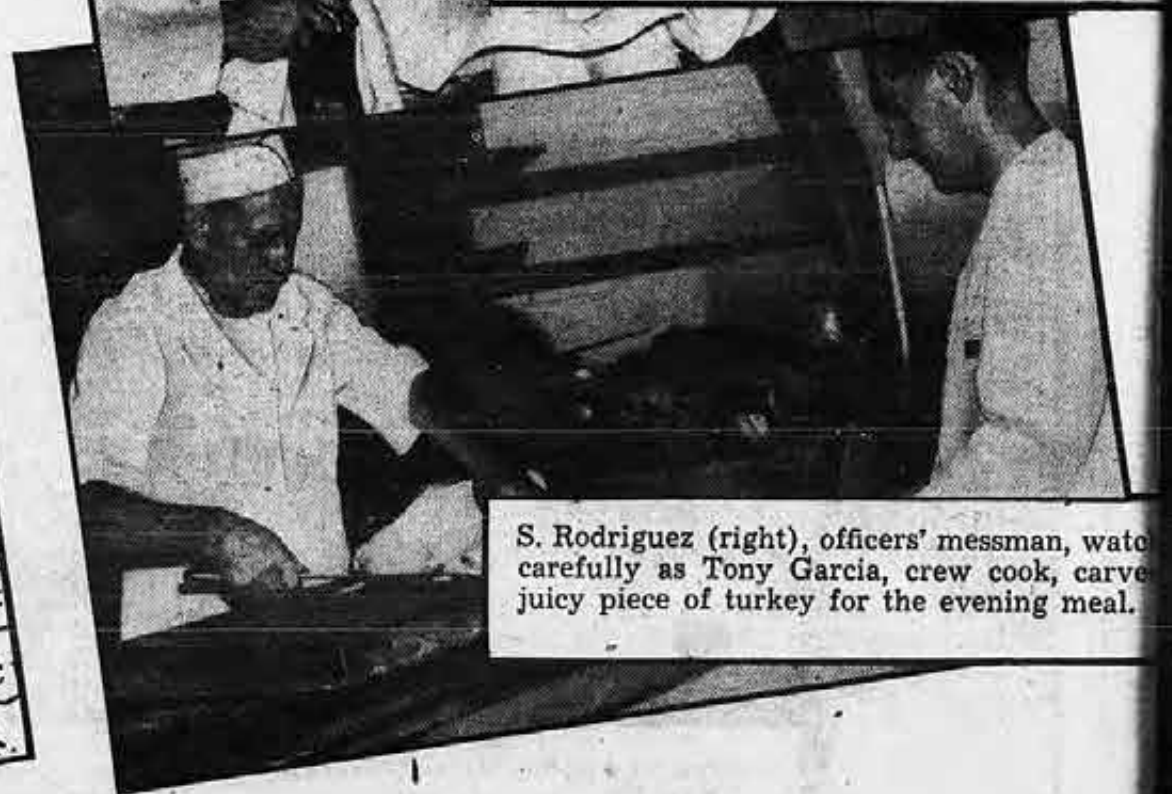
The Florida lays quietly next to her pier, before taking some more passengers between the two great southern playlands, Miami and Havana.



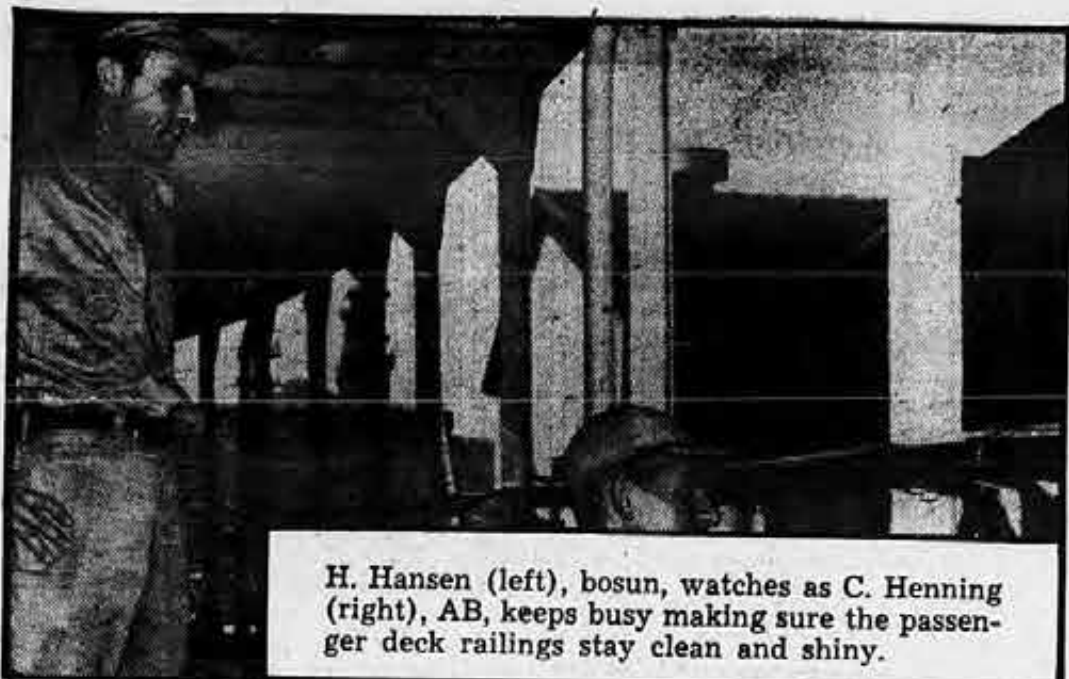
Tanned and satisfied after their trip on Florida, a group of passengers disembark Miami after a pleasant trip from Havana.



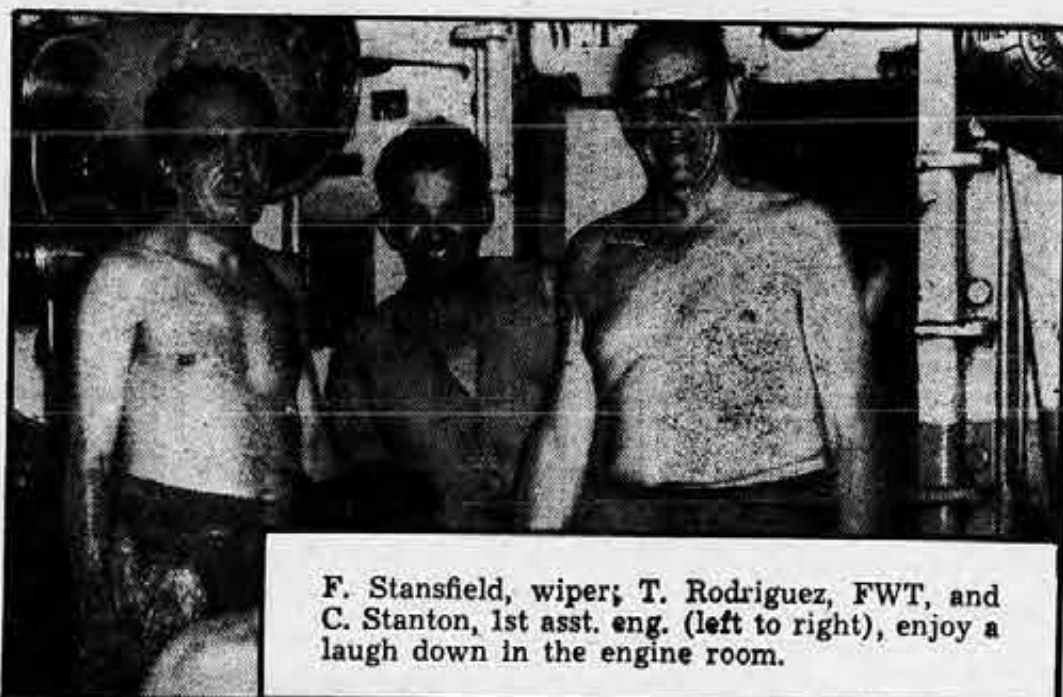
E. Reyes, bellboy; R. Gonzalez, waiter, and Lima, bar waiter, pay a lot of attention to passenger on stewardess Jane Smith's lap.



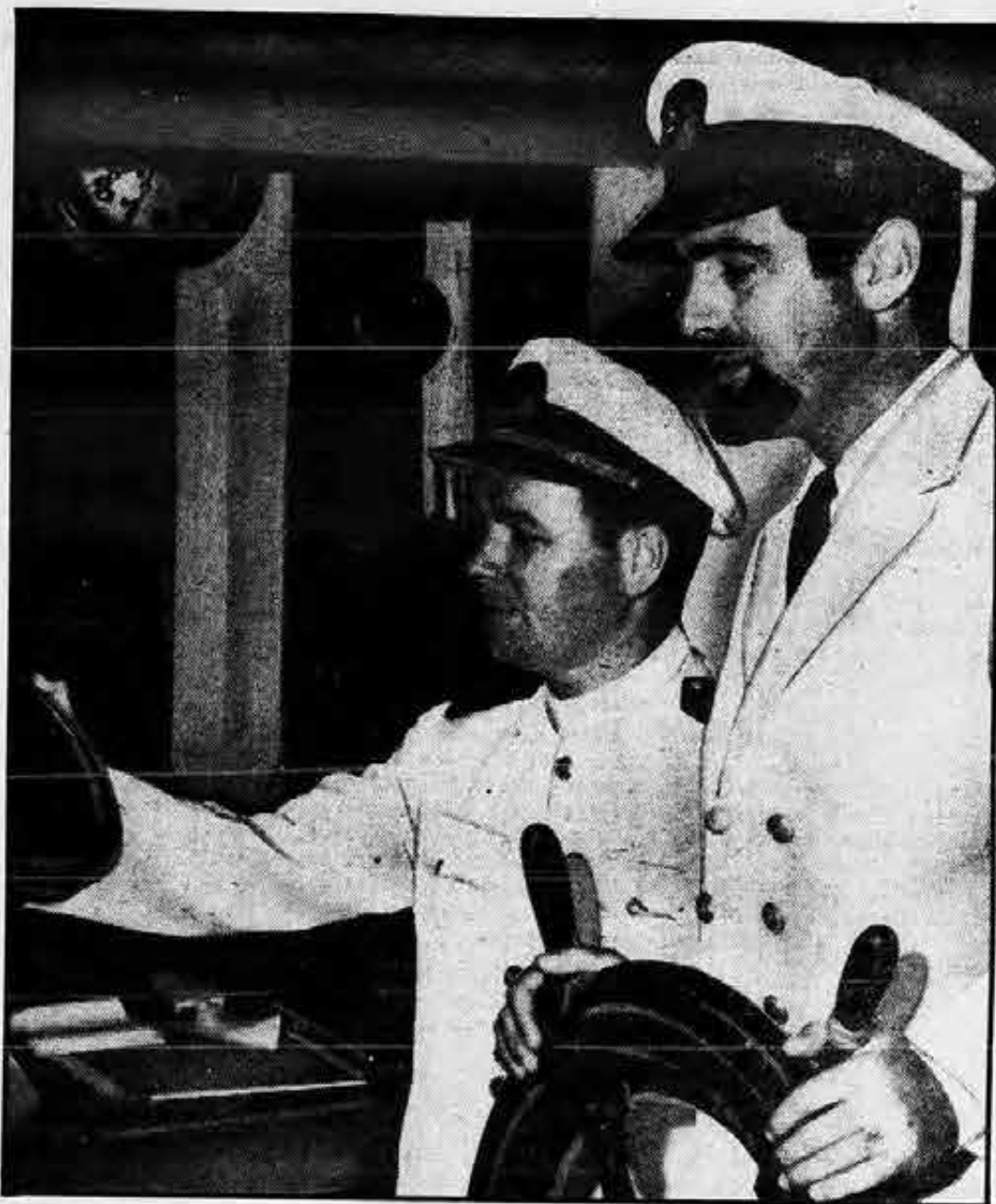
S. Rodriguez (right), officers' messman, watches carefully as Tony Garcia, crew cook, carves a juicy piece of turkey for the evening meal.



H. Hansen (left), bosun, watches as C. Henning (right), AB, keeps busy making sure the passenger deck railings stay clean and shiny.



F. Stansfield, wiper; T. Rodriguez, FWT, and C. Stanton, 1st asst. eng. (left to right), enjoy a laugh down in the engine room.



A. Pedrajo, quartermaster, and Bob Wright, third mate, stand their watch on the bridge, and keep the Florida on course as she makes her way between her two sunny ports of call.



The gangway is swung aboard by Ramon Varelo (left), AB, and Nick Grossie, DM, as J. A. Leslie, watchman, and the Cuban pilot watch.



Even on a passenger ship there are beefs. Here, Eddie Parr (right), Miami port agent, checks some disputed steward department OT.



There's always plenty of work for the deck department on a short run. Here, C. Hilseth, AB, and N. Gonzalez, OS, keep busy coiling a hawser to keep things shipshape, in true SIU style.

MARITIME

Plans to dredge the Gowanus Creek Channel in Brooklyn took a forward step when the House approved fund appropriations to deepen New York's tenth busiest waterway to 30 feet to accommodate larger-sized ships. The Gowanus Channel appropriations was one of the few river and harbor items to survive the economy ax. Brooklyn civic leaders had made a special trip to Washington to plead for the appropriation.

The first French vessel to touch Lake Michigan since 1674 arrived in Chicago, May 30. The Jacques Marquette completed a 65-day voyage from Marseilles by sailing down the St. Lawrence and through the Great Lakes to the midwestern city. It carried a cargo of wines and liquors from France, cork from Spain and marble and olives from Italy.

A decision is awaited from the Interstate Commerce Commission on the request of the Isbrandtsen Steamship Company for intercoastal operating rights. Isbrandtsen wants to make trips every two weeks from the Pacific Coast to the East Coast via Panama. Spokesmen for Waterman SS Company and Luckenbach SS Company have opposed the request on the grounds that additional intercoastal sailings are not needed.

An appeal to American ship operators for research funds has been made by the Society of Naval Architects and Marine Engineers. The group is seeking \$100,000 to finance continuing research into ship design and building, cargo handling, tailshaft failures and other technical matters. Funds sought are for the purchase of materials and costs of clerical labor. Ship operators have turned down requests on the ground that as customers of shipbuilders they should not have to finance research.

Three Army barges have crossed the Atlantic from Charleston, SC, to France in the wake of the Kevin Moran, an ocean-going tug. It was the first transatlantic barge tow since World War II. The crossing took 21½ days. Two nylon and one wire hawser were used in the towing. The nylon hawsers were eight inches in circumference and performed well during the trip. The 1,900 horsepower tug averaged 7.9 knots throughout the voyage.

Private shipyards in the New York area have received five overhaul and conversion jobs from the US Navy as part of a new Navy policy of keeping skilled craftsmen at work in New York private yards. The work ordinarily would have been done at the US Naval Shipyard, but the Navy was fearful that the private yards would lose their nucleus of skilled shipyard workers unless more work was provided for them. The jobs were viewed also as a test of the ability of private yards to handle complicated and difficult Navy conversion work.

Maritime interests in New York were considerably relieved by the news that the city had abandoned plans for a three percent service tax. It had been feared that the tax would impose a serious handicap on the port's ship repair, stevedoring, tugboat and maintenance services.

Passenger ship service between the Pacific Coast and Australia came to an end on June 8, when the liner Aorangi completed 30 years of service on the run. The liner has been purchased by a British steel corporation for scrapping. The American-operated Matson line gave up the Australian run in 1948 because the cost of maintaining services was too great.

American merchant shipping may be carrying a smaller percentage of world trade these days, but American marine insurance firms are taking a large part of insurance business formerly handled in London. Foreign shipowners like the prospect of collecting insurance in dollars and are arranging for at least part of their coverage with American firms. Practically all American merchant ships are insured by American companies.

Daily dips in their own "swimming pool" are one of many attractions for tankermen aboard a new Danish tanker, the Berta Dan. The pool, while small, (just 18 feet long) is a permanent installation aboard the vessel which is regularly employed on the Persian Gulf run.

The American tanker Pendleton, that broke in two off Cape Cod in February, 1952) ran into new difficulties when the salvaged bow section ran aground while in tow. The bow was being hauled to Fieldsboro, NJ, to be broken up for scrap when it grounded on a Delaware River sandbar. Salvagers are now cutting pieces off her with cutting torches to lighten the ship for refloating.

SEAFARERS

in ACTION

Seafarers who sail on the Cities Service tanker Government Camp will have Arthur E. Sanders, AB, to thank for all the new recreation gear on board. Sanders took a few hours off his shore-leave to shop around for items that would help the crewmembers amuse themselves during their off-duty hours at sea. His shipmates showed their appreciation by giving him a vote of thanks at a recent ship-board meeting.

Sanders has been sailing with the SIU for just two years now. He comes originally from the wheat and cattle state of Kansas where he was born 29 years ago, but he and his wife now make their home in Inglewood, California.

There certainly must have been a well-fed group of crewmembers aboard the Lafayette (Waterman) on her last voyage because they were lavish in their praise of the whole galley gang. A vote of thanks was offered to the entire stewards department, including Barrett W. Moore, for their high-level performance throughout the voyage which resulted in a bunch of satisfied appetites and not a beef among the crew.

In addition to handling his regular galley chores, Moore served as department delegate for the stewards. The 42-year-old Seafarer is a native of Mississippi, but he and his wife now live in Mobile, Alabama. He joined the SIU 11½ years ago, December 12, 1943, in that port.

Ship's delegate Anthony Ferrara of the Bluestar (Triton) gave the crew a little talk recently emphasizing the importance of living up to the SIU agreement at all times. Ferrara pointed out that any man who fouled up on board made things rough for the whole crew and were leaving themselves open to retaliation.

It also makes things a little tough for the Union at contract time. He also made arrangements with the captain of the ship to try to get some military scrip that could be sent on behalf of the crew to a Seafarer who had to be hospitalized in Japan.

Ferrara has been an SIU member for over four years, joining in the port of New York January, 1949. He's 32 years old and a native of New York City. He sails on deck.



Ferrara

On the Job

Safety In The Galley

Shoreside safety studies have indicated that one of the most dangerous places to be in is the kitchen. A considerable number of minor and serious accidents take place there because of knives, hot ovens, grease splatters, defective refrigerators, toasters and broilers, broken glasses and dishes, slips and falls on wet floors and so on.

All of these hazards, and then some, exist in the ship's galley. To add to the normal run of kitchen dangers there's the pitching and rolling of the ship—a considerable factor in rough weather, plus the need to go up and down ladders and through passageways to storerooms and freeze boxes.

The most common dangers on ships seem to be cuts and bruises from knives, cleavers or similar injuries from falling or being thrown against sharp corners and brackets; falls on gangways and ladders; burns from hot water urns and grease splatters, and injuries from heavy swinging doors on iceboxes.

Usually the cuts and bruises received in the galley from sharp objects and sharp edges are minor injuries. However, they always open the possibility of infections, and usually keep a man from doing his job, particularly when they are around the hands.

Dull Knives Do Damage

Popular opinion to the contrary, it's the dull knife, not the sharp one, that's responsible for most of the damage. The dull knife is the one that slips off the object being cut and gashes the hand of the cutter. Starting with a sharp knife to begin with reduces the chance of accident.

In handling knives or cleavers, both the hands and the knife handle should be clean and dry to assure a firm grip. Cutting vegetables can be safely done by first slicing them in half, putting the flat side down and then holding it with the fist closed, fingers safely tucked under the palm. As a general principle, all cuts should be made away from the body.

Other cuts will come from broken dishes and glassware. In such cases it's just a matter of handling with care and immediately dumping any dishes and glassware that show cracks and sharp edges. Where a sink, table or bracket has a sharp protruding edge, the edge should be smoothed off, or if that's not possible, should be padded in some manner to avoid injury.

Keep The Deck Dry

Slipping as a cause of accidents can be very easily prevented by simply keeping the deck clean and dry. The careful galley-worker will wipe up any kind of spill or refuse immediately. It takes only one little piece of potato peel to upend a man.

Most of the more serious injuries in the galley come from steam or hot water burns and it is in this respect that the coffee urns are the most serious offenders. Usually what happens is someone will turn on a steam or hot water valve on the urn and then forget about it for a moment. The urn will boil over spraying on everybody in the vicinity.

The best way to avoid this is to make it a practice to keep watch on any urn when the valves are turned on. Ideally the valves should be in a position that can be easily reached in the event that the urns boil over.

Even when the urns are operating properly, it's easy to get a steam scald by lifting a cover off and letting a blast of live steam out into your face. Men working around the urns should be instructed to lift the cover off the back side of the urn first so as to let some of the steam escape away from the face and body and then remove it altogether. Scalds can also be avoided by providing a sturdy ladder or stool for men to stand on while transferring hot water from one urn to the other.

A natural precaution to take is to inspect all faucets, valves and connections in hot water and steam lines to assure that they are working properly. Where dishwashing is done by hand, the temperature of the water should be carefully tested before the whole hand is put in too hot water and scalded.

Machinery like slicers and grinders also contribute their bit to the injury totals in the form of chopped or mauled fingers. Where there is no guard on a grinder, a wooden pusher should be provided to feed the grinder. That way fingers won't be accidentally put into the grinding screw.

Watch The Reefer Doors

The large number of accidents in iceboxes in proportion to the actual time spent in the box, makes them particularly dangerous. Most of them result from being struck by heavy reefer doors that will swing on a man in heavy weather. The weight of these doors usually makes such injuries pretty severe ones. The best thing for the steward to do is to send two men to the box in rough seas, one man to hold the door open.

Finally, many accidents will take place in a ship's galley or storeroom because of falling objects. Extra-special care should be taken at all times to keep objects from sliding or falling when the ship rolls, whether they are cases, pots and pans, coffee makers or any other movable object commonly used in a galley.

Burly

Speak Up, Willie

By Bernard Seaman





Port O'Call



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

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

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

Seafarer Prepares For Solo Transatlantic Try

(Continued from page 5)
on trial runs and says that it has held the vessel very steady on her course.

Canned Goods Stored
Stocking and equipping the ship for such an ambitious voyage has been quite a problem. Kivikoski has stored up canned goods almost exclusively making use of modern canned concentrates. He has ten pounds of canned powdered eggs, 20 pounds of canned bacon, a large stock of canned bread as well as packaged Swedish bread similar to Rye Krisp, canned potatoes, powdered and evaporated milk, powdered cream for coffee, canned franks and beans, meatballs and spaghetti, and similar items.

Also aboard are smoked hams, salamis and sausages as well as 100 cans of V-8 vegetable juice. "I like it very much," he said, "and find it quite nutritious." Sugar, salt, powdered coffee, cocoa, jam peanut butter and other staples complete the list. In addition just before he sails he will stock up on margarine and fresh vegetables. He even has a supply of vitamin pills.

Kivikoski has two water tanks which will carry 40 gallons, plus lifeboat emergency rations of water in cans. He intends to use very little water, relying on the canned juices and doing most of his cooking in a pressure cooker which is very sparing of water.

Washing in Sea Water
He's been washing his clothes in sea water for some time now and finds modern detergents very effective in making suds out of sea water. He also has 20 gallons of gasoline for the engine and kerosene for the Primus stove.

A good deal of the work he has been doing consists of making or picking up spare parts—spares for all parts of the stove and engine, spare cleats, plus five additional sails and extra cordage.

After he gets to England he intends to go to Finland via France, Germany, Denmark and Sweden. He hopes to sail across Sweden from Gotenberg, through the chain of lakes and inland canals.

"At first I was going to take the southern route," he said, "but there

is an old skipper around here who is very familiar with the North Atlantic. He said I would be better off there during the summer because I would have a very few hours of darkness to contend with at this time of the year.

"I intend to ride the Gulf Stream practically all the way across. I am going up the coast on the outer side of the Grand Banks. When I get to 50 degrees north latitude, I will try to go straight across to Lands End."

If all goes well, he will leave the boat with his family and fly back. He will ship through the winter and hopes to sail the boat back next summer.

His last ship was the Wild Ranger (Waterman). One of the last things he did before leaving was to pay up his book for the full year of 1953.

"I've been a union man all the time I sailed," he said. "I was in the Finnish union and unions of other countries before coming to the U.S. I'm happy to have sailed with the SIU, because without the SIU contract I could never have saved up enough money to make this trip."

AFL Far E. Rep. 'Best Anti-Red'

"America's most effective on-man fire brigade fighting Communism in Asia," is Dick Deverall, AFL representative in the Far East, according to the St. Louis Post-Dispatch.

The paper's Tokyo correspondent, Ernie Hill, wrote that Deverall, with "a paltry \$1,000 a month," does a better job of fighting the Red's propaganda than Radio Free Asia and all the official agencies out there.

Deverall, says the paper, does this by attending union meetings throughout the Orient, by answering the questions of Red agitators and by raising blunt questions at these meetings about trade unions in Russia and Soviet territory. The paper also praised Deverall's anti-Communist writings in the Orient.

SIU Files For Election In Atlantic Oil Company

(Continued from page 3)
at the thought of an election. At one "exclusive" meeting of a handful of AMEU men on the Yeager, an AMEU man, John Jacobs, proposed that any individual who stood watch for an SIU man should be expelled forthwith from the AMEU. Bosun Mike Shluta amended the motion to the effect that they should be thrown off the ship. (Subsequently wiser heads swiped the minutes off the ship's bulletin board so that the evidence would be destroyed.)

Hundreds Withdrew
The AMEU had already been staggering under a flood of signed withdrawals from their own membership who were disgusted by the inability of the company-dominated union to deliver, and who, for the first time, had a chance to get in with a legitimate union. The

AMEU's "leaderman" (that's the title under which the company keeps him on the payroll) had already received over 200 withdrawals, via the SIU.

Since AMEU records as of August, 1952, before the SIU announced its drive, showed a peak membership of 550, the withdrawals which the SIU has on record, already amount to 40 percent of the entire AMEU membership. This contrasts with the SIU's 583 signed pledges in the 750-man fleet. Organizing headquarters has been informed that another huge bloc of withdrawals is on its way as a result of the election announcement, with Atlantic tanker men who are still technically members of the AMEU now openly declaring their break with the company union.

Resentment against the AMEU, fast-spreading in the fleet, was intensified by the election announcement. The company union had declared that the SIU would never go for an election, nor would the SIU protect the men fired on charges. It has been given the lie on both counts now, and Atlantic men are up-in-arms over the repeated falsehoods they have been fed by the AMEU.

Company Yielding
Contrary to the AMEU's phony propaganda, the SIU has received unofficial word that the company stands ready to yield on individual unfair labor charges. It is preparing, according to reliable information, to provide reinstatement, back pay, or both for men fired out of the fleet for union activity. In one instance, the back pay will run as high as \$2,000.

Company representatives, with the costly Cities Service lesson fresh in their minds, evidently want no repetition of the \$150,000

back wage bill that CS was hit with. Cities Service had to shell out the money to men fired from their fleet during the SIU organizing campaign at that company.

Formal hearings on the SIU's election petition are scheduled for June 30, at the Bankers Security Building, Philadelphia, where the NLRB regional office is located. Pending the hearings, the Union is drafting proposals as to the composition of the voting unit and the eligibility of voters. It is assumed that the company and the AMEU are doing the same.

The SIU is making every effort to assure a speedy election so that Atlantic tankermen can "get out from under" at the earliest possible date and receive the benefits of an SIU Union contract.

Co. Pays, Finds 65 Is Not Old

It cost the Royal Typewriter Co. at Hartford, Conn., an even \$60,000 to learn that age should not be the determining factor in retirement from work.

The company retired 18 employees on their 65th birthday, and the CIO Auto Workers Local 937 maintained that, since the people were able to perform their duties, they should have been permitted to continue work.

After long negotiations, the dispute went into arbitration and the result was that 14 of the workers were ordered restored to work with "full seniority and all other rights," and to receive "full pay for the time he would have normally worked for the company from the date he was retired to the date of restoration to work." The back pay added up to \$60,000.

Gals Win Right To Wear Shorts

Feeling the importance of fringe benefits, some 63 gal telephone operators in Gulfport, Miss., staged a 26-hour walkout in 92 degrees of heat to win the right from the Southern Bell Telephone Co. to wear shorts on the job.

The gals, all members of the CIO Communications Workers, finally reached an agreement with the company that permits them to wear shorts while on the job, but prohibits bare midriffs and requires them to put on skirts before leaving the building.

Under the agreement, the company also agreed to serve "refreshing drinks when needed," to place tubs of ice in front of electric fans and to make "proper adjustments of fans and windows."

Widen Fight For Savannah

(Continued from page 3)
pital has already stopped admitting new patients, the announcement said, "and will be closed as soon as patients now being treated there are transferred to other USPHS hospitals."

The patients there have been given their choice of New Orleans, San Francisco, Manhattan Beach or Seattle hospitals. However, this means they have to give up the ideal conditions for tubercular patients that they have had at Fort Stanton.

'Ideal Place'
There, the long-term patients were able to live comfortably in two-man cabins. The USPHS itself has said that "the Fort Stanton hospital is considered an ideal place for treatment . . . of tuberculosis." It went on to say that, "The climate . . . is high and dry and the sun shines over 350 days every year. The winters are mild and summers have warm days and cool nights. At this altitude, the low barometric pressure is believed to be helpful in treating tuberculosis as it makes the task of expansion and contraction of the lungs easier. The air is clean and had more oxygen per cubic foot than at sea level. The isolation contributes peace and quiet."

None of these benefits can be found in New Orleans, San Francisco, Manhattan Beach or Seattle.

In addition, the USPHS admits that, as recently as 1949, over \$20,000 was spent on the installation of modern x-ray and fluoroscopic apparatus, in addition to the other equipment and the many

buildings that make up the hospital.

'No Other'
SIU Hospital Delegate A. McGuigan at Fort Stanton has told the LOG that, "there isn't another hospital any place in this country where we can get the climate and the treatment that we get here. Here, we've got a lot better chance of getting well quicker."

Another patient at Fort Stanton, Hawthorne B. Taylor, raises another question. Taylor sent clippings to the LOG from local newspapers telling about the battle that the cattlemen in that area are waging over obtaining Government grazing land. Then, Taylor added, the Fort Stanton hospital contains about 27,727 acres, much of which is prime grazing land that has been used for the herd of cattle belonging to the hospital.

Taylor also pointed out that closing the hospital "means abolishing a small city in itself, as well as a third class postoffice, and disrupting many of the other towns in the vicinity which have many residents working at the hospital."

Bookkeeping
Taylor added the fact that, through Government bookkeeping, the operation of Fort Stanton was made to seem more expensive than it really is. The hospital raises almost all the beef, veal, pork, milk and cream that it uses. Taylor says "all the hospital's operating expenses are taken from the Hospital Fund, but the money made from the sale of cattle, hogs and horses raised here is credited to the Government's General Fund and not credited to the hospital. On the

books, it makes it look as if the hospital costs about \$150,000 more than it really costs."

The closing of the Savannah hospital would mean a terrible blow to American seamen, since it is the only USPHS hospital available between Norfolk, Va., and New Orleans, La., a distance of over 1,000 miles by the most direct air route. Seafarers with non-emergency injuries would have to travel hundreds of miles to these hospitals to get treatment if the Savannah hospital is closed.

The importance of the Savannah hospital is shown by the fact that, even though it may be cut, it is carrying an over-capacity load of patients, and has been crowded for some time. With a normal capacity of 117 beds, its daily load averages 123 patients.

Originally, Mrs. Hobby had proposed a cut of \$1,700,000 in the hospital budget and the closing of Savannah, Fort Stanton and Cleveland. The House made the cut \$3,288,000 which would mean two more hospitals to be closed—Memphis and Detroit. These cuts are only a part of the many slashes in the budget for health and education services. Money for research and treatment of tuberculosis and venereal diseases has also been drastically reduced.

If these hospitals are closed, it will mean a total of 14 USPHS hospitals that have been closed since World War II. This is more than half of the hospitals originally in operation, and any further closings, it is feared, will come dangerously close to wrecking the entire marine hospital program.

53 Years In 'Brotherhood Of Sea' Spanned By Team Of Father, Son

There are a number of SIU men who can rightfully claim the title of "oldtimer," and who now are seeing their records of long Union affiliation continued into a second generation. But few, if any, of these father-and-son combinations can match the record of Nils Hanstvedt and his son, Alfred, who ships in the deck department.

For, between them, the two Hanstvedts have a membership record which spans more than half a century—53 years, to be exact—and which goes back to 1900, when the elder Hanstvedt received his probationary membership book in the Sailors' Union of the Pacific, in San Francisco, from Andy Furuseth, who was then the secretary of SUP, SIU's parent organization.

This book, together with other interesting information showing how seamen fared during those earliest days of maritime union organization, young Hanstvedt obtained when, for the first time in 13 years, he visited his home in Bergen, Norway, and was reunited with his 77-year-old father and the other members of his family.

Also Is Constitution

More than simply a membership book, the document now in young Hanstvedt's possession is also a



Hanstvedt, Jr.

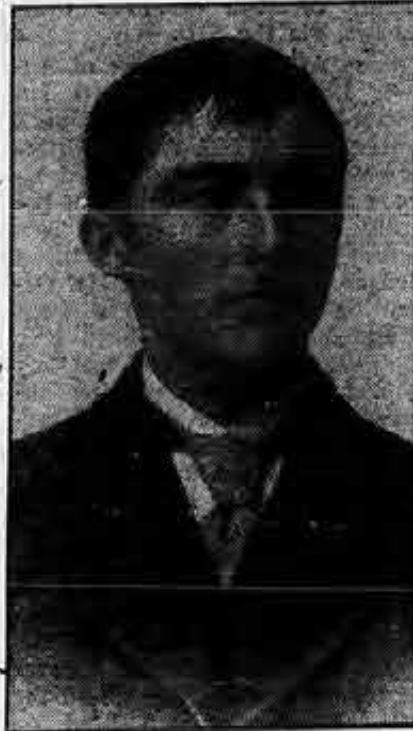
copy of the constitution and by-laws of SUP, as adopted in 1891, and it shows that in those days the pay of seamen was very meager as compared with present-day Union wage scales, and that seamen

enjoyed few of the physical conveniences, on ship or ashore, enjoyed by Seafarers today.

What is most interesting in the book, perhaps, is the scale of wages adopted by SUP in 1891. Men signing on steam schooners trading to outside ports, for instance, received \$50 a month, while men on sailing vessels bound for Mexican, Central American, South American and Australian ports received \$30 a month. Men on other runs received amounts between these two extremes, depending on the type of vessel and the ports visited. Men on sailing vessels bound for Siberia, for instance received \$35 a month.

Overtime pay for these men ranged between 40 and 50 cents an hour, with only Sundays and holidays counted as overtime on most runs, although on coastal steamers in the freight and passenger trade a nine-hour day was in effect.

There was also a great difference between the benefits enjoyed by Seafarers today and yesterday, the book shows. In fact, this early SUP constitution lists only two major benefits—a \$50 benefit for any



At left is Nils Hanstvedt as he appeared when sailing SUP in the early 1900s. At right, as the 77-year-old seaman is today. Picture was taken at Hanstvedt's home in Bergen, Norway, when his seafarer son, Alfred, visited him.

member losing his clothes or belongings in a shipwreck, and a \$75 burial benefit.

Of interest also is the record of his voyages which the elder Hanstvedt noted on the flap of his book, and which shows he made trips on the revenue cutter Daniel Manning, from New York to San Francisco and Bering Strait, on the army transport Sherman and on the Logan, Niagara and Mabel Rose.

After several years of sailing around the world under the SUP banner, however, Hanstvedt returned to Norway where he bought two tugs, converted them into fishing boats, and from then on engaged in fishing, assisted by all the members of his family.

Started Early

So it was that Alfred found himself around boats almost from the day he was born, in 1918. By the time he was 16 he was sailing on Norwegian coastal vessels, but it was not until 1935, when he was 21, that he made his first foreign trip.

The following year, while aboard a Norwegian ship, Hanstvedt had a small dog as a pet, but the dog was swept overboard and drowned, and Hanstvedt decided that was a bad luck omen. Consequently, when the ship reached Panama, he left it, and a few days later signed on a Norwegian gasoline tanker

which took him to South America, South Africa and then Alexandria.

In Alexandria, he ran into a couple of his old shipmates who told him that a man had died aboard the ship and that most of the other men had jumped ship in India.

Married American Girl

For the next four years, during most of the war, Hanstvedt continued to ship on Norwegian vessels, but in 1945, while he was in Houston, Tex., he met and married an American girl, and he then wrote the Norwegian consulate and asked to be released from that country's service because he felt he could not support a wife on a Norwegian seaman's wages.

His release came the following year, in '46, and it was then he obtained an SIU work permit in Houston and signed on the Rockland Victory (Waterman) carrying cattle to Greece. In '47 he received his book and signed on for an 11-month run to Korea and Japan, and it was while there that he applied for a visa to enter the States as an immigrant. But it was not until Christmas Eve of 1951, when he was again in Yokohama, that he obtained the visa and entered this country in February, 1952.

During all the years he had been away from Norway—since 1939—Hanstvedt had wanted to return to see his father, mother, and two brothers and five sisters. But all the while the fear of not being able to get back to the States had deterred him.

Back to Norway

Now, however, with his legal entry settled, Hanstvedt obtained a workaway's berth on a Norwegian ship, went to Antwerp, and from there drove to Bergen in the car he had taken with him from the States.

After an eight-month stay in Norway, Hanstvedt came back to New York as a passenger aboard a Norwegian vessel, then signed on the Gulf Water (Mar-Trade) for a five-month run, to Okinawa and Formosa.

This trip, on which he was ship's delegate, was Hanstvedt's most recent one, and he has no immediate plans about signing on again. He is, however, looking forward to two things—to getting his American citizenship, and to getting back to Norway again next year to help his parents mark their Golden Wedding anniversary.

Did You Know . . .

That sound takes about five seconds to travel one mile through the air? If a storm is four miles away from us, we would hear the thunder about 20 seconds after we see the lightning. If the air we breathe were hydrogen, instead of the heavier mixture of nitrogen and oxygen, we should hear the thunder about five seconds after the flash.

That there was one Queen of England who never was in England at all? The wife of Richard the Lionhearted, Queen Berengaria, never did set foot on English soil. She and the King were married in Italy in the year 1191 while Richard was taking part in the crusades. He returned to England once thereafter, but she never went there. They never hit it off too well anyway.

That disabled Seafarers over 65 years of age can collect Federal Social Security payments and SIU disability benefits at the same time? With the \$25 weekly SIU disability benefit, their monthly income could run up to a maximum of \$236, all tax free.

That the highest point of land in the New World is Mount Aconcagua on the Chile-Argentina border? It has an altitude of 22,834 feet above sea level. Mount McKinley in Alaska, with an altitude of 20,300 feet, is the highest point in North America itself.

That the common toad swallows its own skin several times a year?

Toads are rather clumsy in their actions and movements and apparently they swallow their loose outer skin in an effort to free themselves from it. The toad normally molts or sheds its outer skin several times during the year.

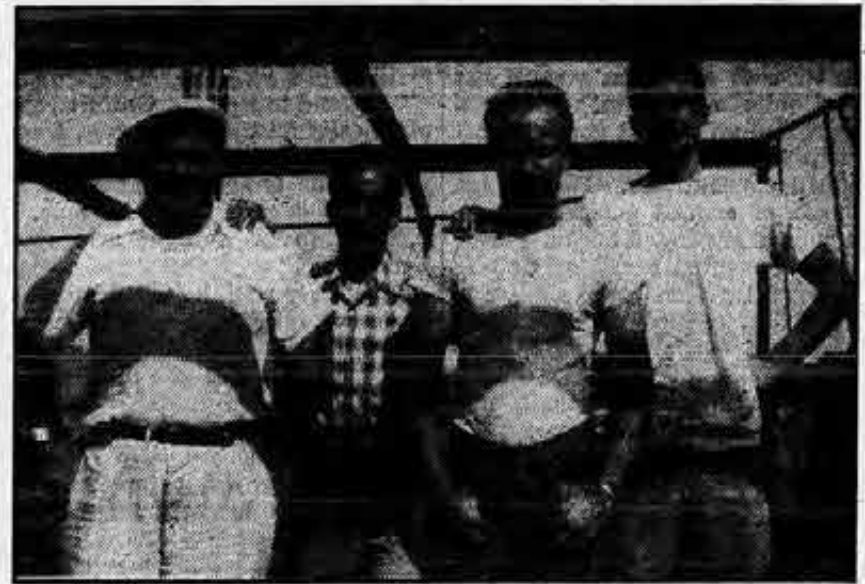
That SIU agreements require that any man leaving a ship shall, upon request, be given a slip showing the reason for his termination of employment? This clause was included in new contracts to insure that men who leave a vessel due to no fault of their own can apply for and receive unemployment insurance.

That men's side whiskers are called "sideburns" after a man named Burnsides? The style was set by A. E. Burnside, a Civil War general who wore his whiskers that way. The fact that these whiskers are on the side of the face led to the switch on the name.

That an ear of corn always has an even number of rows of kernels? The number of rows of kernels on a normal ear of corn ranges from eight to 26, depending to some extent on the variety of corn. Good ears of corn with an odd number of rows of kernels are scarcer than four-leaved clovers.

That Seafarers shall collect room allowance at all times when a vessel is in drydock overnight? Under SIU agreements, they are allowed \$4 per night when required to sleep ashore.

Enjoying That California Sun



Left to right, Mike Michalik, relief steward; Carlo Durand, saloon mess; Harvey Smith, ship's delegate, and Jerry Reardon, crew messman, smile for photographer as the Tidewater Associated pulls into Ventura, Calif.

LOG-A-RHYTHM:

He Has Sailed Away

By M. Dwyer

I will not say, and you must not say
He is dead, he has sailed away,
With a cheery smile and a wave of his hand
He has sailed far off to a distant land.
Think not of him, in death, with a tear,
For a true seaman knows not fear.
He has charted a course which we all must sail
Though our hearts be heavy and our courage fail.

I will not say, and you must not say
He is dead, he has sailed away,
Across the ocean's mighty foam,
Beyond the horizon, where seagulls roam.
He has sailed to the port of no return,
Though his memory lingers and our hearts still yearn.

When the Greatest Skipper called, he could not stay,
Yet he loved life so, in his own special way.
Think not of him in grief, I pray,
For he is not dead, he has sailed away.

NO. 2002 GUARD OF PROBATIONARY MEMBERSHIP \$5.00

Sailors' Union of the Pacific
Headquarters: 21 W. Corner East and Mission Streets, San Francisco
Affiliated with the San Francisco Labor Council

Received from Nels Nelsen No. 503

Dated SEPT 19 1900 Expires Apr 19 1904

Born 1876 Height 5'6" Color of Eyes Blue

Color of Hair Brown Build stout Nativity Norway

As indication for the sum of five dollars in trust for Seafarers' Union of the Pacific, the same to be turned over to the Treasurer within 30 days.

A. Furuseth Secretary

Above is reproduction of SUP membership card, signed by Andy Furuseth, given Nils Hanstvedt in 1900. Because Americans found his name hard to pronounce, Hanstvedt sailed under name of Nels Nelsen.

The FOC'SLE FOTOGRAHER

By SEAFARERS LOG Photo Editor

Photography by Infra red radiation is nearly 50 years old but it yet has to take its rightful place in the widening horizon of pictorial effectiveness.

When infra red sheet and roll film became commercially available around 1930, many people thought that it had just been discovered. Since then its peculiar properties have been used mostly in medical and criminal research, in aerial survey, or for the restoration of old paintings. Photographers have yet to discover its value in portraying striking scenes.

We generally think of the spectrum as including only those colors visible to the human eye, because we can't see the ultraviolet nor the infra red. But both are being used in photography today. Until 1900 all film available was blind to most colors, responding only to ultraviolet, violet, blue and blue-green. When the addition of certain dyes gave us orthochromatic film, the camera's vision was enlarged to include green, yellow and yellow-green. Then came panchromatic film with an additional sensitivity to orange and red. Infra red is an extension of film sensitivity, using invisible rays still farther down the spectrum. The film is blind to yellow and green, but shares the response of other films to ultraviolet, violet and blue. By using a red filter these rays are absorbed so that only the effect of infra red will be recorded on the film.

The effects produced are remarkable for strong contrast. Having few infra red rays, the skies become intensely dark and clouds stand out white against them. Water becomes dark, again in contrast to the landscape which shows an infinitely varied scale of tonal qualities. Sunlit grass and the leaves of trees turn white, as though snow-covered. In Haze is no barrier to infra red, which sees right through it, clearing the camera's vision for new distances and bringing far mountain peaks and horizons within its range, way beyond the capacity of the human eye. It will demonstrate to the user how much haze is often present when he is completely unaware of its existence. Anyone can get good results with this film by observing the recommendations of the manufacturer.

Infra red rays come to a focus in a plane slightly behind that in which visible light is focused, so a slight amount of extension is recommended after focusing. This amount is 1/200 of the focal length of the lens. However, if you close down quite small the depth of field will cover this slight amount.

One of infra red's neatest tricks is turning day into night, complete with the feeling of moonlight. The movie industry makes standard use of this feat and this explains those beautiful "night" scenes that they get.

Seafarer's Son Is Youngest Of High School's Graduates

He won't be on a ship, but Seafarer George Golden will really be floating on the night of June 25, for that is the night his oldest son, Sherman, will be graduated from high school.

Many boys are graduated from high school each year, of course. But when a boy graduates as the youngest member of a class of more than 400—well, that is something to smile about, and George Golden is smiling these days. Sherman, who only turned 16

last March, is a member of the class of '53 at Lafayette High School, in Brooklyn, and will receive his diploma in the graduation exercises in Prospect Park.

But graduating the youngest member of his class is not Sherman's only accomplishment. In addition, he completed his high school career in two and a half years—a year and a half before his time.

Looking Toward College

Right now, of course, Sherman is looking forward to his graduation day. But he is looking beyond that, too, to September, when he hopes to be able to enter college and prepare himself for a career either in law, accounting or business.

Also, he is hoping to obtain one of the four SIU scholarships which are awarded annually, and which provide up to \$6,000 for a full four-year course of study at the college of their choice for Seafarers and their children.

As for Sherman's father, George—well, he has only one immediate goal in view, and that is to remain ashore until he sees that diploma in his son's hand. "I expect this to be the happiest night of my life," he says, "and I wouldn't miss it for anything in the world."

George, who's been sailing SIU for the past three years, and ships in the stewards department, lives at 2225 60th Street, in Brooklyn, and has one other son, Clark, who is going on six.



Golden

Name Is Same —Face Isn't

The SEAFARERS LOG prides itself on the fact that it doesn't often make an error, but cases of mistaken identity do occur sometimes, and such a mix-up occurred in the issue of May 1 when we



Steward Gardner



Engineer Gardner

identified second assistant engineer Frank Gardner as steward Frank Gardner.

The confusion arose when we printed a letter stating that steward Frank Gardner had entered the USPHS hospital on Staten Island after getting off the Mae (Bull). This was correct, but unfortunately we printed with the letter a picture of engineer Gardner.

Gardner, the engineer, was at sea aboard the Strathcape (Strathmore) at the time.



Above, Senorita Belen Gallardo, of San Juan, helps OS J. A. (Mac) McIntosh of Morning Light (Waterman) celebrate vessel's last night in Puerto Rican port before entering European service.

✚ ✚ ✚

At right, oiler Bill Holloway (back to camera) and wiper Jose Colls (right) join bosun and second electrician for poker game aboard Alcoa Partner (Alcoa). Photo was submitted by wiper Jerry Chaiken.



Above, members of the crew of the Young America (Waterman) help to mark the opening of a new seamen's club in Yokohama. Left to right are Wayne Houx, Glen Bane, Pat Ryan and Carl De Marco. Ryan submitted the shot.



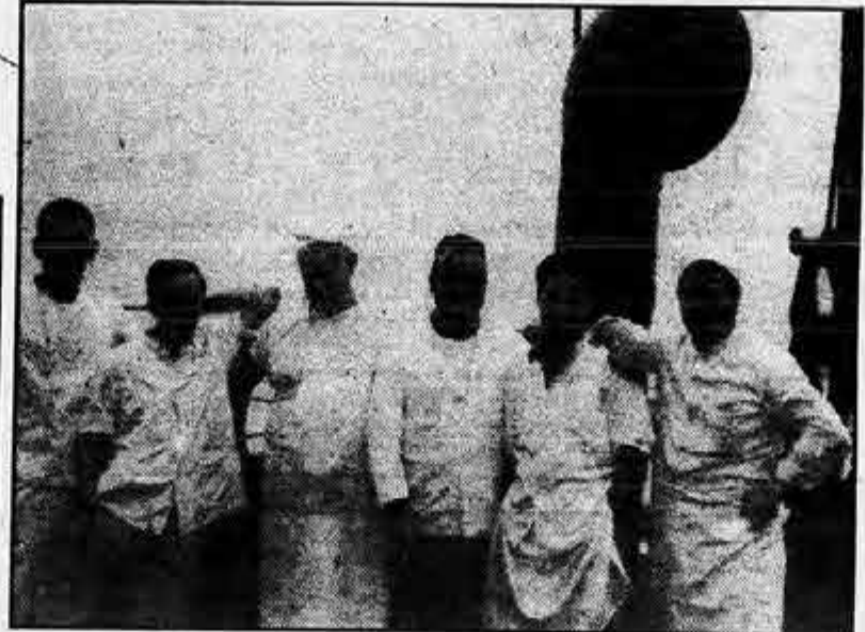
Nick Gorash, night cook and baker aboard the Afoundria, displays some of his products.

But We Know 2 Plus 2 Is 4

Seafaring men who read the LOG are showing interest in many of the paper's feature items, if a recent letter from Anjan Nordlund can be held typical. In it Nordlund questions an answer to the Quiz Corner, of the May 29 issue. Quiz Corner can be found in every edition, and is patterned after question-and-answer features found in daily newspapers.

Nordlund thinks 24 hours is closer to the correct answer, rather than 16, for the question: "If a man-and-a-half can build a house-and-a-half in a day-and-a-half, how long will it take six men to build four houses?" The proposition breaks down to one man being able to build one house in one day (24 hours); therefore, six men can build that house in one-sixth the time, or four hours. Four houses to be built under those conditions total 16 hours of labor, according to the figuring of LOG calculators.

Whether you think we are right or wrong, don't hesitate to write in to the editor and let him know about it. The LOG stands ready to be corrected or, like Caesar, buried, if not praised.



The Seafarers who feed the Seatrain New Jersey take time to pose for a picture taken by Leonard Bailey, oiler. Left to right are: Sammy Johnson, steward; Jerry, messman; the chief cook; Jimmy Waldron, messman; Barney, messman, and the third cook.

Quiz Corner

- (1) California is known as the: (a) Sunshine State, (b) Golden State, (c) Empire State.
- (2) In astrology there are how many signs in the zodiac (a) 12, (b) 10, (c) 14?
- (3) If a player makes six hits in 24 times at bat, what is his batting average (a) .450, (b) .750, (c) .250?
- (4) What decade was known as the American Clipper ship Era (a) 1820's, (b) 1830's (c) 1850's?
- (5) In seaman's language what does "spice the main brace" mean?
- (6) If h equals altitude and area equals bh over 2, what is the area of a triangle whose base is three feet and its altitude five feet?
- (7) Approximately how many square feet are in an acre (a) 52,100, (b) 43,560, (c) 56,010?
- (8) What number is missing in the following series 14, 23, 32, ... 50?
- (9) If A is travelling west at 50 mph and B is going 35 mph in an easterly direction, how far apart will they be at the end of six hours if B stops to eat for 48 minutes?
- (10) The President receives a salute of 21 guns. How many guns are fired for the sovereign of a foreign state?

(Quiz Answers on Page 25.)

Roving Skipper With Yen For Yen Leads His Crew On A Merry Chase

The Japan to Korea shuttle can get to be a pretty dull run after a while, but according to Daniel Piccerelli, chief steward, things can sure get interesting on the Japanese end, especially if you have a wandering skipper.

Piccerelli's ship, the Anne Butler (Bloomfield), was running ammunition, gasoline and stores to Korea, and calling back at Yokohama at the time. Now, as all Seafarers know, Yokohama has become a very interesting and scenic town during recent years.

Well, says Piccerelli, the skipper decided that he'd go down to the agent's office, when they got into

Yokohama and get the money to give the crew a draw. Piccerelli says the captain picked up 800,000 yen at the agent's office—and then decided to take the long way back to the ship.

"The crew got tired of waiting after a while," he says, "and really started to get mad. Finally, the ship's delegate and myself went

out looking for the captain—and our draw. We stopped at all the spots where the skipper usually could be found, and the story was the same at each place: 'He was here, but he just left.'"

The crew got in touch with the agent, and told him what happened, and then continued to look for the captain.

"The agent sent word to the company about the whole thing, and the company quickly told him to get another batch of money and to have the chief mate give us our draw right away," he says. "Then the agent got in touch with the Army's CID and told them that the captain was carrying 800,000 yen.

"These guys got right on the job," he says, "and found the captain in almost no time. They're really on the ball. In all, he missed two draws and we didn't see him for eight days.

"Yokohama was a great place, though, and we had a fine time. I'd just like to pass along some information on Japanese stores to stewards. The milk and ice cream are fine. We picked up some every time that we hit Japan, and nobody ever got sick from it. The Army and the MSTs both approve the milk and ice cream available over here, and we've used it all the time.

"Bloomfield is a good outfit to sail with anyway. We've had plenty of stores on this ship all the time. We've been out for almost five months, and we still have some frozen vegetables and good meats aboard.

"And the cooks, Eddie Lamb, chief cook; Cecil DeCastro, night cook and baker, and Casimir Szymanski, third cook, are all doing a great job and putting good meals out for the crew. We haven't heard any complaints yet about the food served aboard this tub."



Piccerelli

Over The Coffee Cups In Holland



On leave from the Wacosta (Waterman), crewmembers take it easy and enjoy some of the attractions of Rotterdam, not the least of which are its coffee houses and its waitresses.

Seafarer Sam Says

BOUND VOLUMES OF THE 1952 SEAFARERS LOG ARE NOW AVAILABLE. SEAFARERS WHO WISH TO ADD THIS PERMANENT RECORD OF THE SIU IN 1952 TO THEIR BOOKSHELVES CAN ORDER THEM BY WRITING THE EDITOR. PRICE-THE COST OF BINDING-\$4.

Polio Drive Support Wins Crew Praise

Once again Seafarers have demonstrated their readiness to help others, and once again, for their efforts, they have been commended.

This time the occasion was the 1953 March of Dimes, and for their contributions the crewmembers of the Alawal (Waterman) were praised by E. S. Sledge II, president of the Mobile chapter of the National Foundation for Infantile Paralysis.

"Today," Sledge wrote Captain Ben Martin, the Alawal's skipper, "I was handed your check for \$400, representing the contribution of the crew of Voyage 27 of the Alawal to the 1953 March of Dimes. To say that we are pleased is a gross understatement. In October we received your check for \$250, and the additional \$400 now is really a wonderful showing of support by you and your crew.

"It gives me great pleasure to tell you that this contribution enabled us to pass our collections of last year, and boosted our total collections this year to over \$45,000.

"I want to convey to you and your crew the thanks of the entire Mobile chapter of the National Foundation for Infantile Paralysis."

The SPORTS LINE

By Spike Marlin

Down in Philadelphia a small baseball counter-revolution is in the making. A reformed American Leaguer named Steve O'Neill now managing the Phillies is actually permitting his pitchers to finish games that they start even in instances where they give up a few runs.

Just last week, O'Neill rode all the way with Jim Konstanty, when eight runs were scored against him. The Phils won the game too, nine to eight.

In days gone by that few, except greybeards, remember, it was expected a pitcher would finish a game under his own steam. Teams didn't always carry ten to a dozen moundsmen then. That's not to say that relief pitching was unknown. But if a pitcher had a couple of runs scored against him and a couple of men on base, the manager would let him work his way out of the inning.

Weak Second String

O'Neill is apparently trying to make that the pattern for his pitching staff, out of necessity. His second-string pitching is so woefully weak that almost every time he's been forced to lift a starter the dam has broken.

In recent years, there have been few starting pitchers whom a manager will string along with for a full nine innings come what may. One of them though is Robin Roberts, O'Neill's meal ticket, who has finished every game he started so far this year. Another is Warren Spahn, who is usually permitted plenty of leeway before being yanked. Similar confidence has

been placed in the Yankees' Allice Reynolds.

Actually the practice of lifting a pitcher the moment he gets into trouble is in large part an unjustified fad with managers. It's all right if the ball club happens to have a really standout relief pitcher who is tremendously effective over a short haul. Otherwise all the manager is doing is yanking a starting pitcher for a bullpen resident of inferior ability. Likely as not the relief man gets his ears pinned back in short order.

Even with a good reliever around, it's poor judgment to pull a starter in the early innings because he has run into a squall. The starter is obviously not tired after pitching two or three innings. Chances are good that he can work out of the situation under his own power. If it's late in the game and the pitcher is worn out, or if he simply can't locate the plate, it's another story again. But there is no justification for assuming that if two or three men have hit safely in an inning, everybody else coming to the plate will beat the pitcher's brains in.

Further, we're convinced that the quick managerial yank is largely responsible for the failure of more young pitchers to develop into seasoned performers. Brooklyn is the guiltiest club in this respect. That's why, year after year, the club comes up with half a dozen promising prospects who fade by the wayside. They simply never get a chance to build up the necessary confidence and competitive ability to work out of a jam.

On The Jean La Fitte In Pusan



Left to right, Warfield, deck maintenance; Gremps, AB; Koralchuk, OS; Rogers, messman; King, deck maintenance, and Clarence, messman. In rear, at right, is Korean barber.

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's chief cook Rudolph Michalek's recipe for chicken Paprikacash, a Hungarian dish.

Chicken, says chief cook Rudolph Michalek, is usually one of the favorites of any crew, and they like it even better when extra care is used in the preparation of the birds.

Sailing since 1914 in the steward department, Michalek joined the SIU back in 1945.

Most of his time has been spent sailing passenger vessels, and that always means special care in preparing foods.

For the Hungarian dish of Chicken Paprikacash to feed an average crew of about 40 men, Michalek says to start with about 10 fricassee chickens. Cut the chickens into about six or eight parts. Then fry over a high flame in a pan with a little vegetable oil for about 15- or 20 minutes until well browned.

Then, add about a gallon of either chicken or beef stock to the pan, cover the pan well, and simmer over a slow flame for about two and a half or three hours, until

the meat is very tender. Then, take the meat out of the pan. Add about an ounce of paprika, pepper and salt to taste to the stock left in the pan. Bring to a boil. Then take off the stove and let cool slightly.

Then, says Michalek, add a quart of sour cream to thicken. If you wish, you can use half sour cream and half sweet cream. Mix this well, and use as the sauce or gravy for the meat.

Serve this dish with either potatoes smothered in parsley or rice, and a vegetable like broccoli. It's the sort of recipe, says Michalek, that usually proves very popular with the crew of any ship.

And, after almost 40 years of experience in sailing in the steward department, and feeding the crews of many ships as well as many passengers, Michalek should have a good idea of what makes a crewmember happy. "In fact," says he, "there's nothing like good food to make a ship a happy ship and to make a voyage pleasant. Special dishes may take a little extra time, but they're worth it when they help make things happier aboard the ship."



Michalek

ARCO Man Rates Patrolmen Tops

To the Editor:
A few days ago, I went to the library of the Robin Doncaster, searching for something to read. Among the interesting reading material, the title of one book in particular held my attention—"The Importance of Living."
The title is plain enough, but what is living? Lots of familiar little incidents, which happen every day? Some of these are damned irritating, especially when you know they don't have to happen.
How many times have you Atlantic men waited in line on payday, signed for your pay, signed articles and finally received a sealed brown envelope, only to find no overtime? This makes you pretty sore, after having put in time on a wet, dreary sea, with nothing to look forward to but a measly 18 hours in port. But, if you complain too loudly, it'll be worse next payday.

Patrolman Changes This
This happens time and again. But it doesn't have to, when you have an SIU patrolman on your side. He's the guy who settles beefs and argues for you. He's the guy who makes sure you get the money that's coming to you. Furthermore, it's his job to see that a ship has ample supplies and stores of superior grade and to make sure the gear is in working order. Compare this with Atlantic's hodgepodge method.

Yes, it's pretty important to live. And one of the people who makes living less irritating and more pleasant is a patrolman—the SIU type. Be sure you get yours.

Leon V. Kolarch

Marven Captain Brags Of Crew

To the Editor:
This is to let you know that the Marven (International Nav.) has one of the best crews I have ever sailed with. All the hands are good hard workers, all are good friends, and there has not been one argument, except in fun, by any member of the crew or the officers.

Our captain, too, thinks a great deal of the crew, and told the captain of the Ocean Star that he not only had the best crew he had ever sailed with but the best crew in the whole Far East. He goes all out for his men.

Of course, we all mourn the loss of Brother Sherwin, and we each put in \$3.45 for flowers and a monument for the beautiful cemetery, overlooking Yokohama, where he has been laid to rest.

We have made two shuttle trips to South Korea, and will sail for the West Coast in a few weeks, leaving the doll-babies to the elements of time.

Robert Hudkins
Ship's delegate

Garden Cleaner Tops To Seaman

To the Editor:
I brought nine shirts to the Garden Cleaners at 681 Fourth Avenue, Brooklyn, on December 20, 1952; I got a ship the same day and paid off at Galveston on April 1, 1953. On May 1, 1953, I sent a letter to the Garden Cleaners and asked them to mail my shirts to me. Three days later I received my shirts at Port Arthur. The Garden Laundry not only kept my shirts for me for more than four months, but also took the time and trouble to get my mail from the hall and send it along with the shirts.

There is another man in Brook-

LETTERS



Above, crewmembers of the La Salle (Waterman) make friends with two young passengers as ship returns from Germany and England. Left to right are Steve Guggin, Mario Caralejo, Bob Allen and Ray Alvarez, shown with Cathy and Zibelle Kietzmann. At left, Andy Boney helps make things shipshape.

Passengers Pals Of LaSalle Crew

To the Editor:
I am sending you these photos from San Diego, Calif., as the person developing them for me is on his way there.

These pictures were taken aboard the La Salle, of the Waterman line, and show some of the passengers we had aboard from Germany and England and they were really a wonderful bunch.

They asked for pictures of us and in return I told them I would have some pictures put in our Union paper and that when they were printed I would send them some copies.

Steve Guggin

Housing Needed For Seamen Now

To the Editor:
I believe most members favor the idea of an SIU housing project, and this could be proved if they all were to write their opinions to the LOG. This is even true of single or widowed members, many of whom probably remember writing in favor of the Welfare Plan. (I'm proud to say that I was among the first) when many of us thought this was an impossible dream.

New York is the biggest port, the busiest in the world, but because of the uncertainty in shipping during World War II, many seamen moved to smaller towns. Due to the housing shortage, many of these have not returned. This shortage is even more acute than it seems. Those who are desperate for an apartment, even if they are dissatisfied with the neighborhood or the layout, find themselves paying from \$500 to \$1,000 and up for furniture which, taken together, would not bring an offer of \$100 from the nearest second-hand shop.

Bribes Needed

In other cases, bonus money must be paid, ranging from \$50 to \$200. Occasionally, you can find a vacant apartment or a house where the owner or renting agent will not consider renting to a seaman. This is only part of the serious situation of the housing shortage.

This is why I believe it would be greatly desirable for us to live in a housing project constructed and managed by the SIU, not only because it will be an addition to the many financial investments of the Union but also because it is a great idea, because it is a necessity—the only housing project, perhaps in the world, where seamen will have first preference.

I would also like to suggest that

lyn who also deserves a pat on the back—this is Dr. B. S. Posner, a dentist at 322 Ninth Street. I walked into this jolly fellow's office one day and told him I was a seaman and I had to have my teeth fixed as soon as possible. Two days later my teeth were fixed.

Morris J. Black

Ex-SIU Member On Okinawa Now

To the Editor:
Just a few lines to let my ex-shipmates know that I am stationed on this lonesome island of Okinawa, and I would like to hear from them.

Will you please send me the LOG so I can keep up with the Union's affairs. I hope Atlantic will soon be under the SIU flag, too.

PFC Olin O'Leary
Pro Co. 452 APO 719
c/o Postmaster
San Francisco, Cal.

(Ed. note: Your name has been added to our mailing list; you will receive the LOG every two weeks as published.)

Seafarer Honors Dad On His Day

To the Editor:
The following poem was written in honor of Father's Day:

"DAD"
A simple three-letter word is all
To denote the presence of one
Whose sense of humor and love
for fun
Brighten every nook and corner
Of home when the long day is done.

Summer's in the air for fair
And Dad's day has come again,
So bring his slippers and his pipe
And put them near his easy chair,
For he's the pipe-and-slippers type.

Start a fire in the hearth
To take the chill off all the earth;
Sing songs of tenderness and love
With words that his worth will hold,
And it exceeds the purest gold.

Hundreds of days and thousands of hours—
I have mine and you have yours—
When memories of times long past
Will bring the mist to our eyes,
but fast,
And lumps to our throats that last.

So break out the album and back we'll go
To the time when rivalry was keen
For the hand of a lass—of seventeen,
And so Dad became Mom's best beau.

E. L. "Eddy" Cousins

Today's Seamen Proud Of Craft

To the Editor:
Most of us, who have been going to sea for any length of time, know what hardships our Union had in getting the conditions we have today, but little do we realize how through these conditions our social life was molded.
In the days when the ship operators had control of wages and conditions, a seaman was thought of as just a tramp, one whom no decent girl wanted to be seen with, one who didn't care about his appearance or responsibilities in life, and who spent all his money—what little he got—as soon as he reached port. He was a lonely man, shunned by the public.

Seaman's Work Vital

But through the years of constant struggle and battles by our Union, conditions of seamen gradually improved. People began to realize and feel the power of great men like Andrew Furuseth; they learned that men sailing below are intelligent and worthy of respect. A seaman is irreplaceable; he is needed to carry on the world's trade and every country in the world depends on him. He earns his wages honestly and works hard for his money. He is away from his home and loved ones and does not live in comfort, like those ashore. When the winds are strong and the seas are high, in heavy rain or fog, his work does not stop. He does not stop work in the hot Persian Gulf or in tropical waters. The world's trade must go on and so must the seaman's task, no matter what dangers lie ahead. A seaman is one who has knowledge of the world and its ways and understanding of people.

Today a seaman has everything to be proud of. He can dress better than the average man, own his own car and home. He does not neglect his family but provides for them well. There may be a few squanderers; but they are found in all walks of life.

J. D. Malazinsky

Wakes Crew At 10 PM For Check

To the Editor:
The captain of the Holystar has now begun to carry his authority ashore. He has gone to some of the proprietors of the local pubs and told them not to serve certain members of the crew. The MPs at the gate told the crew that they could stay out after 10 PM as long as they were inside the gate. But the captain insists on bed check at 10 o'clock. At this time the mate usually wakes the men who are asleep. Several times some of them thought it was time to get up and go to work, only to be told they were being checked in for the night. We should be able to collect OT for this—that would be a sure way of stopping the practice. Thanks to the article published in the LOG we are now getting our legal allotment of cigarettes—the first time that the captain has not disputed anything that appeared in our Union paper.

Army Goods Aboard

With regard to pilfered Army cargo—there are about five and a half containers of grease, solvents and gasoline on the fantail. The mate has acquired quite a bit of working gear, and none of it came through the ship's chandler.

As usual, we sailed from Pusan will all the gear flying in the breeze.

A few men were told by the captain that they are going to see the Coast Guard in Yokohama—why, he didn't say. The crew intends to get in touch with the SUP agent there so that these men will have representation.

if the Union goes ahead with the construction of a housing project, a combination living room-bedroom plan be adopted. Without the Seafarer having to buy any furniture, there could be built-in provisions for a television set, a radio and a phonograph, and space for record albums, etc., since all these items, when bought separately, are quite expensive. A built-in closet, with drawers of all kinds in addition to the usual clothing space, would eliminate the need for a lot of the kind of furniture that takes away from the good looks of a living room or bedroom. The modern sofa beds are not only comfortable but beautiful and usable pieces of furniture for a living room.

Can Live Well

In this way, those who, like myself, cannot afford to pay the rent on a large apartment, can live just as well in a smaller one. In addition, I would like to suggest that all built-in features be equipped with sliding doors, which are more convenient and do not take up space that could be used for furniture.

I'm keeping my fingers crossed for one of the apartments, and would like to have my name put on the waiting list for four rooms facing the street.

Luis A. Ramirez

Atlantic Man Is For SIU Drive

To the Editor:
Throughout the Atlantic organizing drive the AMEU had an opportunity to amend itself and give the seamen their 12-bucks-worth. Representation isn't only a myth with the AMEU; they have been actually campaigning against it.

The SIU's filing of unfair labor charges in behalf of Atlantic seamen against ARCO has brought howls from the AMEU chairman and his die-hard followers. The latest howl was by Merwin E. Webb to Keith Terpe. In the April issue of the Fleet News he stated, "Your filing of unfair labor charges is the most serious of your career," and Webb goes on to refer to the Atlantic seamen as "characters and performers."

You'd think the AMEU stalwarts were stockholders. It just goes to show you on whose side the AMEU is. I'm for the Seafarers 100 percent.



Werner

Joseph Werner

Robert Schlegler

Life At Sea Was Rough In 1900's

To the Editor:
Way back before the first World War I sailed once in a hooker that smelled of tar, tallow and dead rats trapped in the bilges. She was the William Dyer a rakish old brigantine of tall masts, square yards, soiled sails, tarred shrouds, lan-yards and dead-eyes.
Captain Friend, an old brigand of a master, owned the brigantine and owed money to a banker on a loan made at a time when the rates on freight were down. But the promissory notes to the banker had to be paid on time. And so the unfriendly Captain Friend of the hooker in hock, watching the weather at sea like a hawk and sailing sharp by the wind, ran the vessel on a shoestring, robbing our bellies and worked the guts out of us, five of us before the mast, including the cook.

Cramped Quarters

Hard was our lot below the decks in a foc'sle in the bow—so small that we slept in hammocks and took our meals sitting on the floor. We ate salt horse and crunched hard tack. We held the tin plates on our laps, drank cold tea from a common can and saved the crumbs.

Unknown alike to the philanthropist and the ambitious politician, we lived on, from hand to mouth. Yet we worked in port from dawn to dusk, down in the hold shoveling coal into a basket or heaving on a dolly, resigned to our fate. The hooker gave us no rest at sea. Caught in a squall, she called for all hands. You ran up on deck, grabbed hold of the down-hall, pulled up the sail, ran aloft, pitted your strength against the force of the wind, furling the beat-in sail and saved the canvas with no thought of yourself. Loaded with coal to the scuppers, she leaked—running before a gale. Day and night we pumped. Every hour for 10 minutes we bent double to the handle, spinning the wheel in double time.

Meantime Captain Friend, a worried man, stood at the wheel, steering with care turning grave and looking grave. All he had was the hooker. She was his bread and butter. And he owed money. Afraid to lose her if she sank and afraid to lose her by default on the promissory notes he drove her—blow fair or foul. A rugged individual in rough clothes, seaboots, an old gray sweater and sou'wester, Captain Friend stood the watch on the poop, watching the weather to windward as if looking for a sign. He made the brigantine sail by the wind till she hummed aloft and groaned below. He fought his way to windward foot by foot, driving so the sprays flew high, the seas washed white and the foam churned astern like cream. The promissory notes had to be paid in time.

R. J. Peterson

Members, Union Assist Widow

To the Editor:
I am writing to thank both the members of the crew of the An-niston City and the SIU for the help I received since my husband was lost in Khorramshahr, Iran.
I am deeply indebted to the crewmembers for their donation, which was more than generous. The death benefit from the SIU was paid promptly, for which I am very grateful, as our little girl was ill and my allotment had been discontinued by the company.

Proud To Be Helped

I was always proud of American seamen and proud of being the wife of one of them, but now I am also very humble and grateful at being allowed an insight into their devotion and loyalty to each other.

Henrietta R. Klipa
(Mrs. Stanley A. Klipa)

LETTERS

Son Hits Beach At An Early Age

To the Editor:
We are sending you a snapshot of our son, Johnnie, who has just become 15 months old. He is quite



the little beachcomber, as this picture shows. Could you publish this picture in the next issue of the LOG?

Benny & Mickey Baxter

Misses His OT In Army Checks

To the Editor:
Just a few lines to let my old shipmates know I am now in Uncle Sugar's army, where they don't believe in OT. My last ship was the Warhawk, one of J. B. Waterman's floating chain gangs. Will you please forward the LOG to me at this address:
Pvt. S. H. (Scotty) Beattie, 51253974, Co. G, 148th Inf. Regt., 37th Div., Camp Polk, La. Thank you.



Beattie

S. H. Beattie

(Ed. note: Your new address has been noted, and the LOG will be sent to you regularly every two weeks from now on.)

SIU Wives Need Information, Too

To the Editor:
I was reading in the current issue of the LOG about the proposed handbook soon to be published and would like to suggest that one section be devoted to information for a Seafarer's wife. This should contain all necessary information on what to do in the case of the death of a Seafarer, the rights and help she is entitled to how to go about collecting any monies due her, and how to apply for Social Security or survivor's insurance, life insurance, etc. In addition, she should be told what Federal, State or local assistance is available and what to do in case of disputes over titles or money matters.

Many wives haven't any knowledge about these things, and I think the need for such information is urgent and should be given careful consideration.

Louis S. Rizzo

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of June 11 and are subject to change without notice.

- England, New Zealand, South Africa: \$2.80 per pound sterling.
- Australia: \$2.24 per pound sterling.
- Belgium: 50 francs to the dollar.
- Denmark: 14.45 cents per krona.
- France: 350 francs to the dollar.
- Germany: 4.2 Marks to the dollar.
- Holland: 3.80 guilders to the dollar.
- Italy: 625 lire to the dollar.
- Norway: 14 cents per krona.
- Portugal: 20.75 escudos to the dollar.
- Sweden: 19.33 cents per krona.
- India: 21 cents per rupee.
- Pakistan: 30.2 cents per rupee.
- Argentina: 14.2 pesos to the dollar.
- Brazil: 5.4 cents per cruzeiro.
- Uruguay: 52.63 cents per peso.
- Venezuela: 29.85 cents per bolivar.

ARCO Man Proud Of SIU Pledge

To the Editor:
I am proud to have signed a pledge card to become a member of the Seafarers International Union. It is a great feeling to be long, as each and every man is treated like a brother, and all are guaranteed the same rights.

This is something you do not have when you ship with a company union, when you are not sure if you will be there or gone tomorrow. They can fire a man with no reason at all, and nothing can ever be done about this.

Is A Free Man

I am a free man and like the feeling and intend to stay this way. I especially like the SIU's rotary system, which gives me my choice of ships and runs when I am ready to ship out.

I can't begin to put into words all the rights and advantages this great Union has worked for and gained for its brother-members in the past years and which it is continuing to gain day by day.

I only hope that other men shipping company unions will soon see the light and realize the greatness of our world-renowned Union, the Seafarers International Union.

John Somers

Collector Seeks Union Emblems

To the Editor:
As a veteran member of the AFL Carpenters Local 1596, I have for many years been a collector of union buttons, badges, banners, ribbons and similar items pertaining to organized labor. During the month of September, when the AFL will hold its convention in St. Louis, this collection will be on display at the nearby Central Public Library, 13th and Olive Streets.

I am writing to the LOG to ask if any of your members could make contributions to this collection; any contributions added to the collection would of course, be available to any students or historians of the Union movement.

In addition to the emblems themselves, I keep a catalog. If any of your members do send in a trade union button, I would like to know the date when it was issued, the location of the union (city and state) and any other information available.

Please mail any such items to: Harry Von Romer, Sr., 3817a Vest Avenue, St. Louis 7, Mo.

Incidentally, I am taking the liberty of putting the SEAFARERS LOG on display; I hope this meets with your approval.

Harry Von Romer, Sr.

Dad On Holystar, He Sends Regards

To the Editor:
Would you please put this picture in the next issue of the LOG? This is Billy Strickland of 445



N. Linwood Ave., Baltimore, Md. He is the son of Seafarer Paul W. Strickland, known to his shipmates as "Strick," and now on the Holystar somewhere in the Far East. Will you please also say, "Dad, I want you to know Mom and I miss you very much."

Mrs. Eleana Strickland

Contest Winner Sailing 35 Years

To the Editor:
I received your most wonderful and unexpected notice that I have won first prize for handicrafts in the Second Annual Seafarers Art Contest. My sincere thanks to all the brothers who made this contest a reality. I will be one of the proudest of Seafarers in the new Baltimore hall. This has been my home town for the last 35 years that I have been sailing, and I hope to be sailing for quite a few more years. Believe it or not, I have never had a ring of any kind during my long and checkered Seafaring life.

My thanks to the Union officials and members for their hard work in the contest.

John R. Taurin

LOG Read By His Family, Buddies

To the Editor:
At present the LOG is mailed regularly to my home in Miami, Fla. After my family has read it, it is forwarded to me, arriving weeks after it was published and suffering from wear and tear. I would like the LOG sent to me here in Germany, in addition to being sent to my family.

Read By Army

After I read each issue of the LOG it is passed among the day rooms for reading by the troops. In my opinion, it is an excellent education for men who have little knowledge of the sea and also for men who want to learn about our Union and the men who make it.

Pfc. J. Wayne Adair

(Ed. note: From now on, a copy of the LOG will reach you regularly every two weeks, as soon as published.)

Urges Members To Wear SIU Emblem

To the Editor:
Back home again in good old New York, I attended the membership meeting last night. One thing surprised me — the great number of members who do not wear the SIU button in their lapels. Could this be forgetfulness? We should be proud to display our emblem to everyone, like other union members, such as the teamsters.



Jelletto

Television has brought the SIU to the public's attention, thanks to a series of movies, sponsored by Esso and presented several weeks ago by John Wingate, who explained the workings of the SIU's various phases for a week in the course of his daily news program.

Made New Friends

Through the medium of television we have made and will continue to make many new friends. If a company like Esso advertises the SIU, this is a sure sign that even non-trade union companies are beginning to see the light.

In view of all this I think it is a small thing to ask all members to wear their SIU buttons proudly, to show that you belong to such a good, honest, trade Union.

More Offices Needed

I also believe that due to the rapid growth of the many services performed by SIU headquarters here in New York, the Union is greatly overcrowded. I feel we must expand the building facilities, in line with our growth as a Union. This can best be done, I think, by building a combination hotel, with office and recreational facilities, which could adjoin the main building. The first two floors, for example, could be used for much-needed offices, with the conference room kept in the main building as originally intended, along with the patrolmen's and representatives' offices. (At the present time, even the dispatchers' counter is used by patrolman and officials.)

Hotel Needed, Too

There is a great need for decent housing accommodations for men on the beach in the neighborhood, where they could live at a reasonable rent and be able to use the services of the Union cafeteria, Barber shop, etc.

We have the land already, and should act, as we have very profitably in the past.

John Jelletto

Not Enough Men To Prepare Food

To the Editor:
We all know that the Calmar Line has been tight on food for a very long time. Now that we have a new deal, we are getting better foodstuffs, although there is still room for some improvement. But, for God's sake, if you do get as much as six pounds of food per man a day and don't have the cooks and bakers to prepare it, all our gains must be counted as lost.

The steward should not always be blamed, while the guilty one gets away with a fat payoff at the crewmembers' expense and suffering. Some fellows seem to think, "Oh, I have one trip I'll sign on and make the money. They can't pay me off until we get back." In the meantime everyone takes a terrific beating.

Clarence Yearwood

'Robinson Crusoe'

Scottish Seaman Who Sought Exile Was Model For Fictional Character Was Model For Fictional Character

Many a seafaring man has dreamed longingly of being cast away on some island paradise where he could enjoy his fill of solitude. Although this is the fancy of many, it has been accomplished by few, and those sailors of the past who have found refuge in the hidden alcoves of some tiny atoll have

invariably been those who have been the victims of storms or shipwrecks. Yet the most famous castaway in history, Alexander Selkirk, directed his own fate in choosing life on a bit of land in the wide sea.

Selkirk was Robinson Crusoe—or, at least, the real-life counterpart of Crusoe made famous by Daniel Defoe in his "Life And Strange Surprising Adventures of Robinson Crusoe," published in 1719 in England, some 15 years after Selkirk first endured the hardships of primitive island life.

Born in Largo, County of Fife, this Scottish sailor was to become an adventurer in goatskin as he lived for four years and four months on the island group of Juan Fernandez, approximately 300 miles west of the coast of Chile. How he came to reside there and his adventures on the island are garbled in the mixture of fact and fiction of the last two centuries.

On Leaky Vessel

As a matter of record, Selkirk chose the unknown dangers and rigors of the island to sailing aboard a leaking vessel with a captain who did not see eye to eye with him. In 1704, when a sailing master, he quarreled with the captain of his ship and asked to be put ashore, and remained on Mas Atierra Island for 52 months until rescued by British privateers on February 9, 1709.

Although Selkirk landed with a gun and ammunition, his artillery soon gave out and he was obliged to conquer the primitive environment which surrounded him with craft and cunning.

In the beginning, partly out of melancholy, and partly because of the lack of bread and salt, Selkirk almost never ate until the pangs of hunger made further fasting impossible. Nor did he go to bed until he could no longer sit and watch his burning pimento logs, which provided him with both

heat and light, and which also refreshed him with their fragrant smell. He might have had fish enough, but because of the lack of salt he would not eat any except the crayfish, which were as large as lobsters and which were very tasty when boiled or broiled.

Later, however, for food, clothing and exercise, Selkirk took to hunting down the numberless goats on the island. Then, when he had enough to fill his belly and cover his back, he would chase the goats across the island expanse. Once he caught them, he would nick their ears with a knife to indicate his mastery and as a means of calculating their number. According to later stories, based upon the adventures of other voyagers to the island, many goats were found with their ears slit some 32 years after Selkirk had been rescued.

A goat, once, was very nearly the cause of Selkirk's death and the saver of his life. In pursuing the animal through the brush, he caught it on the edge of a precipice. His vision of the land drop and imminent danger was hidden from him by foliage. Another tug by the goat brought them both crashing down from a great height. When Selkirk regained consciousness, the goat lay dead under him and he was much shaken, but the beast had broken his fall and saved his life.

Later on, Selkirk developed such great speed in chasing his goats that when the British finally rescued him, they had a bulldog which they sent out with him, and also several of their nimblest runners, but Selkirk outdistanced and tired them all, caught several goats, and returned with them on his back.

Domesticated Cats

In addition to taming some kids, Selkirk domesticated many of the wild cats on the island. That, too, turned to his advantage as the cats delivered him from the rats

which infested the island. At first, the rats would gnaw his feet and clothes while he was asleep, but soon the tame felines always near his person posed a distinct threat to them. It was not long before the rats disappeared from the island.

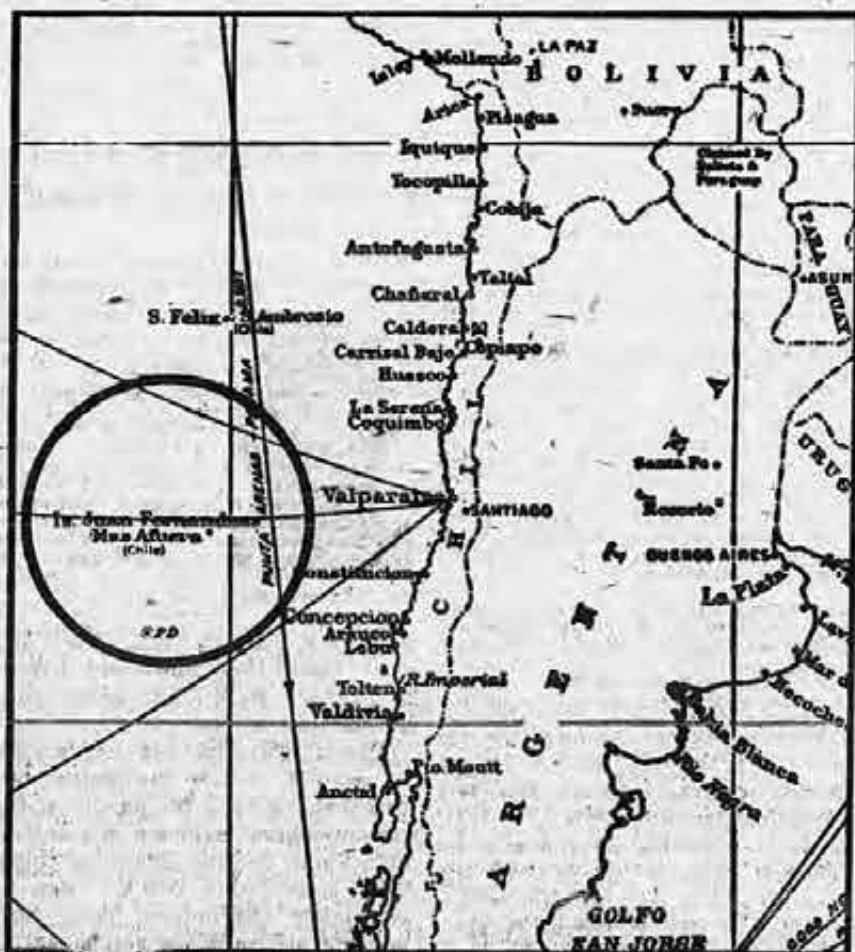
Anxious To Return

Despite his increasing fondness for the island and its solitude, Selkirk was anxious to get back to civilization. He did not seize his first opportunity, however. Many ships passed by his little island outpost in the Pacific, but only two dropped anchor offshore. Both were Spanish galleons and Selkirk chose to spend the rest of his life as an outcast on the island rather than submit to the marauding Spaniards. He feared they would make a slave of him or murder him, neither of which alternative pleased him.

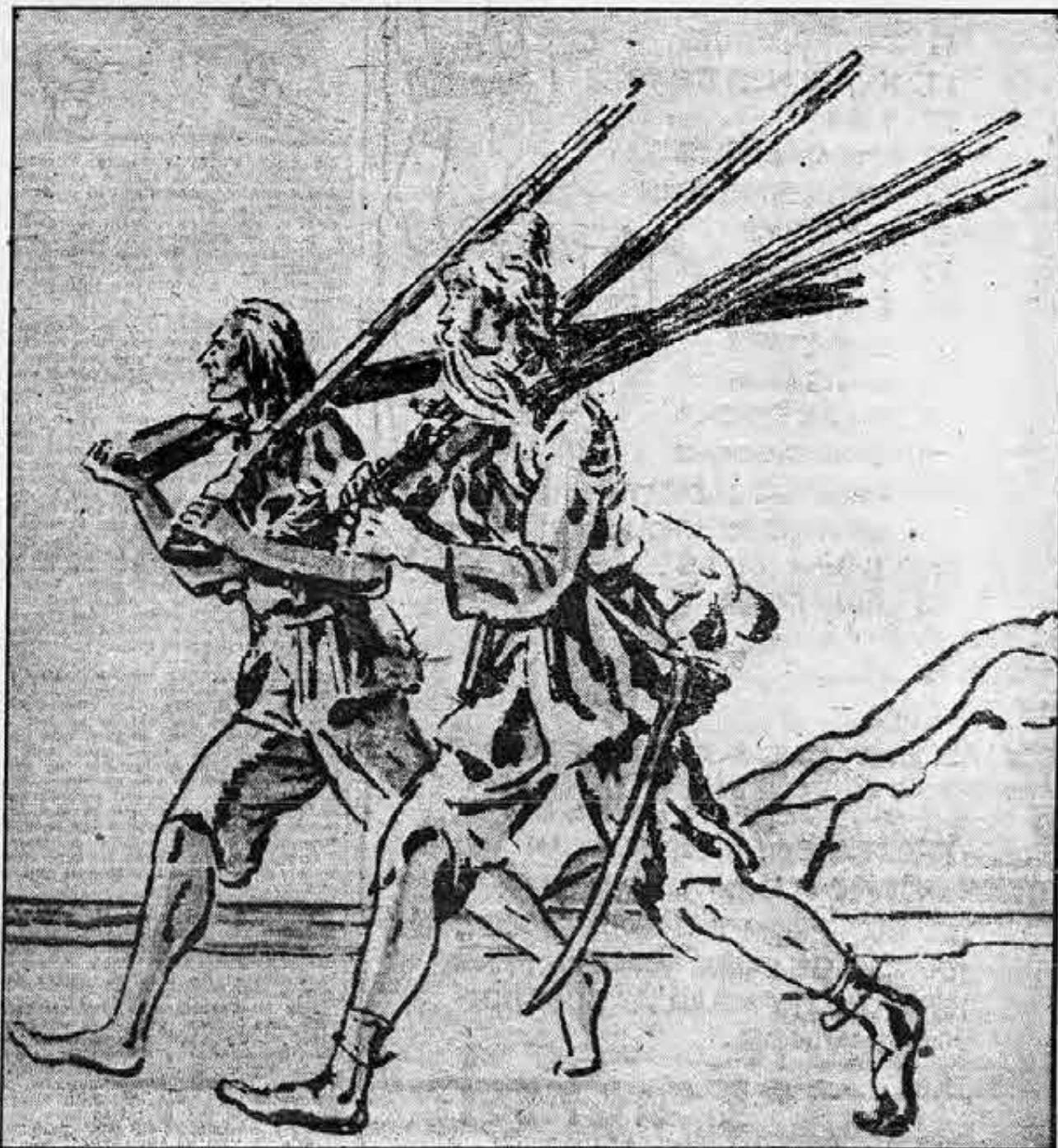
Selkirk, after his rescue by the British privateers, admitted he would have submitted to a French ship in those waters, but none came near enough to observe his signals. In the end it was the vessels, Duke and Duchess, out of Bristol, and commanded by Captain Woodes Rogers, who picked him off the little speck in the Pacific. None the worse for wear, Selkirk had but to readjust his taste for seasoned foods and learn to wear shoes again in order to live among the people of England.



Like his fictional counterpart, Robinson Crusoe, Selkirk wore clothes made of skins of goats which inhabited Juan Fernandez Islands, where he spent his exile, in large numbers. He became a fast runner through chasing them.



Juan Fernandez Islands, in circle, are shown on map above. Islands lie some three hundred miles west of Chile.



In novel, Robinson Crusoe had valet, butler and general handy man named Friday. Selkirk, however, lived alone for over four years on an uninhabited island.

... DIGEST of SHIPS' MEETINGS ...

GULFWATER (Mar-Trade), January 4—Chairman, Vic D'India; Secretary, D. M. Pearce. Repair list left by the previous crew was checked over. Alfred Hanstvedt was elected ship's delegate. Motion was passed to rotate the cleaning of the recreation room and laundry room among the three departments. Washing machine will be moved from the shower to a more suitable place below. Steward asked the crew to turn in old mattresses and draw new ones taken aboard in New York. Cots are available at the crew's request. Quiet should be maintained in the passageways at all times. There should be more lights in the recreation room. Repair list was drawn up; new items will be added as soon as they are notified.

February 1—Chairman, A. Hanstvedt; Secretary, D. M. Pearce. All items on the repair list have been attended to. More varied menus were suggested, with fewer starchy foods. There should be more fruit juices. Steward delegate or steward should be seen about meal requests.

Steam line should be installed in washing machine. Deck engineer will attend to this as soon as possible. Deck engineer got the crew's thanks for doing work on the washing machine on his own time. There should be more quiet in the passageways at all times. Passageways and fo'c'sles should be sougeed; captain will be asked.

April 19—Chairman, F. Young; Secretary, Tom Madigan. There is a large amount of disputed overtime in the deck and engine departments. Repair lists will be prepared and submitted. Poor food should be brought to the attention of the patrolman. Men should be quieter in the passages so that men off watch can sleep. Cups and other utensils used between meal hours should be rinsed off and placed in the drain rack.

STEEL RECORDER (Isthmian), May 14—Chairman, Charles T. Scott; Secretary, P. V. Reyes. Captain will be contacted on painting heads; first assistant was asked about repairing the drinking fountain in the crew's mess which is still unsatisfactory. Heads, showers, lockers need painting. Ship's delegate will see the chief engineer about hot and cold water in the laundry. Laundry should be kept clean by all hands.

AZALEA CITY (Waterman), May 24—Chairman, A. Arnold; Secretary, Paul Whitlow. All new members will contribute to the ship's fund; there is a \$35 balance in the fund now. No one is to touch the clocks on the ship but the second mate. Men should keep the laundry clean. Sanitary men are to empty the trash can daily and sweep the deck free of water. Brothers were asked to use outside ladders when relieving the wheel in fair weather, especially with passengers aboard. Man who missed the ship in Georgetown will be reported to the patrolman. Ship should be washed down at least once a trip; decks are filthy. Gear should be returned to the galley after use. Treasurer should buy a punching bag from the ship's fund.

STEEL SURVEYOR (Isthmian), April 18—Chairman, G. Caruso; Secretary, A. Santiago. J. J. Libby was elected ship's delegate by acclamation. There was a request made for a greater variety of night lunch. Messhalls should be left cleaner; better care should be taken of cots, which should not be left on deck when not in use. We have an exceptionally good crew this trip.

May 2—Chairman, G. Caruso; Secretary, Aram Hawk. Herman C. Kemp was left in the PG Hospital, Calcutta. He will be sent home in three weeks. Ship's delegate collected 140 rupees and enough cigarettes to last him for hospital time. Steward has been putting out better night lunch since the last meeting.

Get New Books Through Agents

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

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

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

Ship's delegate reported on getting the washing machine repaired. Steward spoke on taking up a collection for the movie fund. Chief cook mentioned the very good condition of the laundry and washing machine.

No date—Chairman, J. Olson; Secretary, A. Danne. Discussion was held on the deck maintenance fo'c'sle, which is too small for the three men now sharing it. Ship's delegate will contact the Mobile hall.

WILLIAM H. CARRUTH (Transfuel), May 24—Chairman, Vincent Genco; Secretary, W. M. Pederson. Performers will be turned over to the patrolman. Two men were hospitalized in Honolulu, and one man in Guam. Washing machine needs cleaning and repairing. Steward requested new pillows, pillow cases and mattress covers. A vote of thanks went to the steward department for some fine food and cooperation. Also, the bonus got a rousing vote of thanks for doing a good job of bringing in a clean ship with the adverse conditions he encountered on this trip. Repair lists were turned in and are being taken care of.

What do you need?

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



• ALL YOUR NEEDS CAN BE FILLED FROM YOUR Sea Chest - FROM A SOU'WESTER TO AN ELECTRIC RAZOR. WHATEVER YOU BUY FROM THE SEA CHEST, YOU CAN BE SURE YOU'RE GETTING TOP QUALITY GEAR AT SUBSTANTIAL SAVINGS.

The Sea Chest

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

LIBERTY FLAG (Dover Steamship), April 27—Chairman, E. Fields; Secretary, Roland Velasco. Communication was sent to the hall on the death of our night cook and baker; a letter of condolence was sent to his sister in Basestrop, La. New Orleans agent was asked to send flowers to the funeral from the crew, with the crew to refund the money at the payoff. Two men missed ship in Yokohama. Delegates should check the medical supplies, which seem to be inadequate.

EVELYN (Bull), May 3—Chairman, G. Smith; Secretary, E. C. Dacey. Ship's delegate will buy playing cards out of the ship's fund. Decks in engine department fo'c'sle need repairing, and fo'c'sles need painting. Galley gear should be returned to the pantry. New crewmembers were asked to donate \$2 to the ship's fund. Repair list will be made up and turned in before arrival in New York.

ALBION (Dry Trans), April 24—Chairman, R. Nees; Secretary, D. Stone. Brother Deeds was elected ship's delegate by acclamation. Wiper and ordinary will clean up laundry. Ship's delegate will find out about the hot water in the laundry. Engine department fo'c'sles will be painted as per agreement. Crew was asked not to take individual beefs top-side.

CARROLL VICTORY (South Atlantic), May 2—Chairman, C. Jensen; Secretary, Bob Johnson. Repair list will be made up and handed to the ship's delegate before arrival in San Pedro. Motion was passed to have the Wilmington agent come aboard as soon as the ship lands so he can settle the trouble aboard, with everyone present at this meeting, with no exceptions.

SEASTAR (Triton), May 3—Chairman, Louis W. Pepper; Secretary, Don Ferrer. No American money was available in Japan. Repairs from the last payoff were not taken care of. Vote of thanks went to the master, Robert P. Moore, for the cooperation he has given the crew on all ship's business. He was an old Waterman skipper and they lost a good man when he left that company. Headquarters will be notified about the currency and repair beefs. Mr. Kim will be contacted before the end of this voyage. Collection will be taken up to start a ship's fund at the payoff. Chief cook asked men to cooperate by staying out of the galley, and asking men in the department for what they want. Vote of thanks went to the steward and chief cook for the good menus during the voyage and also to the steward department for good service and chow.

STEEL TRAVELER (Isthmian), May 4—Chairman, R. Milton; Secretary, J. G. Lakwick. O. J. Morgan was elected deck delegate. Cots are not to be left on deck in port. Chief steward will issue linen on Friday. Chief mate will be asked about an awning for the crew back aft; he will be asked about washing down back aft. Mate had steward have garbage thrown overboard in port, due to the galleyman leaving it out on deck. Steward will change old mattresses. Washing machine should be kept clean. Someone in licensed personnel put up awning.

PONCE (Puerto Rican Marine), April 22—Chairman, Jose Collados; Secretary, R. Weller. There is a balance of \$19.17 left in the ship's fund. One man was left in Tampa in the hospital. Ship's delegate discussed performing.

May 14—Chairman, Ray Hoider; Secretary, Jose Cubano. Patrolman will be notified of the wiper who is under age. New delegates were elected; Ship's delegate, Victor Carmona; deck delegate, Salvador Bennett; engine delegate, Alfredo; steward delegate, Juan Hernandez. Motion was passed to have everyone contribute \$1 to the ship's fund. New repair list will be made up by each department and turned over to the ship's delegate.

STEEL DESIGNER (Isthmian), May 24—Chairman, Fred Travis; Secretary, A. Danne.

Chairman, Pat Robertson; Secretary, R. E. White. Record player and records will be bought from the ship's fund. Beefs from previous voyage were adjusted satisfactorily by the patrolman. First assistant engineer was told by him that he must work his department according to the present agreement. Ray White was elected ship's delegate. Each man will donate \$3.00 to the ship's fund. Steward reported that the captain will obtain any clothing or toilet articles for the stowchek if the men tell him what they want.

LA SALLE (Waterman), May 23—Chairman, C. E. Hamby; Secretary, Steve Guggino. Motion was made to have quarters back set cleaned up, as they are in bad shape. There is a \$21.50 balance in the ship's fund. Deck gang work is being done by chief mate and cadet. Ship's and deck delegate should approach the chief mate on the subject in a nice way, as it was brought up that he has been reasonable and good to get along with in the past. Messhall should be kept clean, with ash trays used only for ashes and feet kept off chairs. Everyone should clean up after himself; the messman should put a garbage can inside the mess-hall. Washing machine should be turned off after use. Day workers were asked to take it easy on the night lunch for the benefit of those on watch. Boys were asked to cooperate on the linen.

NORTHWESTERN VICTORY (Victory Carriers), May 21—Chairman, Johnnie Long; Secretary, Paul Cape. All but a few repairs were taken care of; the remaining repairs will be attended to this voyage. One man was taken off the vessel in Miami by the Coast Guard due to an accident. All fans in crew's quarters need repairing; one brother had a serious accident with the fan, so men should not sign on until this is taken care of. Passageways should be kept locked in port. Fo'c'sles should be kept clean. New mattresses are needed. Night lunch should be more varied. Men should be properly dressed in the messhall. Black gang and deck department should take care of the laundry and the steward department take care of the recreation room. Brothers should cooperate with the chief steward on the linen.

THE CABINS (Cabins), May 23—Chairman, R. Lipari; Secretary, R. Arnold. Performers in the last port will be referred to the patrolman at the payoff. R. Arnold was elected ship's delegate. Second cook and baker is too slow at serving and cannot bake. Extermination is needed, due to roaches in the galley and storerooms. Patrolman will be contacted on linen. Men are to be properly attired when entering messhall.

CAROLYN (Bull), May 17—Chairman, W. C. Murphy, Jr.; Secretary, J. L. Podgorski. Membership was asked to please help keep the laundry clean after use. Men should be considerate of those who are sleeping. Delegates will make up repair lists. Vote of thanks was given for good chow cooked and served by the steward department.

PAOLI (Cities Service), May 24—Chairman, Joseph V. Stephens; Secretary, A. E. Roberts. C. G. Young was elected ship's delegate by acclamation. There is \$33.53 left in the treasury. Everyone should be properly dressed in the messhall. All cots were picked up because costwise isn't considered tropics. Departments will make up repair lists. Recreation room is being left dirty. Delegate will find out about getting a better brand of soap powder. Ash trays should be put out on table.

DENNISON VICTORY (Waterman), May 7—Chairman, Pablo E. Perez; Secretary, Charles Bankston. Hubert A. Gaubert was elected ship's delegate. All hands should return coffee cups to the pantry. Manufacturer's directions should be followed when using the washing machine. Each department will take turns in cleaning the laundry.

ALCOA CORSAIR (Alcoa), May 17—Chairman, E. J. Rivim; Secretary, R. F. Callahan. Patrolman's report on the gangway was reported to the crew; everybody is satisfied. Men who missed ship will be reported to the patrolman. Disputed OT will be taken up with the patrolman. Better care should be taken of the movie machine. There should be no spitting on the deck.

DESOTO (Waterman), March 28—Chairman, Fred Travis; Secretary, A. Danne.

DEL ALBA (Mississippi), May 23—Chairman, J. Tucker; Secretary, Jerry Phipps. There is \$50.20 in the ship's fund. Motion was passed to have the carpenter remove the shelf from the crew messroom. Steward and one delegate are to check stores in New Orleans. Patrolman should be contacted and crew is not to sign on until the ship is stored. Pantry should be secured before leaving port.

BIENVILLE (Waterman), March 22—Chairman, C. M. Allen; Secretary, F. S. Paylor. Brother Swaughout was elected ship's delegate. Repair lists should be made out by department delegates. New pillows and innerpring mattresses should be procured. Ship's delegate will investigate the skipper's cutting down the steward's requisitions for stores. Deck delegate will see the chief mate about painting his department's quarters, which need painting very badly. Fanlight should be kept clean for the crew to lounge around in the tropics.

May 17—Chairman, Brother Carrasoe; Secretary, Frank S. Paylor. One man was left ashore, due to injuries on ship. Patrolman will be asked to get all lockers and bunk springs repaired.

WARHAWK (Waterman), May 23—Chairman, Stanley P. Gendzar; Secretary, Carl A. Sekell. Brother Gage was elected ship's delegate by acclamation. Washing machine should be cleaned after use. Glasses and dishes should be returned to the sink. Delegates should see the captain about putting up radio aerials.

ABIQUA (Cities Service), May 24—Chairman, William E. Logan; Secretary, Vincent L. Retcliff. Captain and patrolman were given a copy of the repair list from the last trip. There is \$8.07 in the ship's fund. Chief cook contended that steaks are not first quality; steward replied that choice cuts of meat are used. Crew asked that steaks be cut thicker. Chief cook said steaks must be cut thinner in order to be thoroughly cooked, and said also that steaks were dry because the second cook left them in the oven too long. Messroom should be left clean. One beef will be settled by the deck delegate. Washing machine should be kept cleaner.

ANN MARIE (Bull), May 16—Chairman, Eugene Dakin; Secretary, Christopher Keras. Washing machine is being fixed. Clean linen will be issued when soiled linen is returned. Vote of thanks went to the steward department for a job being well done.

PONCE (Puerto Rico), March 25—Chairman, Frank Mateo; Secretary, R. Welken. Patrolman in Florida will be asked to straighten out standby pay. Cups should be washed out after use. Mattresses and pillows should be changed when the ship goes to drydock. Bed-springs should be repaired and door sills should be raised, as water runs into all rooms. Ship should be fumigated as rats have been seen. Frank Mateo was elected ship's delegate.

ALCOA PARTNER (Alcoa), May 4—Chairman, Joseph Schmitt; Secretary, J. Jordan. New delegates are: J. Jordan, ship's delegate; C. Jones, deck delegate; Hayes, engine delegate. Pantry should be kept cleaner. There should be grits on the menu in the morning.

May 17—Chairman, Antonio Schiavone; Secretary, R. Mitchell. Crew will make repairs at sea before arrival in port. Flowers were sent to brother Eddy Bozak who died in Philadelphia, from all brothers aboard this ship and thanks were sent by his family. Recreation room should be kept locked in port. Crew should cooperate in keeping the laundry clean. Passageways should be kept locked in port. Brother who obtained library books was thanked.

TRINITY (Carras), May 9—Chairman, E. Black; Secretary, J. Kusmienski. Ship needs repairs that should have been taken care of in the shipyard. Agent will be contacted at the first port. Drinking fountain outside deck department room needs repairing. More keys for deck department are needed. Overtime should be equalized in deck department. Request was made for a change in library, suction fan in galley, new mattresses, wind scoops, porthole screens, new cots, chest of drawers for each room, space permitting, since lockers are almost rusted away.

May 16—Chairman, E. Black; Secretary, R. F. Grant. Innerpring mattresses will be put aboard at the next port, and the agent will be called at this port. Numerous fo'c'sles and galley repairs are

(Continued on page 25)

Seattle Seafarer Cashes In On Benefit



Mrs. Albert E. Holmes receives \$200 maternity benefit and \$25 US Defense Bond at her Seattle home from SIU patrolman Paul Drozek on behalf of son Milton David. Holmes sails with the black gang.

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.

Irma Irene Colon, born March 29, 1953. Parents, Mr. and Mrs. Julio Colon, Box 3611, Puerto Nueva, San Juan, Puerto Rico.

Jo Pitts Arras, born April 30, 1953. Parents, Mr. and Mrs. William Arras, 2564 B. Kittyhawk Avenue, Mobile, Ala.

Celia Pamela Duchmann, born April 25, 1953. Parents, Mr. and Mrs. Fred H. Duchmann, 1628 St. Mary Street, New Orleans, La.

Sharon Ann Van Evers, born April 16, 1953. Parents, Mr. and Mrs. Louis L. Van Evers, 1030 Maldeis Street, Baltimore 30, Md.

Melanie Kay Mitchell, born May 17, 1953. Parents, Mr. and Mrs. John E. Mitchell, 2701 Ernest Street, Lake Charles, La.

Donna Michell Chandler, born April 15, 1953. Parents, Mr. and Mrs. Charles T. Chandler, Stokes Road, Indian Hills, NJ.

Charolette Dianne Faircloth, born May 12, 1953. Parents, Mr. and Mrs. James L. Faircloth, 2718

Mill Street, Chrichton Station, Mobile, Ala.

James Lawson Waldrop, Jr., born May 6, 1953. Parents, Mr. and Mrs. James Waldrop, 129 East Avenue South, Panama City, Fla.

Gloria Sue Crumpler, born May 15, 1953. Parents, Mr. and Mrs. Floyd S. Crumpler, 1 Sutherland Drive, Chickasaw, Ala.

Catherine Deonne Wallace, born May 9, 1953. Parents, Mr. and Mrs. Roshier L. Wallace, 1767 Huston Lane, Mobile, Ala.

Jule Dee Scarborough, born March 22, 1953. Parents, Mr. and Mrs. Richard Scarborough, Wanchese, NC.

David C. Silkowski, born January 28, 1953. Parents, Mr. and Mrs. John E. Silkowski, 27 St. Mark's Place, New York 3, NY.

James Edward Wolf, born May 8, 1953. Parents, Mr. and Mrs. Gilbert T. Wolf, 1813 East Baltimore Street, Baltimore 31, Md.

Pamela Yvonne Cameron, born March 30, 1953. Parents, Mr. and Mrs. William R. Cameron, 507 North Carolina Avenue, Mobile, Ala.

Arne V. Olsen, Jr., born April 11, 1953. Parents, Mr. and Mrs. Arne V. Olsen, 1225 Music Street, New Orleans, La.

Alana Eve Whitmer, born April 27, 1953. Parents, Mr. and Mrs. Alan Edward Whitmer, 125 Spring Garden Street, Philadelphia, Pa.

Constanza Loriz, born April 15, 1953. Parents, Mr. and Mrs. Fernando Loriz, 288 Ryerson Street, Brooklyn, NY.

Ronald Smith, born April 29, 1953. Parents, Mr. and Mrs. John R. Smith, 582 East 140th Street, Bronx 54, NY.

Joseph Lindsey Martello, Jr., born April 16, 1953. Parents, Mr. and Mrs. Joseph Martello, 279 Sonlat Avenue, Harahan, La.

Cindy Lucille Chambliss, born May 15, 1953. Parents, Mr. and Mrs. Paul K. Chambliss, 331 Labarre Drive, New Orleans 20, La.

Cynthia Maria Whitney, born May 12, 1953. Parents, Mr. and Mrs. Alvin J. Whitney, Box 639, Barataria Boulevard, Marrero, La.

Bridgette Johnson, born March 6, 1953. Parents, Mr. and Mrs. Ravaghn Johnson, Route 1, McKenzie, Ala.

Gary Arthur Mottram, born March 25, 1953. Parents, Mr. and Mrs. Richard P. Mottram, 16 Mile Street, Merrimac, Mass.

Cynthia Darlene Nicholson, born May 19, 1953. Parents, Mr. and Mrs. Dempsey Nicholson, Route 6, Box 256, Mobile, Ala.

Janet Laura Kuhn, born April 27, 1953. Parents, Mr. and Mrs. Leo B. Kuhn, Beckmille Road, R. D. No. 1, Hanover, Pa.

Jesse Ronald Green, born May 14, 1953. Parents, Mr. and Mrs. Jesse T. Green, 718 Charbonnet Street, New Orleans 17, La.

Wilbert James Miles, Jr., born April 18, 1953. Parents, Mr. and Mrs. Wilbert J. Miles, 351 West Highland Avenue, Prichard, Ala.

Angela Elaine Jensen, born May 20, 1953. Parents, Mr. and Mrs. Carl Jensen, 266 South Hamilton Street, Mobile, Ala.

Margaret Ann Sumpter, born May 12, 1953. Parents, Mr. and Mrs. James W. Sumpter, 3220 Holly Grove Street, New Orleans, La.

in the HOSPITALS

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

- USPHS HOSPITAL STATEN ISLAND, NY
 - Oscar Adams
 - Edwardo Balboa
 - Arthur Botelho
 - G. F. Bishoff
 - Robert Borland
 - Maurice Burnstine
 - Frank Calnan
 - John Fanoli
 - William Foyt
 - Lawrence Franklin
 - Joe Carl Griggs
 - James W. Hamilton
 - Charles Henry
 - B. Holmes
 - E. Hurst Jr.
 - William Jimenez
 - Hans Kehlenbeck
 - Ludwig Kristiansen
 - K. R. Kuchinski
 - Frank C. Kumiega
 - Thomas F. Maher
 - W. P. Malcewicz
 - John Mastropaulas
 - John F. Meo
 - Abraham Moses
 - Alfred Mueller
 - Leonard G. Murphy
 - W. Omelanczuk
 - William Pepper
 - Winford H. Powell
 - Bart James Power
 - H. Randoja
 - C. R. Robertson
 - G. H. Robinson
 - Virgil Sandberg
 - A. L. Sargent
 - James Sealy
 - Joseph Sharp
 - Manuel Souza
 - Anders Thevik
 - Thor Thorsen
 - Harry Tuttle
 - George Vickery
 - Richard Weir
 - Joseph Wilkin
 - Benno Zielinski
- USPHS HOSPITAL SAN JUAN, PUERTO RICO
 - Arthur Botelho
 - Rikers Island Hospital New York, NY
 - James R. Lewis
 - TRIPLEX ARMY HOSPITAL HONOLULU
 - Thomas McCaffrey
 - USPHS HOSPITAL FORT STANTON, NY
 - Bruno Barthel
 - Charles Burton
 - Adion Cox
 - John G. Dooley
 - Otto J. Ernst
 - F. Frennette
 - Jack H. Gleason
 - Thomas Isaksen
 - Donald McDonald
 - A. McGuigan
 - J. F. Thornburg
 - Virgil E. Wilmoth
 - CHARITY HOSPITAL NEW ORLEANS, LA.
 - J. F. McLaughlin
 - USPHS HOSPITAL NEW ORLEANS, LA.
 - T. L. Ankerson
 - James E. Belcher
 - Alonzo Bettis
 - Octave Bourgeois
 - E. Bracewell
 - Ben Collins
 - Jose A. Colls
 - S. Cope
 - Harold E. Crane
 - Rogelio Cruz
 - Frederick Farthing
 - H. Fruge
 - W. A. Gardner
 - Paul Goodman
 - Niel Hansen
 - C. M. Hawkins
 - John C. Herber
 - E. Jeanfreau
- CITY HOSPITAL MOBILE, ALA.
 - John S. Burke
- CHICKASAW INFIRMARY N. T. Tala
 - CHICKASAW, ALA. USPHS HOSPITAL SAN FRANCISCO, CAL.
 - Marcelo B. Bblen
 - Warren Burnside
 - James R. Coltrell
 - S. Heiduckl
 - G. Holgerston
 - Paul D. Lawrence
 - Oscar Ozer
 - William J. Small
 - Peter Smith
 - D. K. T. Sorenson
 - USPHS HOSPITAL SAVANNAH, GA.
 - Warner W. Alford
 - John F. Evans
 - Leonard N. Evans
 - F. W. Grant
 - James M. Hall
 - John A. Leavens
 - W. Middendorf
 - Jack D. Morrison
 - W. J. Morris
 - Ralph L. Sturgis
 - Bernard Wolfman
 - USPHS HOSPITAL SEATTLE, WASH.
 - Alfred Johanson
 - Lewis M. Judd
 - Tony J. Kismul
 - Herbert Pendry
 - George M. Rice
 - Henry J. Tucker
 - Robert J. Wiseman
 - USPHS HOSPITAL GALVESTON, TEX.
 - S. Anderson
 - Milton Baggett
 - G. Delgado
 - Raymond Harris
 - LeRoy H. Hoffman
 - L. Manhart
 - J. E. Markopolo
 - Robert L. Shaw
 - Frank D. Todd
 - PROVIDENCE HOSPITAL MOBILE, ALA.
 - Roscoe Alford
 - USPHS HOSPITAL BALTIMORE, MD.
 - Carl E. Chandler
 - Jeff Davis
 - James Fried
 - Quilla E. Garten
 - Gorman T. Glaze
 - Roy M. Hawes
 - Vincent Jones
 - Karl Kristensen
 - Irwin Liliten
 - Peter Losado
 - James T. Mann
 - Melvin Mason
 - Tony Mustantino
 - Edward Melone
 - William Odum
 - G. A. Puissegar
 - Hipolito Ramos
 - Mack B. Singleton
 - Samuel J. Steels
 - John Stone
 - Adolf Swenson
 - David F. Sykes
 - Lloyd Thomas
 - Alphon Vante
 - William F. Vaughn
 - Edward H. Ward
 - M. E. Watson
 - USPHS HOSPITAL BOSTON, MASS.
 - Eugene O. Barris
 - Joseph W. Carey
 - John A. Duffy
 - John J. Flaherty
 - A. Green
 - S. R. Greenridge
 - Stefa Kostegan
 - R. N. Rogers
 - George A. Williams
 - USPHS HOSPITAL NORFOLK, VA.
 - Lewis N. Childress
 - V. De Almeida
 - Leslie M. Jackson
 - H. D. Milliner
 - S. E. Roundtree
 - Luby Wheeler

Honest Al In New Role



Seafarer Al (Honest Al) Whitmer, regular contributor to the SEAFARERS LOG and former editor of Delta Line shipboard newspaper shown learning the ropes of fatherhood with his new daughter, Alana. Al's on the Gulfwater right now.

Benefit Record: 4 Minutes Flat

It may take three minutes to cook an egg, but it took just four to whip up an SIU maternity benefit check last week. The record-breaking performance was for benefit of a Seafarer who needed the money in a hurry.

It seems that the Seafarer in question had his wife in a hospital that was a little sticky about getting their bill paid. They wanted to see the color of his cash before his wife was discharged, and she was due to go home that weekend. As usually happens in such situations the heavy medical expenses had left the Seafarer a little strapped for ready cash with a weekend coming up.

Extra-Fast Action

Since he wanted to square things away with the hospital, the Seafarer came up to Welfare Services in Brooklyn headquarters on Friday morning, and asked if he could get extra-fast action on his benefit. He produced the necessary papers which consist of marriage certificate, proof of birth and the discharge from his last ship. His papers were checked on right away and just four minutes later he had the \$200 benefit check in his hands.

Now all the Seafarer has to wait for is the \$25 US defense bond. Welfare Services is sorry that it couldn't deliver the bond with

equal speed, but only because it didn't have any advance warning of the pending claim.

Getting Older



Willis O'Berry, son of Seafarer George O'Berry, shows his progress at age 2½ months. The O'Berry's live in Dade City, Fla.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



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

That old movie gag about the fellow who tripped up on a piece of soap in the bathtub doesn't sound funny any more to Bill Bennett. Bill was second electrician on the Simmons Victory when he slipped in the shower and cracked up a couple of his ribs. He's resting easier now, over at the Staten Island Hospital, now that we got his gear off the ship and checked it in for him in the headquarters baggage room. We saw Maurice Burnstine who has been in the hospital quite a while now, trying out his artificial legs. Maurice is waiting for a couple of new sockets that are on order and should make getting around a little easier for him.

Aubry Sargent is taking life easy waiting for his broken jaw to heal up. It seems that a couple of fellows took a dislike to Aubry one evening and as he put it "they decided that my looks needed changing." The doctors have wired his jaw together and he expects that in a little while it will be as good as new.

All of the boys appreciate that Union hospital benefit, but Luther Milton told us to make sure to thank the Union for him in the SEAFARERS LOG so that everybody would know how he feels about it. Luther just got into Staten Island recently after being an outpatient awhile down on Hudson and Jay. The doctors felt he needs a little patching up, that couldn't be done on the clinic visits.

He's Seen Twins Already

Tom Maher wants us to straighten out a little misunderstanding that appeared in this corner last issue. He certainly has seen those brand new twins of his, because he spent a little time with them while still on out-patient treatment before he got into the hospital. We hope to get over your place, Tom, as soon as you're home again to get some pictures of the babies.

Bob Borland just got into the USPHS hospital recently after an accident he had on the Julesberg. Bob caught a finger in some moving gear and had to be taken off the ship by the Coast Guard to get treatment. He was hospitalized down in Lewes, Delaware, for a while before being transferred up here.



The scuttlebutt over at Manhattan Beach has it that the USPHS is preparing to move in TB patients from other hospitals around July 1. The patients will come from Fort Stanton, Cleveland and Detroit, according to what we've heard. Right now Manhattan Beach is pretty crowded with only a handful of empty beds, so the only way we can see them making room for the newcomers is by moving out the 40 veteran patients that they have over there.

All this is strictly unofficial, and the Union is trying to find out just what's going to happen. As soon as we get the word we will pass it along.

The Union is putting up quite a battle to save the Savannah USPHS hospital from closing and the boys in the hospital there are pretty much concerned with what's happening. Right now we have about a dozen Seafarers in the hospital there including Warner Allred, John and Leonard Evans, Jim Hall, Ralph Sturgis and a few others. They are all agreed that the closing would be a pretty rough deal for them and any other seamen who would ordinarily make use of this hospital.

Looking Things Over



Patrick Harvey Morris looks around SEAFARERS LOG office with curious stare while being held by his dad, Harvey Morris, chief steward. Patrick will celebrate 2nd birthday in October.

Co. Agent Huffy? Notify SIU

The greatest number of cases that come to Welfare Services' attention involve Seafarers' claims for maintenance and cure and unpaid wages as a result of illness or injury aboard ship.

In many instances the difficulties arise when the Seafarer is in a foreign port and has to depend on the company agents to provide him with unpaid wages, and after he gets out of the hospital, with maintenance and cure money as well as skimp on obligations to the Seafarer in other ways. Then when the Seafarer gets back to the States he comes up to Welfare Services to collect the difference between the agent's payments and what the man is entitled to. In these instances, Welfare Services is able to straighten out matters and get the man his money.

However, the knowledge he will collect his dough later on doesn't do the Seafarer much good while he is beached in a foreign port. A couple of simple steps by the Seafarer can get him his maintenance money when he needs it most.

Notify Union Fast

When a man is hospitalized in a foreign port the first thing he should do is notify the agent and request his unearned wages and maintenance. If the man sees that the agent is in any way holding up the payments he should let Welfare Services know what the score is immediately, by airmail.

That way, Welfare Services can get after the company while the man is still overseas, so that the company will instruct the agent to abide by the Union agreement. Once the agent receives instructions from the home office on this score, it's usually sufficient to guarantee full payment of moneys due and full satisfaction on all complaints.

Had to Work Way

Sometimes an accident will take place in such a manner that there is a question whether or not the company is responsible, such as the instance in which a man was hurt because of a dockside accident. The agent in this instance claimed that there was nothing he could do, with the result that the man had to work his way back as soon as he was able to get around. When he got back here and went for his payoff the company presented him with a hospital bill for medical care he had received overseas.

Here again, if there was any doubt as to whether the Seafarer is entitled to maintenance, unearned wages and transportation,

he should have contacted the Union while he was still overseas. That way Welfare Services would be able to act on the problem immediately instead of when the whole business was over.

Another difficulty arises with maintenance and cure claims here in the US, if an injured Seafarer takes his time about checking into a hospital immediately after leaving a ship. Sometimes in non-

emergency cases the Seafarer waits a few days before checking in. That leaves a loophole open for the company to claim that he aggravated the injury or ailment ashore and try to deny him part of his maintenance on that basis.

Obviously, this is a tough argument for the Seafarer to answer. It's common sense for the man to report right in to the hospital to eliminate any doubts on this score.

Atlantic Tankermen Impressed By Union's Welfare Services



Charles Shirley (right) is one Atlantic man who benefited from sailing SIU. He's shown here displaying the \$200 maternity benefit he received for his daughter, Joyee Lynn.

The aid given Seafarers by SIU Welfare Services and the benefits provided by the SIU Welfare Plan without charge to Seafarers are proving effective organizing weapons among tankermen of the Atlantic

fleet. Several former and current Atlantic seamen have collected benefits under the SIU's simple qualifications and have been assisted by Welfare Services on other personal matters.

Atlantic men have been particularly impressed by the comprehensive maintenance and cure clause in the SIU contract and the fact that Welfare Services goes to bat

to enforce this contract clause in all instances where it applies. It contrasts strongly with the Atlantic system where the company decides whether or not the tankermen will receive maintenance if any and how long the benefits will last.

The fact that there is no charge whatsoever for all the SIU's benefits—hospital, death, disability, maternity and scholarship—is another feature that impresses Atlantic men. As they know from sad experience, every benefit that they might possibly get from Atlantic has to be paid for by themselves. And the whole system is so surrounded by ifs, buts, and ands, that nobody understands just what is involved except the insurance company actuary who rigged the plan up in the first place. The Atlantic man pays for it in a string of deductions at the payoff.

In contrast the SIU's requirements are simple and easy to understand—one day on an SIU ship is all that is needed for the bulk of benefits provided by the SIU.

Typical of the licking Atlantic men take on their benefits are the deductions taken on one tanker's wages. Out of a \$350 payoff he shelled out \$18.98 for annuity tax, \$6.75 for Blue Cross, and \$2.70 for group insurance, or over \$28 in all.

And even with these heavy payments Atlantic men are never sure of collecting a cent, because of the complicated eligibility requirements they have to meet.

To add to this, Atlantic seamen have nothing comparable to Welfare Services to whom they can turn when they need help on their personal problems.

FINAL DISPATCH

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

Thomas J. Kustas, 46: A member of the engine department for the past nine years, Brother Kustas died at the USPHS Hospital, Richmond, NY, on May 14, 1953. He is survived by his wife, Aphrodite Kustas, 83 Hamilton Place, Brooklyn, NY. Burial took place at Cypress Hills Cemetery, Brooklyn, NY.

Valentine E. Burzak, 38: On May 9, 1953, Brother Burzak died at the VA Hospital in Philadelphia, Pa. He had been sailing in the steward department out of Philadelphia since 1944. Burial took place at Beverly National Cemetery, Beverly, NJ. Brother Burzak leaves his wife, Eleanor Burzak, 3111 East Edgemont Street, Philadelphia, Pa.

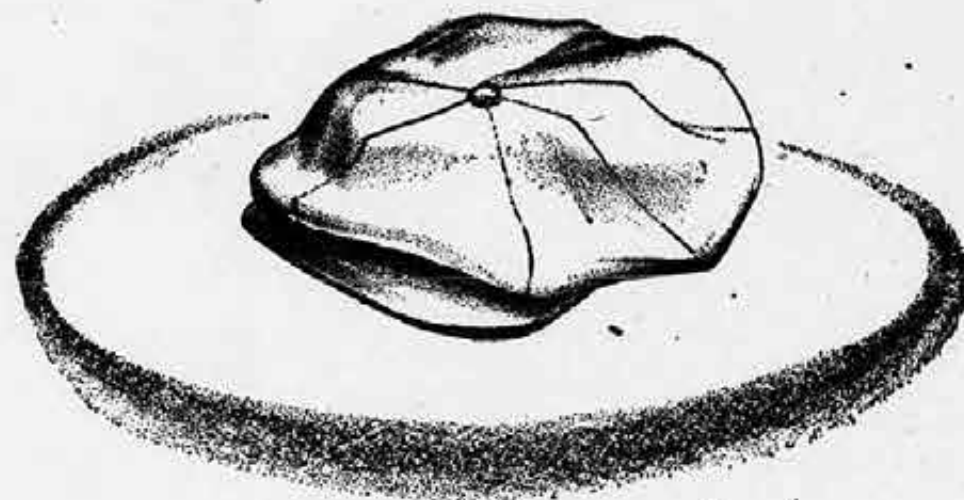
Anthony Mattei, 38: Brother Mattei, who sailed in the steward department, all ratings, died at

Manhattan State Hospital, Manhattan, NY, on February 7, 1953. He joined the SIU in New Orleans two years ago. Burial took place at St. Lawrence Cemetery, New Haven, Conn.; the estate is administered by Vieno Irene Mattei, 193 De Witt Street, New Haven, Conn.

Joseph N. Lucas, 32: A resident of British West Indies, Brother Lucas died of a lung ailment at the USAH 8167th AU Hospital, Tokyo, Japan, on May 19, 1953. He had been sailing as a steward in the steward department since he joined the Union, almost two years ago in New York. He leaves his mother, Linda Lucas, St. Vincent, British West Indies.

George Marion Huguley, 18: A fatal automobile accident on May 16, 1953, caused Brother Huguley's death in Mobile, Ala. An SIU member of two years' standing, he sailed as a utility man in the steward department out of Mobile. Burial took place at Whistler Cemetery, Whistler, Ala. His estate is administered by H. L. Huguley,

TO
ATLANTIC TANKERMEN:



WE'VE NEVER LOST A BEEF!

Since the end of World War II the SIU has participated in collective bargaining elections involving thousands of seamen. The SIU has never lost an election. The SIU has never failed to sign a contract.