

SENATE TAKES UP TRANSFER DISPUTE

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NLRB Orders New Dock Election

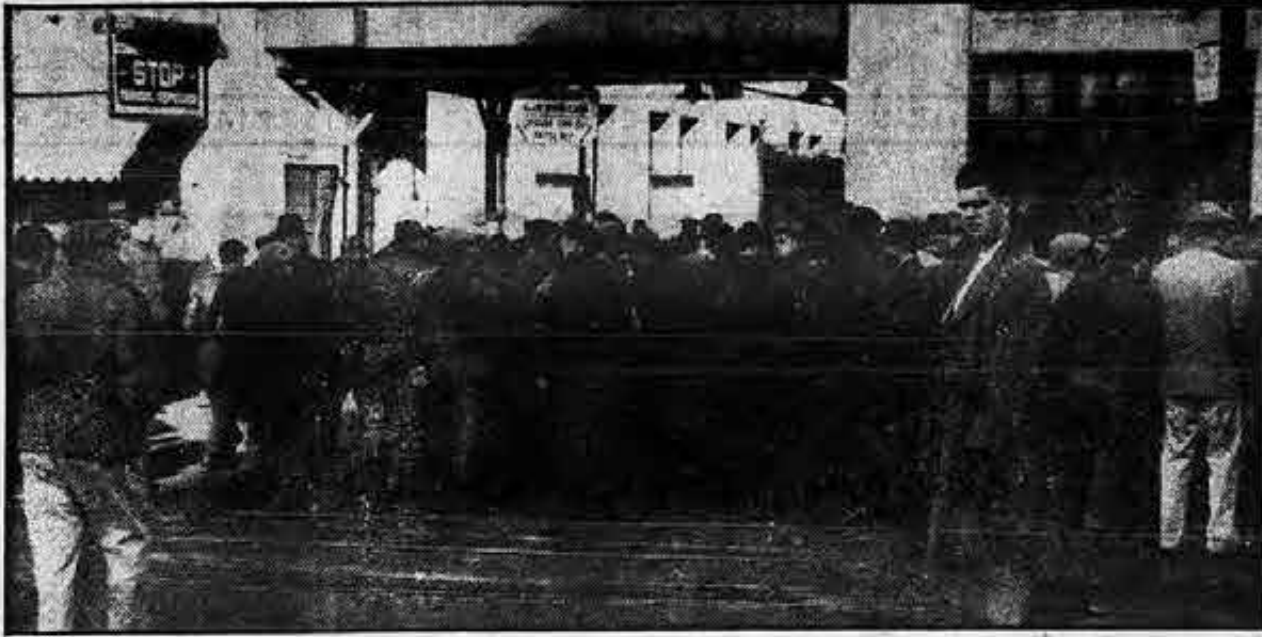
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Win, Place, Or—? Empty pockets typify the state of Seafarer John Hal's hopes for a \$140,000 jackpot in a lottery, as the mystery of what the New Orleans seaman won—and on what—goes on. The only known facts are that he had a ticket on a lottery, was "reliably" informed he'd won, then discovered he'd lost the marker. He doesn't know on what lottery since he can't find the ticket. (Story on Page 6.)



VIP Treatment. Seafarers aboard the SIU-manned Fairisle (Waterman), the first company vessel to use its new \$6 million terminal at Port Newark, NJ, line the deck of the ship as a Hi-Lo driver jockeys the first sling-load of cargo off the ship into position. Special ceremonies marked opening of vast terminal. (Story on Page 3.)



AFL-ILA longshoremen file into work on the docks during the course of the old ILA-sponsored strike along the New York waterfront. Pictured above are some of the hundreds of men who answered the call to work on the Brooklyn Army Base piers.

NLRB Throws Out Dock Vote; Orders New Ballot

The AFL-ILA won its biggest victory yet in its fight to establish a new union for longshoremen when the National Labor Relations Board upheld an examiner's report calling for a new election on the New York docks. The examiner recommended, and the Board agreed, that the December dock vote

be set aside because of violence and intimidation of longshoremen by the old ILA.

While no definite date has yet been set for the new election, the Labor Board said it would make a final decision sometime within the next 30 days on when the election would be held.

Further, the Labor Board warned the old ILA that unless it stopped violating the various court orders against it, it would be ruled off the election ballot. This means that the old ILA would have to call off the current political strike it is conducting in the port of New York.

The NLRB action came as AFL-ILA members made fresh headway in their drive to reopen the port of New York. Approximately 5,000 longshoremen are working piers in various parts of the harbor despite attempts by roving gangs of enforcers to keep them closed. Even the old ILA's official "adoption" of the four-week old "wildcat" strike failed to stem the longshoremen's desire to get back on the job.

Meanwhile headaches piled up for the old ILA in the legal arena. Federal attorney Edward Lumbard opened a grand jury investigation of alleged collusion and conspiracy between stevedores and the old ILA to keep the port tied up. The

charge rests on refusal of stevedores to put longshoremen to work even when the AFL-ILA had men available. A second legal proceeding involved contempt of court charges against three old ILA leaders, Harold Bowers, Willie Ackillitis, brother of the notorious Albert Ackillitis of the old Arsenal Mob and William Lynch as well as eight old ILA locals. The men are accused of promoting the strike in New York in violation of several

court orders prohibiting a tie-up.

A third action involved an NLRB petition for an injunction against tugboatmen refusing to handle ships in the harbor, while the New York Shipping Association belatedly got into the act after 24 days of tie-up by filing unfair labor practice charges. The tugboatmen promptly went back to work when the injunction was issued.

To top off the old ILA's troubles, a meeting of that union's Atlantic district broke up in disorder, with leaders of locals in other cities refusing to go out on strike in support of the New York walkout. Ports like Boston, Philadelphia and Baltimore are humming feverishly in an attempt to handle traffic diverted from New York. Longshoremen in those ports were busy unloading cargo that normally would be handled by New York longshoremen currently being kept from their jobs by the old ILA.

New developments in the Gulf district foreshadowed further setbacks for the old ILA. It appeared that practically all ILA locals in Gulf ports would line up with the new union, adding to the isolation

(Continued on page 17)

Last 25 Ships To Ballot In Steward Vote

With only 25 ships remaining to be voted, leaders of the Marine Cooks and Stewards, AFL, are looking forward to the final count in the West Coast stewards election, just five weeks off. Unofficial reports from the men on the ships indicate a strong trend toward the SIU-affiliated union as opposed to the National Union of Marine Cooks and Stewards and Harry Bridges Local 100 which is calling for a "no union" vote.

Meanwhile, a new West Coast election for steamschooners is underway and MCS-AFL sources predict the union will take at least 30 out of 35 eligible votes in this contest.

Opposition Split

All indications are that a definite split in opposition votes between Bridges' "no union" and NUMC&S is taking place. Bridges appealed for a "no union" vote after the NLRB decided that Local 100 was not entitled to a place on the ballot.

As indication of the trend in the voting, MCS-AFL representatives point to the following estimates of the way the vote went on major passenger ships: On the Lurline an estimated 228 for MCS-AFL to 60 for the opposition; on the President Cleveland, 148 to 32; on the President Wilson, 110 to 70. All these, of course, are rough estimates based on interviews of crewmembers.

While the Labor Board had estimated that 6,000 were eligible to vote, the final tally is expected to fall far short of that because of the decline in shipping in the last few months.

Three Seafarers, Others Seek SIU Scholarships

With SIU scholarship awards to be made in June, three Seafarers are among 11 applicants who are anxiously awaiting the final decision as to the winners of the four \$1,500 annual awards. Seafarers Seymour Wallace, Ed Larkin and Wallace Simpson are the three who have qualified along with four seamen's daughters, and three sons of SIU men.

Before a final decision is made by the trustees of the Welfare Plan based on recommendations of a board of prominent educators, four of the applicants will have to take the qualifying college entrance exam on May 22. This is the last exam that will be given before this year's awards.

Still Time Left

However, there is still time for additional applicants to qualify for the scholarships, provided they file immediately for the exam with the Seafarers Welfare Plan, and get all their qualifications in the record including the necessary school transcripts, proof of sea time and letters of recommendation.

Once the May 22 exam is completed, a group of prominent educators will be selected to pass upon the qualifications of applicants. While the grades on the examination are a big factor in the final decision, other matters are taken into consideration such as the applicant's past record, participation in extra-curricular activities, as well as recommendations of high school principals and others who have known the applicant.

Last year's advisory committee consisted of C. William Edwards, Princeton University; Bernard Ireland, Columbia University; Miss Edna Newby, New Jersey College for Women; F. D. Wilkinson, How-

ard University, and Elwood Kastner, New York University. All of them are university administrators, and most of them, if not all, are expected to serve again this year. Scholarship applicants have to submit proof of their, or their father's minimum three years' seetime on SIU ships. Official high school record transcripts, a letter of recommendation from the high school principal and two other letters from people who have known the applicant for a good many years are also required.

Mobile Asks Deepening Of Ship Channel

MOBILE—Harbor improvements needed to promote greater shipping through this port were supported recently by a delegation from Mobile and Birmingham that appeared before a House Public Works subcommittee in Washington.

The delegation urged that a \$5,971,000 harbor improvement project for the Port of Mobile be included in the Rivers and Harbors Act of 1954.

Among the principal items recommended to the subcommittee was deepening of the main ship channel from its present depth of 32 feet to 40 feet. The port currently is losing business because many vessels cannot negotiate the channel fully loaded, the Alabama delegates said. Ships with a draft in excess of 28 feet cannot always navigate the channel safely, although the "project depth" of the waterway is listed at 32 feet.

SIU-manned Waterman ships were involved in 22 accidents in the Mobile channel between 1946 and 1949 at a total cost to the steamship operator of more than \$208,000, the Mobile delegation testified.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: April 7, April 21, May 5.

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

Furuseth Memorial Services In San Francisco

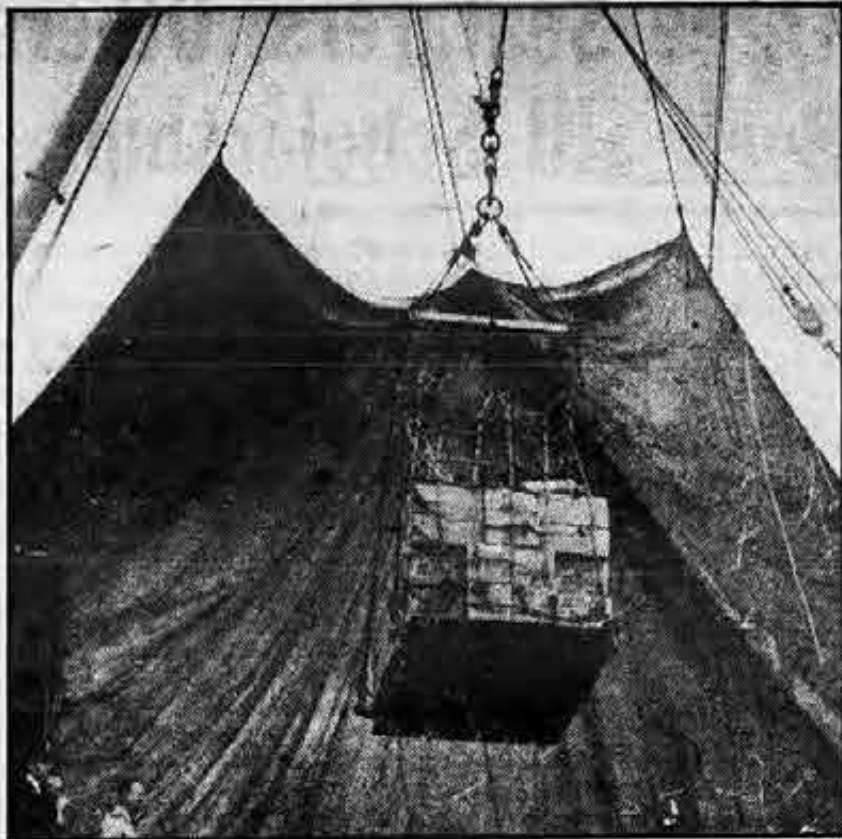


Honoring the memory of Andrew Furuseth on the occasion of the 100th anniversary of his birth, members of seagoing unions and friends of the maritime industry pose before his memorial in San Francisco, Cal. They are, left to right, John Hawk, Gunnar Hexum, Charles Abar, State Senator Thomas Maloney, Harry Johnson, Sam Bennett, Captain J. A. Gannon, Marty Breithoff, SIU representative, and Phil O'Rourke.

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Token load swings from a boom high above new Waterman Terminal in Port Newark as the installation gets into full swing. Waterman is operating the terminal under lease from the New York Port Authority.

New Waterman Terminal Opens At Port Newark

With both New York and New Jersey state representatives on hand, the Waterman Steamship Company and the Port of New York Authority held official opening ceremonies for the brand-new \$6 million terminal at Port Newark. The terminal will be the center of all Waterman shipping operations in the Port of New York from now on.

Heavy rainfall put a damper on the opening ceremonies, but failed to disrupt them as 1,000 guests attended the speechmaking inside the warehouse and other ceremonies which included a token discharge of cargo from the Waterman ship Fairisle standing by during the proceedings. Actual cargo handling at the terminal began the following day.

Speakers at the opening included Governor Robert Meyner of New Jersey, Newark Mayor Leo Carlin, and Captain Norman Nicolson, president of Waterman.

The new terminal, for which Waterman holds a long-term lease, is key to the company's efforts to expand and improve coastwise and intercoastal service. It contains ample space for handling of both railroad and truck cargoes with greater ease than at other port facilities in the harbor.

There is plenty of room for waiting trucks without choking local streets.

Originally, Waterman had intended to make use of both its old pier facilities at Bush Terminal, Brooklyn, and the new Port Newark terminal. At present, however,

Gulf Shore Gangs Win Pay Increase

MOBILE—A seven-cents-an-hour wage increase was won for Waterman repair yard and Alcoa shore gang workers here in new contracts just negotiated by the SIU-affiliated Marine Allied Workers.

Both shoreside installations operate under MAW contract.

In addition to the wage increase, Waterman workers were granted three additional paid holidays, bringing their total number of paid holidays equal to the six provided in SIU agreements.

The Alcoa shore gang pact also named Mardi Gras Day as a paid holiday and granted a \$20-a-year rain gear allowance for shore gang men.

Unions Lead Fight On Transfers As Hearings Begin

WASHINGTON—Carrying the ball for a strong American merchant marine, the SIU, and other maritime unions voiced strong opposition to further transfers of ships to foreign flags at the start of Senate hearings on the issue. A subcommittee of the Senate Commerce

Committee heard the unions voice the lone dissenting position, while spokesmen for the shipowners clamored for transfer approvals, backed up by Maritime Administrator Louis S. Rothschild.

A spokesman for the SIU and other sea unions in the Conference of American Maritime Unions declared that maritime labor was unalterably opposed to the "policy and practice" of transferring American ships to foreign flags. "We destroy US shipping during peacetime and only after we are attacked by an enemy do we realize the full importance of achieving and maintaining an adequate American merchant marine," he pointed out.

Opposition to the union view was led by the Maritime Administration as well as representatives of several shipowner organizations seeking permission for additional transfers. Maritime Administrator Rothschild declared that there are over 40 applications pending for

foreign transfer of dry-cargo ships alone, 37 of which are Liberty-type ships.

The MA chief called transfer to foreign flags "least of the evils" open to shipowners unable to find cargoes for their vessels, the others being scrapping or lay-up. Rothschild noted that the vital consideration, from the national defense standpoint, was having a ship in operation, even under foreign flag. Union spokesmen countered with a demand that if the Government was so opposed to having private vessels under the US flag remain inactive, then it should buy the ships rather than permit them to sail under the flag of another nation. Shipping company representatives generally followed the arguments advanced by the MA official.

Eight Ships Switch

The relaxed transfer rules announced by the MA in February have already enabled eight Liberty-tankers to be transferred foreign. In another development, Eastern Steamship Company revealed that it has received permission to switch the Evangeline as well as the Yarmouth to a foreign flag. Both vessels, operating as passenger cruise ships, have been manned by SIU crews for several years on summer trips between New England and Nova Scotia. Two other SIU vessels, the molasses carriers Catahoula and Carrabelle (National Navigation), also have applications pending for transfers foreign.

The hearings by the Senate unit on the transfer issue followed on

the heels of demands by Sen. John G. Butler (R., Md.) for full airing of the question. Parallel inquiries by the House Merchant Marine Committee, under Rep. Thor C. Tollefson, acting chairman are also scheduled.

Sale To Brazil

Meanwhile, another House subcommittee was looking into a bill to allow the Government to sell up to a dozen small coastal freighters to Brazil. The ships involved in the proposed sale would be Government-owned vessels out of the

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File Repair Lists Early

In order to expedite the matter of ships' repairs lists, ships' delegates and departmental delegates on SIU ships are urged to turn in repair lists a week before a vessel arrives in port. In addition, headquarters recommends that delegates making up new repair lists turn these in to the proper department heads on the ship at least a week before the ship is due to reach port, so that the companies can take appropriate action when the ship arrives. Early filing of repair lists will facilitate the procurement of new items for the vessels and give sufficient notice when repairmen are needed to board the ship in port.

Yarmouth Sails Thru Sea Law Loopholes

After running under the American flag between Boston and Nova Scotia for better than a quarter of a century (since 1939 under SIU contract), the Eastern Steamship Lines passenger ship Yarmouth recently got preliminary Maritime Administration approval to transfer to foreign registry. Reliable reports have it that the vessel will be operated under Liberian registry on its regular run between Massachusetts and Nova Scotia.

The Yarmouth's sister ship, the Evangeline had previously been transferred in hush-hush fashion last November, and the negotiation for the Yarmouth were virtually completed in a similar manner early in January.

Although a number of Liberty-tankers have been transferred in recent weeks and other freight ship operators have requested transfers, this was the first instance in recent times of a long-term American-flag passenger vessel going foreign under the ownership of an established American-flag operator. Further it is the first instance of such a ship remaining in the same service as it had been operating under the American flag.

Suppose for the sake of comparison, an American trucking company which did business between the US and Canada, decided around March 15 that it didn't like Uncle Sam's tax bills, ICC registry fees, its union contract and wages payable to American drivers along with license charges. Suppose this trucking outfit could go to the nearest Panamanian or Liberian consulate, and for a few dollars register under the flag of one of those countries. Then suppose it fired all its union drivers and hired allens to jockey its rigs around at less than the 75 cent

hourly wage minimum. Fantastic? Of course it is. Yet that is just what maritime law permits Eastern Steamship to do.

If our imaginary trucking company even attempted that kind of caper it would have the Internal Revenue Bureau, the FBI, the Labor Department, the National Labor Relations Board and a few other enforcement agencies down its neck in short order. The person

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SIU Donates Batch Of New Books To USPHS Hospital

A request for a variety of books consisting of popular fiction items and maritime subjects made by the Staten Island Public Health Service Hospital has been filled by the SIU. Acting with membership approval, the Union has

donated a large number of titles which the hospital patients had been asking for.

Membership action came after the social service department of the hospital got in touch with the Union asking if something couldn't be done to help get the books in question. The hospital explained that they had no funds for the purchases and that several of the titles involved had been requested a great number of times by the patients. Some of the books were out of print volumes which were hard to obtain.

Accordingly, the matter was put to the membership, which voted to purchase a selection of the books in question and donate them to the hospital.

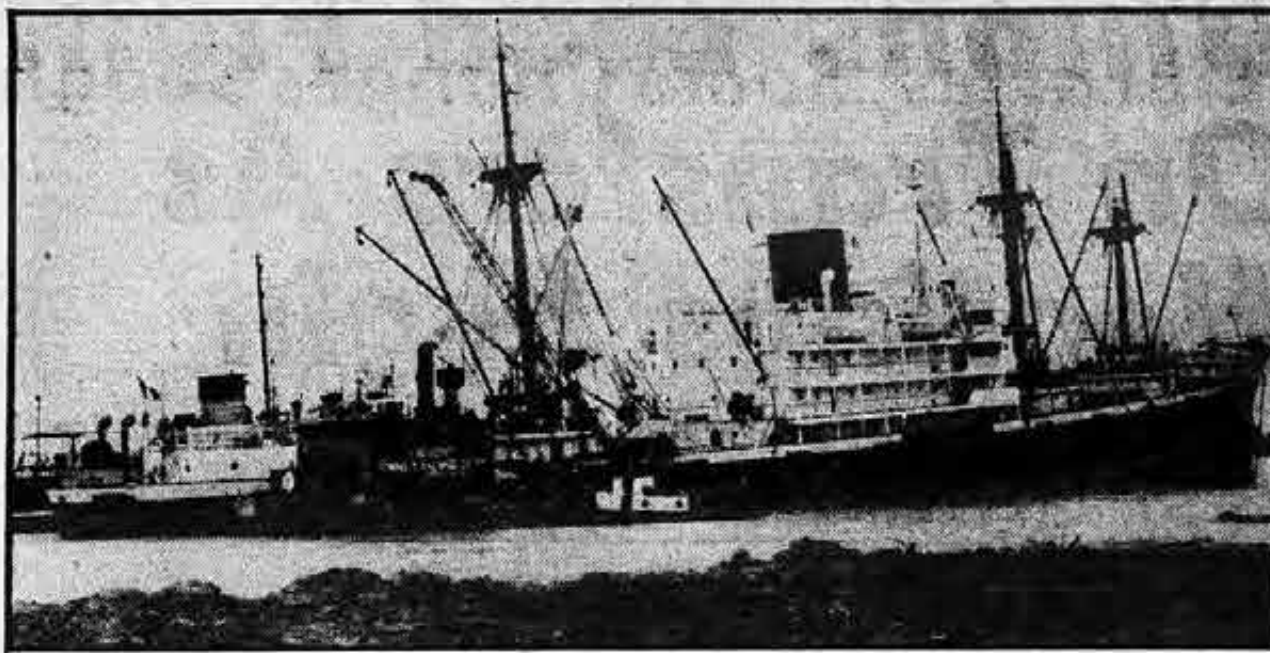
The books were rounded up and delivered by the SIU hospital representative on March 29, and turned over to the grateful hospital librarian.

Subsequently, the librarian, Mrs. Marie R. Jones, wrote the Union that "a gift such as this is of infinite value as we could not obtain anything like it, if it weren't for your generosity . . ."



Large selection of new books donated by SIU for USPHS hospital at Staten Island is presented by SIU Welfare Services Representative Toby Flynn to Mrs. Marie R. Jones, librarian.

Smoldering Ship Touches Bottom



The stern of the French freighter Cavalier De La Salle rests on the shallow bottom of the Henry Clay bature in New Orleans, La., after tons of water were pumped into the holds by fire boats in an effort to quell fire aboard vessel. Smoldering bales of cotton caused \$200,000 damage to the cargo.

Touts Sea Jobs At \$2 A Head

Still in business despite exposure in past issues of the SEAFARERS LOG, the Davenport Seamen's Service is raking in the \$2 bills from people who are looking for a job at sea. The \$2 goes for a so-called Seamen's Employment Directory which contains a lot of advice for prospective seamen—except actual promise of a job.

The latest victim to call the service to the LOG's attention was

a woman in Philadelphia who wrote the LOG asking for a job as a cook on a ship. She wrote that she saw the name of the SIU in the directory as a place to go to get jobs.

"I am writing to you," the letter writer said, "as I found you in the book I sent \$2 to. So please answer soon. Please tell me where I can get papers from to join up now."

Ads In Magazines

The Davenport Seamen's Service, as described in the LOG of February 20, 1953, is run by Rodney Davenport Turner. It places ads regularly in about 60 assorted pulp magazines which paint maritime service in glowing terms. Then when the potential customer "bites" he is sent some more sales pitch describing the \$2 booklet with a "set of application forms" for jobs. The booklet merely outlines the qualifications for mer-

chant seamen and a list of shipping companies and unions, something that could be gotten by consulting a telephone directory and the Coast Guard.

Davenport is only one of several such guides in operation in recent months, including Seaways in Baltimore and the Seamen's Service in Trucksville, Pa., all promising prospective buyers how to get a job in maritime.

Patients Call On NMU For Hospital Aid

In another attempt to secure financial aid for long-term patients, National Maritime Union members at the Manhattan Beach Public Health Service Hospital have submitted a resolution to the NMU membership calling for steps to provide benefits for them. The resolution has been submitted to all ports of the NMU and has been mailed to virtually all NMU ships at sea.

Representatives of the hospitalized NMU seamen said they took the step after all attempts to get relief from the national office had failed. They said that since Christmas, 1952, when they received a Christmas gift from the union, no further relief had been accorded them.

Voluntary Gifts

That Christmas gift to the patients came shortly after the SEAFARERS LOG highlighted complaints of neglect by the Manhattan Beach NMU men. Then, as now, the men had to rely on limited and irregular voluntary contributions from NMU ship's crews in order to get pin money for cigarettes, stamps and other bare necessities.

Unlike the SIU Welfare Plan which provides unlimited hospital benefits for as long as they are needed, the NMU plan covers hospitalized seamen for 13 weeks. Some time ago, the NMU newspaper announced plans for extending the benefit, but nothing came of it.

In addition, the SIU set up a special list to take care of men who were in the hospital before the Welfare Plan began and who would not be eligible for payments. There was no special list set up by the NMU.

and recording secretary for that port's last meeting. Howard, a native of the Show Me State, came into the SIU via the Port of New Orleans on September 17, 1948. He is 62 years old and sails in the steward department. Varnon, who comes from Georgia, also joined up in New Orleans almost 14 years ago on April 20, 1940. Decatur, Georgia, is his home town. He's 41 years old and also a member of the galley crew.

Out on the West Coast, Seafarer Alvah F. Burris was recording secretary of the Wilmington, California, port meeting, while Richard P. McBride was reading clerk.

Burris comes originally from North Carolina, but now makes Baltimore his home port. He joined the Union there on March 24, 1945, and sails in the engine department. He recently celebrated his 50th birthday.

McBride, an Oklahoma native, now lives in Bakersfield, California. He's 32 years of age and joined the SIU in Tampa on August 22, 1949.

BROTHER CHAIRMAN!

Three deck department men were in charge of the Philadelphia meeting of March 24 from top to bottom. As elected by the membership in that port they were Burton Hirsch as chairman, Bob Garrod as recording secretary and Ed Johnston as reading clerk.

Hirsch can call himself one of the Union's old timers, since he got his membership book in the port of Mobile back on February 6, 1939. Hirsch is 37 years of age and makes his home across the river from Philadelphia in Camden, New Jersey.



Garrod

Recording secretary Bob Garrod is another New Jersey resident coming from the shore resort town of Ventnor, along the Atlantic coast. He's been with the SIU since 1947, getting his book in New York on March 22 of that year. He's 26 years old. Ed Johnston, the reading clerk, is a Pennsylvania native, 48 years of age, who joined the Union in the port of Philadelphia. He still makes his home in the port city.

Further down the coast, in Baltimore, Seafarers Jack Howard and Robert Varnon served as chairman

As I See It . . .

Paul Hall



JUDGING FROM ALL REPORTS THAT ARE COMING OUT OF Washington, this country is going to give the Communist armies in Indo China a little action by stepping up help in the coming year. It appears that an effort will be made, possibly in cooperation with other nations, to give the French armies and the local people there enough of a hand so that they can lick the Communist forces.

It's no secret that ever since fighting was wound up in Korea that the Communist rulers of China have been pouring a flood of supplies into Indo-China for use by the Communist rebels there. And the thinking in government circles apparently is that if it was important for the western countries to stop the Communists in Korea, it's equally important, if not more so, to take steps to whip them in Indo-China.

Of course, as any Seafarer who has been there can tell you, this country's Government has been shipping quite a bit of munitions and other supplies to such places as Saigon for some time now, and in view of the new policy decisions being made there is liable to be some more of that traffic forthcoming in the next few months.

Since this could mean some more in the way of Government cargo to handle, it wouldn't surprise anybody around the waterfront to see some of the tramp shipowners (who are raising the roof down in Washington looking for a foreign flag transfer) suddenly discover that maybe their ships are good Americans after all.

ACCORDING TO CORRESPONDENCE RECEIVED AT HEADQUARTERS, quite a few of the brothers have received the call from their local draft boards and are now serving in various branches of the armed forces. The drafting of seamen has stepped up considerably since the fighting stopped in Korea, because the people in charge of these matters down in Washington feel that the seaman's job is no longer an essential one. Both unlicensed men and officers are getting their notices accordingly.

While the fighting in Korea was going on, your union was successful in persuading the military authorities to ease up on drafting seamen because at the time the pinch was on for skilled crewmembers. And as always, merchant shipping made the difference between a successful military campaign in that far-off country and a disastrous defeat.

Today though, many of the same Seafarers who were deferred in those years and made it possible for needed supplies to get to the other side of the Pacific are serving a hitch in the US Army and looking forward to the day when they can ship again.

ALTHOUGH NONE OF US MAY HAVE HAD THE PAINFUL EXPERIENCE of losing out on \$140,000 in sweepstakes winnings, it's easy to sympathize with the feelings of Seafarer John Hals. According to the first reports, Hals held a winning sweeps ticket but lost his stub. The New Orleans newspapers made quite a fuss about the story, and there have been the usual fast-shuffle operators trying to get in on the act and annoying the Seafarer with deals for spending the money he never got.

Now it appears after later examination, that there was something faulty in the whole story and the SEAFARERS LOG is trying to check to see if Brother Hals actually won the money as reported.

However, even if it is established that the first reports on Brother Hals' winnings were in error, it doesn't seem likely that it will make him much happier than he is now.

READERS OF THE LOG PROBABLY NOTICED THE STORY IN the last issue on the large number of unions that Seafarers have given a hand to in their beefs, a record which does every Seafarer proud. It ties in with a communication received just a few days ago from the Israeli Seamen's Union to the effect that they have gotten themselves firmly established in that country's merchant marine after cleaning out the last remains of a pro-Communist group that was trying to take over.

A couple of years back, the Communist elements put up a show of strength on the ships of that country, and the union there called on the SIU to give them a hand, which we were glad to do. As a result, the Communist faction lost out there and aren't considered a threat to the union anymore.

This instance is just another case in which your Union has been able to lend a hand in a good cause. And like in other instances, the end result was beneficial to seamen everywhere because it meant that the world-wide Communist waterfront conspiracy had lost another battle for the control of seamen and their unions.

A COUPLE OF MONTHS BACK, SEAFARERS WILL RECALL, THE SIU-manned Seaciff came into the West Coast and created quite a sensation in local newspapers, what with the Captain howling "mutiny" at the crew. When the facts of the case were revealed, it appeared that the skipper, practically from the beginning of the voyage, was out to hard-time everybody and anybody in sight.

The end result of the whole blow-up was that the ship got a new skipper and set out for the Far East for another voyage, from which it has just returned. This time, the crew reports, there was nothing but peace and quiet on board. As a matter of fact, one crewmember wrote headquarters that it was one of the most enjoyable trips he ever had.

It all goes to prove that given decent cooperation from topside, SIU crews can assure a smooth-running and harmonious voyage.





Robert Matthews, SIU assistant secretary-treasurer, left, takes time out to confer with Charles Logan of the Mississippi Shipping Company, center, and Dr. Martin Fair of Tulane University at the Institute of Foreign Transportation and Port Operations, sponsored by the college, in New Orleans, La. Prime mover behind the conference was Tulane University School of Business Administration.

Conference Takes Up Maritime Ills

NEW ORLEANS—Although not completely in accord about how best to treat the patient, labor and management representatives agreed at an Institute on Foreign Transportation and Port Operations here that the maritime industry is showing unmistakable signs of economic illness.

All hands agreed, however, that the most encouraging and productive development in recent years is the present joint labor-management effort to focus congressional and public attention on the industry's plight.

This program was described to the fifth annual institute session, sponsored by the Tulane University School of Business Administration, by Robert Matthews, SIU assistant secretary-treasurer, a member of the closing day's panel on maritime labor relations.

The institute, directed by Tulane's Dr. Martin L. Fair, was attended by executives of industrial organizations and rail, motor and maritime transportation agencies from throughout the nation.

Chairman of the Maritime Labor Relations Panel was Charles H. Logan, industrial relations counsel for Mississippi Shipping Co. Besides Matthews, other panel members were Franz Daniel, Denver, CIO administrative assistant, and Hugh King, New York, Luckenbach Steamship Co. executive.

Competition created by transfer of American ships to foreign flag

registry, unfair rail rates and labor costs were among factors cited by King, who traced the decline of the American Merchant Marine since World War II. He said that prior to 1939, labor was only 44 percent of Luckenbach's total voyage costs while today it represents 70 percent. He credited union negotiations for raising wages and shipboard living standards. In response to a question from the floor, he said he did not favor lowering maritime wages. He saw no reason why US seamen should be degraded to sub-standard foreign flag conditions.

It is unfortunate, said Daniel, that the American public, taken as a whole, does not consider the maritime problem as a part of the whole nation's economy which directly influences the economic well-being of the individual. He said he favored greater government participation in the industry in the form of more and bigger maritime subsidies and legislation to curb unfair foreign flag competition, if the result would be a stable economy and full employment.

"In attempting to remedy these

problems," Daniel said. "We are up against an ossified national administration devoted to the Hamiltonian theory of 'trickle down'—let the rich get richer and the poor get poorer."

Every attitude of the Republican administration, he added, has been not to "uncomplicate governmental machinery with respect to collective bargaining and labor management relations, but to complicate it further and to destroy entirely much of what has been built up through the efforts of the unions in the last 20 years."

Questions from the floor regarding the longshore labor picture prompted Matthews to remind the audience that the New York longshore strike was not a war between rival union factions, as some had attempted to portray it.

It was the culmination of a series of developments that began with American Federation of Labor demands more than three years ago that the old International Longshoremen's Association (Ind.) clean its own house or face a compulsory clean-up from outside forces. When the old ILA would not heed this warning, the AFL was left with no alternative but to expel the old ILA, its officials and its members, and charter a new longshoremen's union to provide a haven for the "vast majority of waterfront workers who need and who want a stable, democratic and productive union," Matthews said.

He placed a large share of the blame for the waterfront tie-up at the door of maritime employers who, he said, "have aided and abetted the mob in its desperate attempt to maintain its dictatorship over the New York docks."

Mr. Logan replied he did not think it was fair to place too great a share of the responsibility for existing conditions on the employer. "A great many factors combined to bring about the present deplorable situation," he said.

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

Early Poll Returns Back Ships' Libraries; Some Changes Sought

Seafarers voicing their opinion of the SIU ships' library program have indicated overwhelming support for the idea, with only one lone vote of all those cast calling for a stop to the library distribution aboard SIU ships. A LOG poll on the question of continuing the libraries began two weeks ago.

The idea behind the poll stems from the necessity for the Union to make arrangements shortly for new stocks of books to be put aboard SIU-contracted ships, as the program nears its first birthday. New 50-book libraries are placed aboard all vessels every three months under the auspices of the LOG fund, through the coastwise facilities of the SIU Sea Chest.

Once sufficient membership sentiment pro and con has been registered, the Union can assess the merit of keeping the library

program going for at least another year. The poll is also intended to get Seafarers' reaction to the types and quality of the books supplied and to determine whether more or less of certain kinds of titles should be included in future 50-book selections.

Virtually Unanimous

Completed opinion questionnaires arriving by mail and in person at the LOG office in SIU headquarters showed virtually unanimous support for the library program as a typical SIU service which helped fill the long-felt need for decent reading material aboard ship.

Typical reactions were registered in a poll of 50 Seafarers at the New York hall on Monday, March 29, where the lone dissenting vote on the program was cast. The re-

mainder was split nearly evenly, 47 percent voting for the program to continue as is, and 53 percent of those recommending the continued distribution of the libraries with various changes.

Of those urging changes in the variety of titles now included in each 50-book assortment, nearly half asked for more novels and non-fiction, especially "how-to-do-it" books on practical subjects. A surprising trend developed on the question of Westerns, with the heavy demand registered in favor of less of these in each assortment. In contrast, the vote was for more mysteries and, to a lesser degree, more humorous books and books on sports.

Other recommendations included a request (considered inevitable) for some sea stories in each assortment as a regular category, since otherwise it's a hit-or-miss proposition on finding some among the novels in any one library package. Some opposition was registered to long novels and mysteries, with the recommendation that collections of short detective and mystery stories would be more desirable.

Several Seafarers urged that some of the popular weekly magazines, especially news magazines, be somehow worked into the library packages, to help keep the men abreast of news events throughout the world. A few also suggested the inclusion of comic books in order to keep things on the lighter side.

An indication of the popularity of the program generally was the request that the libraries be changed more often than three months since seamen can do little else but read aboard ship, aside from playing cards or writing letters. One Seafarer noted, however, that it was a waste of time to put these libraries aboard "if they're not put under lock and key. Longshoremen, army personnel and others walk off with books as soon as they spot them so the crew is left with nothing anyway."

The poll on the libraries is open through April 30, 1954, to give Seafarers time to bring in or mail their questionnaires to SIU headquarters. Ships' crews are urged to take part by discussing the subject at a ship's meeting and noting the results on a poll form.

LOG Errs In Photo Mix-up

Despite a report in the last issue of the LOG to the contrary,

Seafarer Clarence W. Cobb has not passed away. Affirming that the reports of his death are greatly exaggerated, Cobb, better known as "Red" among his shipmates, is a patient in the

USPHS hospital in New Orleans, La., and expects to be released soon, in the best of health.

Through an unfortunate error, "Red" Cobb's picture was published in the issue of March 19, 1954, along with an account of the death of the late Seafarer John L. Cobb. The LOG would like to offer its apologies to the survivors and friends of the late Seafarer for any embarrassment it may have caused them by the publication of the wrong picture, as well as offering apology to "Red" Cobb, who is still an active member of the SIU.



John Cobb



C. W. Cobb

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 XIII, Section 6 "Before assuming office, every officer, port agent, and patrolman shall take the following oath: 'I do solemnly swear that I will faithfully execute the duties of of the SIU, and I will, to the best of my ability, protect and preserve the Constitution of this Union and the welfare of the membership.'"

Every elected official upon assuming office must take this oath, which he is required to obey completely. Any violation of the oath would lead to immediate disciplinary action under the terms of the Union Constitution.



Official Form in SEAFARERS LOG Poll on SIU Libraries (Please put check or X-mark next to your choices.)

Editor, SEAFARERS LOG
675 Fourth Avenue
Brooklyn 32, New York

Here's my opinion on SIU libraries.

(A) I want them continued as is. ()

(B) I want them stopped. ()

(C) I want them continued with the following changes:

There should be more: Westerns (), mysteries (),

novels (), non-fiction (), humor (), sports ().

There should be less: Westerns (), mysteries (),

novels (), non-fiction (), humor (), sports ().

(Note: The present breakdown of titles in each 50-book library is as follows: 15 Westerns, 15 mysteries, 10 novels, 4 non-fiction, 4 humorous books, 2 books on sports.)

I would recommend the following other changes in the selections:

Did He Really Win \$140,000?

NEW ORLEANS.—Seafarer John Hals is still on the beach today, still trying to figure out what happened to "his" \$140,000 sweepstake "winnings."

For weeks now, this city has been buzzing with talk about the seaman who lost a winning ticket on the "Irish Sweepstakes."

The mystery is complicated by the fact that if Hals had a winner, he had one nearly two weeks before the drawing to pick possible prizewinners and three weeks before the race that finally decided the actual prizewinners had been run off. None of this has lessened his misery any, however, with things at a stalemate right now.

Accounts of the events leading up to this situation are many and varied. Accordingly, although the trail may seem confused, it appears best to start at the beginning.

Hals, who has been sailing SIU about ten years and is an Estonian by birth, decided more than a year ago it would be a good idea to stay ashore to try and speed up action on his citizenship application which was "in the works."

Months later, with the naturalization process having reached the point where he could afford to be away for a trip, he signed on as storekeeper on the Del Norte (Mississippi) for a 46-day South American run. This was on December 8, 1953.

While in Curacao, he bought what he and others thought was an "Irish Sweepstakes ticket" and, as far as he knows, threw it in his locker with his other gear. When the Del Norte returned here on January 22, 1954, Hals got off to receive his final citizenship papers. The ship, meanwhile, sailed again and called at Curacao, where the man who sold the ticket to Hals came aboard looking for him.

Won 50,000 Pounds

"You can tell him when you get back to the States that his ticket is a winner worth 50,000 pounds (\$140,000)," the agent told crewmembers.

Crewmembers tried to do just that when the ship arrived back at New Orleans again on March 11. They eventually located Hals, but



Seafarer John Hals, left, tells the sad tale of the missing sweepstake ticket to shipmate Henry Piszatowski aboard the Del Norte. Story has it that Hals won 50,000 pounds in "Irish Sweepstakes," but he still must find ticket to back up his claim to \$140,000.

he wasn't able to find his "winning" ticket, which he said he must have to produce in order to collect under the rules of the lottery. He is certain that when he cleaned out his locker to come ashore, he must have unintentionally thrown away the marker.

When news of his misfortune spread, the New Orleans newspapers contacted him and gave full play to the story of the seaman who had a winning ticket in the "Irish Sweepstakes" and couldn't find the ticket with which to claim the \$140,000 prize. Then things began to happen.

It seemed everybody had figured out a way for Hals to collect, and would let him in on it for a cut of the winning stake. One self-styled "tax expert" who said he knew how to save money on taxes on lottery winnings called the SIU hall trying to get in touch with Hals. The New Orleans Times-Picayune called and said they had

a letter from a reader who found a sweepstake ticket 18 months ago and wanted to contact Hals to see if it was the one he lost.

At the same time the story "broke" here, a story on an interview with Hals by the LOG's Gulf Area reporter reached New York headquarters.

Ticket Puzzle

The fact that Hals couldn't collect because he couldn't produce his ticket was a puzzle, since it was known that purchasers of bona fide tickets for the "Irish Sweeps" eventually get an official receipt from Dublin, which serves to establish their claim officially if they later come up with a prizewinner.

A check with several racing experts quickly established the fact that the race which decides the winners in the Irish Sweepstakes hadn't been run off yet. Furthermore, the drawing of possible prizewinners out of the millions of ticketholders in the "Sweeps" hadn't been held yet either. The lottery, originating in Ireland, was based on the results of the Grand National, a race run in England March 27.

A call was then placed to the British Consulate. Was there an English sweepstake with a price of \$140,000 or 50,000 pounds? There wasn't, it seemed, although there

(Continued on page 17)

SIU COMMITTEES

AT WORK

The standard weekly check-ups on petty cash expenses conducted by the weekly three-man auditing committees have been carried on regularly in the various ports, as part of the Union's regular procedure for close control over finances. These committees, elected at regular weekly special meetings of the membership, consist of one man from each ship's department and check into the day-by-day expenses of port operation.

Items that come under their scrutiny include such everyday things as postage, travel expense, auto expense, building service, cleaning costs, office supplies, paper towels and the multitude of small items necessary to the smooth functioning of branch hall detail.

Seafarers who served recently in various port committees included K. Goldman, J. Palmer and E. Monahan in Boston; W. Stricklin, O. Bailey and J. Gray in Norfolk; J. Dubose, R. Thomas and N. Creasy in Savannah; C. Flint, W. A.

Sisk and J. Schaller in Baltimore and E. Brondelsbo, J. Tarrant and P. Kissel in New York.

Quarterly Report

Since the first quarter of the year ended Wednesday, the next membership meeting in headquarters will elect the more important quarterly financial committee, a six-man body which will go over the records and make all preparations for the quarterly report.

The week-by-week committees take audits of the expenses and income of the branch alone for a one-week period. The quarterly committee has the job of checking all finances in all ports, plus headquarters, for a three-months period and then making recommendations to the membership accordingly.

In the course of their operations, they once again go over the operations of the weekly committees, providing a double check on the records. And, of course, they have the assistance of certified public accountants in their work.



Goldman



Creasy

Waterman Asks Okay For Gulf Passenger Run

MOBILE — SIU-manned Waterman Steamship Corporation ships may soon carry passengers between several Gulf of Mexico ports. At present, passengers are transported between Gulf and Atlantic ports on Waterman coastwise ships, but not between Gulf ports only.

Company headquarters here recently asked the Interstate Commerce Commission for authority to carry passengers aboard its ships plying between Galveston, Houston, New Orleans, Panama City and Tampa.

Freightships currently operating on regular schedules between these ports have accommodations for 12 passengers on each vessel. These accommodations are not used at present except for passengers bound from a Gulf to an Atlantic port.

SIU NEWSLETTER from WASHINGTON

In the light of World War II experience, it is believed that this nation would need at least 6,000 modern ships for an all-out World War III. However, the question continues to be, in Government circles, just how large should the US merchant fleet be for peacetime purposes.

According to best judgment, it should be large enough to carry at least 50 percent of our foreign trade.

Unfortunately, US ships, in January of 1953, carried only 25.8 percent of our foreign commerce. The figure today is just a little more, which means that the merchant marine is being subjected to neglect by the same purblind thinking that cost us untold lives and billions in World Wars I and II.

The story of World War II shows that this country built over 54,000,000 deadweight tons of merchant shipping during that war at a cost of over \$14 billion dollars. However, at a cost of around \$4 billion, a 40-million ton fleet could have been built had the construction been done before the war broke out.

Since 1948, it has been Congressional policy, repeatedly confirmed by Congress, that not less than 50 percent of our foreign-aid cargoes be transported in American bottoms, a program referred to as 50/50. As reported in the LOG from time to time, this policy is constantly under attack from persons in influential spots in the US Government as well from others.

In order to overcome this constant agitation, Congressional committees are giving consideration to enactment of permanent legislation to make the 50/50 shipping rule stick to all US-aid programs in the future.

There have been many bills introduced in Congress providing in one way or another for sale of surplus agricultural commodities to foreign nations. The 50/50 shipping proviso, if enacted into permanent law, would apply to such programs.

In the past, the US Government's off-shore procurement program has been administered in such a way as to deny US-flag ships a fair participation therein. In many cases, involving our own off-shore procurement, the foreign supplier controls the delivery routing, which means that they favor their own shipping.

To cure this situation, the 50/50 shipping bill, soon to be considered in Congressional committees, seeks to make sure that the American merchant marine will share in transporting materials purchased abroad with US money.

The US State Department may oppose such legislation, because the various foreign nations are sure to bombard the State Department with protests against enactment of such a broad principle.

As of March 15, 1954, 49 applications were pending at the Maritime Administration seeking permission to transfer ships to foreign registry. Of this number, 40 covered cargo ships, 8 were for tankers and the remaining one was for a dredge. With the exception of one overage tanker which is being sold to Japanese interests for scrapping in Japan, all of the above are for transfer either to Panamanian or Liberian registry and flag.

Under present policy of the MA, many of these ships will go foreign, unless directed otherwise by Congress.

For the period between July 1945 and February 1954, a total of 438 US ships were allowed to be transferred foreign. These were dispersed among 33 foreign nations, but the great bulk, namely 195, went to Panamanian registry.

The Bureau of the Budget and the Departments of Commerce and Labor have teamed together in opposition to a bill which would provide that a seaman would not be entitled to an additional month's wages if he is discharged, without fault on his part, after commencement of a voyage, but before finishing a month's service on ship.

The opposition of the Government agencies means that the bill will not be passed in this Congress.

Concerned with a decline in the merchant marine, a House subcommittee has begun inquiry into the operations of the Military Sea Transportation Service to determine to what extent MSTS is in competition with private shipowners.

MSTS operates both a nucleus fleet and a commercial fleet and, as of March 1, 1954, its combined fleet totalled 371 ships. During 1953, MSTs ships carried 132 million barrels of petroleum products. Fuel oil, diesel oil, aviation gasoline, motor gasoline and jet fuel made up the bulk of this MSTs tanker lift.

The MSTs dry cargo lift in fiscal year 1953 amounted to over 28,000,000 measurement tons while, during the same period, MSTs ships carried a total of 2,611,339 passengers.

Congress is looking into the MSTs operations to determine to what extent there is competition with private enterprise and to what extent MSTs should be cut down.

The petroleum requirements of the US and the free world indicate that one of the most serious risks to national security is the prospective shortage of tankers.

The Department of Commerce, concluding a recent study, believes that there is little likelihood that normal commercial activity will be able to provide the tanker tonnage necessary in the initial phases of full mobilization. Therefore, this agency feels that the Government should take the initiative in the creation and maintenance of a reserve of usable tankers to serve military and essential civilian needs in any future crisis.

The US Department of Defense feels that anything that will float is of value in a grave emergency. Therefore, Defense is opposed to selling surplus US Liberties to foreign nations until such time as this country has cured the existing shortage of vessels of the necessary types desired by the military.

Your SIU Washington Reporter

Top of the News

ARMY CHARGES ON McCARTHY INVESTIGATED—Senator Joseph R. McCarthy was the focus of an investigation last week, as his own sub-committee made plans to question him and the committee's counsel, Roy M. Cohn. Under investigation are Army charges that the two men brought pressure on Secretary of the Army Robert T. Stevens and Army Counsel John Adams, first to get Pvt. G. David Schine, a former unpaid adviser to the committee, a commission, and when that failed, and Schine was drafted, to secure him preferential treatment and have him assigned to New York City. The charges received strong support from both President Eisenhower and Secretary of Defense Charles Wilson.

INDO-CHINA WAR GROWS HOT—Last week, Indo-China began experiencing its first battle of modern proportions, when the Communist Vietminh forces launched an all-out attack, completely contrary to their normal guerilla warfare, against French forces in the Dienbienphu valley. The valley is isolated in the northwest part of the country and France has about 20,000 men, the cream of her fighting force, locked in savage battle with the Communists, who breached some of the Dienbienphu defenses, although suffering 5,000 casualties. The Reds threw approximately 45,000 men against the defenders and the French quickly rushed assistance to the beleaguered valley by air. Meanwhile, in Washington, Gen. Paul Ely, chief of the French armed forces, received a promise of more planes from the United States.

ITALIAN GOVERNMENT SHAKEN BY SCANDAL—A scandal which threatened to overthrow the new cabinet of Mario Scelba in Italy

subsided last week and the premier got back to the business of running the government. The scandal broke when a picture magazine editor charged that the death of a party girl, Wilma Montesi, last year, originally listed as being caused by drowning, was actually due to an overdose of drugs taken at a fashionable club to which many members of the new cabinet belong. The editor further charged that orgies were commonplace among some of the highest placed persons of Italy and included the son of a high-ranking cabinet member. Scelba moved swiftly and fired his chief of police. Although the number of lawsuits growing out of the original charges and hearing which followed is now more than two dozen, Scelba is



Here is recent photo of the late Wilma Montesi, whose death has shaken the Italian government.

thus far weathering the storm despite attacks on many men close to him.

THE BOMB—An explosion in the Pacific, apparently a hydrogen bomb, set off a chain reaction of newspaper headlines across the world when reports from the United States Proving Grounds in the Marshall Islands stated that the thermo-nuclear blast on March 1 was the most powerful ever set off by man. The explosion proved too powerful to measure by instruments; greatly exceeded the expectations of all the atomic experts; shook buildings on an island 176 miles away; created a nuclear cloud 17 miles high and 28 miles in diameter; caused 23 Japanese fishermen to become exposed to radioactivity although approximately 70 miles from the test area; and exploded with a force estimated at being 600 times more than Hiroshima atom bomb. A more powerful bomb exploded March 26 was even more devastating.

Crewmembers Compose Hockey Team



Crewmembers of the Princess Helene pose before a game in the St. John City Commercial Hockey League, St. John, New Brunswick. All of the players are members of the SIU Canadian District. Huck LeClair, left, middle row, another member of crew, coaches club.

Israel Sea Union On Solid Basis

The new Israeli Seamen's Union is today operating on a solid footing, following the decisive defeat of the Communist faction in union elections last fall.

In 1951, Israeli seamen fought off an attempt by Communist groups to seize control of the infant union with the aid of

the SIU, when American unions rebuffed leaders of a 42-day wildcat strike in their bid to enlist the aid of US sea unions each time Israeli ships hit American ports.

The importance of its merchant marine to the tiny Near Eastern nation stems from the urgency to by-pass an Arab nation blockade, with the sea providing the only mass means available to the country for exporting its products and importing essential materials for its growing industry and agriculture.

Accordingly, Histadrut, the AFL-backed General Federation of Labor in Israel, placed major emphasis on the drive to keep the Communists from gaining control of the Israeli Seamen's Union when it was formed in 1948. The fast

growth of the organization gave Communist groups the opportunity to make their bid in 1951, but the wildcat tie-up eventually fizzled.

Soon after the founding of the union, it won a union shop in negotiations with the shipping companies which make up Israel's merchant fleet, comprising 30 ships totalling 160,000 tons. Three of these vessels were bought from the SIU-contracted Isthmian Steamship Company, the last of them, the Steel Mariner, early in 1952.

Won Contract

Following the victory over the Communist faction last fall, the new union went after and got a contract with the Israeli operators providing for all hiring to be done under a union-run hiring hall set-up, company contributions to sickness and accident funds, ten paid holidays, a graduated vacation set-up assuring a minimum 12-day

paid vacation and other benefits. Israeli seamen have a work-week of 47 hours at sea, and 45 in port.

Olde Photos Wanted by LOG

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

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Beware Phony Health Plans

As investigations have shown, commercial accident and health insurance policies at best are an expensive way for a man to try to protect himself and family from the high cost of illness. At worst, such insurance is a trap for the workingman for many accident and health policies are full of tricks which destroy the advertised benefits. Many wage-earners have paid expensive premiums for sickness insurance for years, only to find that when they did become sick, the insurers cancelled their policies. Or they found that when they reached age 60 or 65, the insurers either cancelled the policies or raised the rates sharply.

Some Seafarers have gotten caught by such policies too, as indicated by letters the victims have written to the LOG.

Even when there are no serious flaws in the policy which nullify the apparent benefits, such insurance sold by commercial companies is very costly for what it provides. Independent investigations have shown that even the reliable commercial companies have a record of paying out an average of only 55 cents in benefits. That is, for every dollar the average policyholder pays in, he can expect to get back only 55 cents in benefits.

Deceive On Benefits

One of the most deceiving aspects of such policies is the benefits themselves. The insurance company advertises it will pay stipulated sums for various sickness expenses—so much for hospital room, so much for certain operations, etc. Your impression is that the promised

benefit does cover the cost of the illness. But people insured under such policies paying cash indemnity benefits generally must pay a considerable additional charge for medical care expenses over and above the benefits paid by their insurance policies. This is particularly true in the case of insurance for surgery.

While most accident and health insurance policies are costly—often ranging from \$100 to \$200 in cost for industrial workers—there are some seemingly cheaper policies on the market. These are often offered by mail-order insurance companies. There are several fairly reliable accident and health insurance companies who sell by mail, but the lowest-cost of these are very discriminatory. They often refuse to sell to industrial workers, including Seafarers, and also frequently discriminate against Negroes. Some of the other mail-order insurance sellers who advertise seemingly cheap rates have hidden jokers in the policies which make them practically worthless. One of the favorite tricks is to advertise a long list of illnesses which the insurance pretends to cover. But often some of the illnesses are the same ones under different names, and some are very rare diseases which you probably never would get. Also, many of these mail-order firms are insured in only one state. So if you wanted to sue because you didn't collect when you feel you are entitled to the promised benefits, you would have to go to that state to take legal action.

A Seafarer does have a certain amount of protection both through Federal hospital care and the Seafarers Welfare Plan. The hospital-benefit provision of the Welfare Plan pays \$15 weekly during the entire period of hospi-

talization. The disability provision pays \$25 weekly for totally disabled Seafarers for the entire period of disability.

There still remains the problem of sickness insurance for the family. Here too the Seafarers Welfare Plan has a valuable provision in the maternity benefit, which pays \$200 plus a \$25 bond for each child born.

The lowest-cost outside plan available for a family is the Blue Cross. Rates vary in different regions, but in one region this writer studied, Blue Cross returned in benefits 87 cents of every premium dollar it took in compared to the 55 cents for the typical commercial insurance plans. Generally you have to join Blue Cross through a group (rates are lower that way too). If there is such a group you can join in your community, it does offer the best available buy in hospitalization insurance.

However, Blue Cross does not pay doctor bills. By far the best method of getting such medical insurance has been found to be the prepayment group-practice plans, such as the Health Insurance Plan of New York (HIP), the Labor Health Institute of St. Louis, San Francisco's Permanent Clinic and others. Generally participation in these plans is on a group basis too, which keeps out individual families. In such cases, and where available, the Blue Shield plan operated in connection with Blue Cross, generally provides the next best value in medical insurance.

But in all cases, avoid commercial company policies unless you can participate on a group basis, which reduces the cost.

Eye Gift Story Ends In Reunion On Ship



Reunited once again are Seafarers Phil Pron, left, and Eric Joseph, aboard the Fairland. Joseph gave up cornea so that Pron might see again in 1950 eye operation.

Back together again for the first time since their celebrated meeting at the Staten Island USPHS hospital, Eric Joseph and Phil Pron are now sailing aboard the Fairland (Waterman) en route to Japan and Korea.

For both of them, the trip together is the realization of a three-year-old dream. Pron recently completed his first trip since he went back to sea after being out of action for three years because of blindness. After he got off the Strathport (Strathmore), he met Joseph and they eventually found a ship which had job openings for both of them.

The story of Pron's recovery of sight is familiar to many Seafarers, because of the wide coverage it received in the daily press as well as the SEAFARERS LOG. His escape from a life of blindness was made possible through the donation of a cornea by Joseph, who learned of Pron's plight when they were in the marine hospital together.

Since he had limited vision in one of his own eyes, which was damaged by scar tissue, Joseph volunteered to sacrifice the sight of that eye so that Pron might see

again. A difficult corneal transplant operation proved a success and, after many long months of hospitalization and treatment, Pron was certified as fit for duty again in the summer of 1953.

Throughout the long months when it was unknown whether the operation would be successful or not, both Pron and Joseph met periodically, when Joseph returned from a trip.

It was a tough period for Pron, who hoped for the best and for an opportunity to ship out with the fellow-Seafarer who had saved his sight. "It would be like old times again," he always remarked, "and maybe I could find a way some day to repay Eric a little for what he did for me."

Accordingly, while both of them were ashore earlier this year, they constantly watched for a ship which might have berths for both of them. The opportunity came up on the Fairland, and both grabbed it.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 3-15-54 To 3-31-54

No. Seafarers Receiving Benefits this Period	1049		
Average Benefits Paid Each Seafarer	60.20		
Total Benefits Paid this Period		63,153	36

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	6,510	00	
Death Benefits	19,135	90	
Disability Benefits	1,580	00	
Maternity Benefits	2,600	00	
Vacation Benefits	33,327	46	
Total			63,153 36

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	465,110	00	
Death Benefits Paid Since July 1, 1950*	995,533	79	
Disability Benefits Paid Since May 1, 1952*	36,495	00	
Maternity Benefits Paid Since April 1, 1952*	230,800	00	
Vacation Benefits Paid Since Feb. 11, 1952*	3,172,892	94	
Total			4,800,831 73

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	566,953	31	
	Welfare	251,594	50	
Estimated Accounts Receivable	Vacation	253,388	00	
	Welfare	233,705	00	
US Government Bonds (Welfare)		2,278,768	82	
Real Estate (Welfare)		587,952	74	
Other Assets - Training Ship (Welfare)		119,060	97	
TOTAL ASSETS				4,291,223 34

COMMENT:

During the month of Feb., the Welfare Plan paid out twenty-five (25) death benefits, which makes forty-two (42) for the year to date. The Plan also paid out forty-one (41) maternity benefits during Feb., which makes ninety-three (93) for the year to date.

As of this date, eleven (11) people have applied and qualified for the scholarship benefits of 1954. Of this eleven (11), seven (7) have already taken the exams. The breakdown of the eleven (11) applicants is as follows: Four (4) seamen, three (3) sons of seamen and four (4) daughters of seamen.

Al Kerr

Submitted 3-29-54

Al Kerr, Assistant Administrator

THIRD ANNUAL

SEAFARERS ART CONTEST

OPEN TO ALL MEMBERS OF THE SEAFARERS INT'L UNION

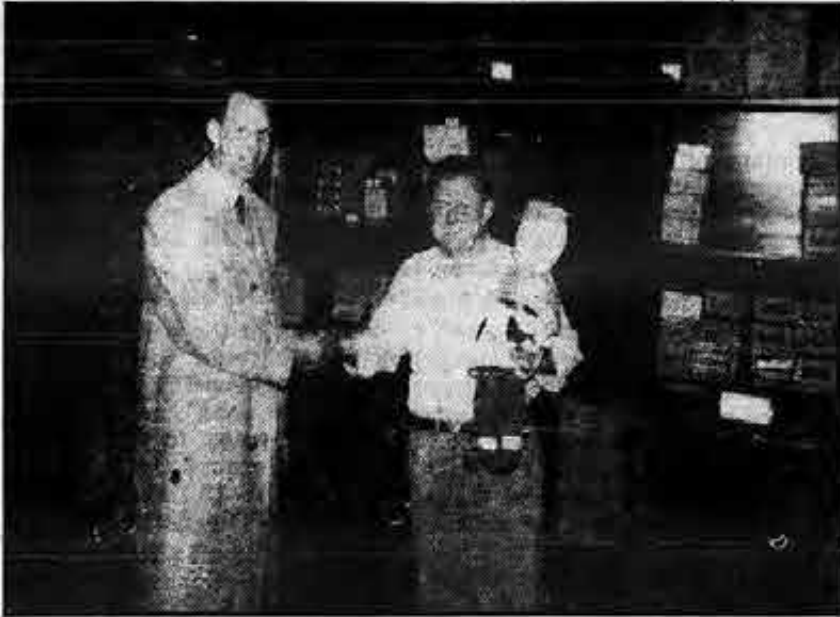



THREE PRIZES IN EACH OF 4 GROUPS
OILS • WATER COLORS
DRAWINGS • HANDICRAFTS

ENTRIES MUST BE RECEIVED BY APR 30 1954
ART EDITOR SEAFARERS 675 4th Ave. BROOKLYN

... and, remember this ...

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



Seafarer Pat Murphy (right), port manager of the SIU Sea Chest in Baltimore, is congratulated on Union sloop chest's top sales of Philip Morris cigarettes in the port by company representative Charlie Dodson. SIU Sea Chest took first prize for most sales of Philip Morris sea store cigarettes in recent contest.

Sea Chest Takes Top Prize In Cigarette Sales Contest

BALTIMORE—Running well in front of the opposition, the SIU Sea Chest here recently came away with first prize in a port-wide competition among sloop chest dealers for top sales of Philip Morris sea stores cigarettes on ships hitting this port.

The contest in which the Union-operated sloop chest won top honors was sponsored by the Philip Morris Co. as part of a local promotion for its smoking products. The competition among the sloop

chest dealers dealt solely with tax-free, sea store cigarettes in bond, the type which can only be sold aboard ship.

The heavy sales of Philip Morris cigarettes by the Sea Chest branch was commemorated by, among other things, the presentation of a doll mascot to Seafarer Pat Murphy, port manager of the Sea Chest. The doll is a promotion piece for the nationally-televised "I Love Lucy" show sponsored by Philip Morris.

Sell Bulk Lots

According to Murphy, former chief steward on the Carolyn (Bull), "the SIU showed those sloop chest operators that we can really sell cigarettes in bulk lots and can handle the transaction efficiently and smoothly."

The winning of the Philip Morris award in this port "nailed the lie," Murphy pointed out, "that the Sea Chest isn't able to handle large amounts of cigarettes or any other products for mass distribution on our ships. Some people in the trade have the notion we're a small outfit, especially since we're a Union operation," he added.

Throw In For A Meeting Job

Under the rules of the SIU, any member can nominate himself for meeting chairman, reading clerk or any other post that may be up for election before the membership, including committees, such as the tallying committees, financial committees, auditing committees and other groups named by the membership.

Since SIU membership meeting officers are elected at the start of each meeting, those who wish to run for those meeting offices can do so.

Seafarer Recalls Old Whaling Days; Finds Life Today 'Tame'

The job of a carpenter on an SIU ship is comparatively tame today, according to Seafarer Edward Jacobsen, who used to hold down the same spot on the giant whale factory ships that worked the waters of the South Antarctic.

One memorable experience, he recalled, was a three-and-a-half-year trip on the whaler Ulysses as chief carpenter. Those

were the days when a carpenter also had the responsibility of seeing to it that the different types of knives and bladed instruments used to skin and cut up the whale had a fine, razor edge. Using dull knives to cut up a 90-foot whale is like trying to count the sand on the beach.

Jacobsen, a spry sea veteran who just turned 65, hails from Norway, from which many of the whale ships still go out to hunt the giants of the sea for their valuable oil and other products. He sailed British and Norwegian whalers for about ten years off and on, but the trip on the Ulysses 15 years ago was the favorite. However, the ship itself had worse luck than he did, and was sunk during the war.



Jacobsen

A Seafarer since 1949, Jacobsen (Continued on page 17)



Whales harpooned by small boats are secured aft of the factory ship Ulysses before hauled aboard one by one for processing.



Afterdeck of the Ulysses bristles with activity as crewmembers cut away blubber from whale. Man high in photo hacks at whale with cutting tool to free blubber from carcass.

Cartoon History Of The SIU

Victory In Cities Service

No. 60



When the votes in the second Cities Service election were counted, in April, 1949, the SIU rolled up a majority of 89 percent. But despite the lengthy pre-election proceedings and the fact that the SIU had won an earlier vote covering seven ships by 83 percent, CS still tried to keep the Union out.



Company lawyers tried every trick to keep the discredited company union, the Citco Tankerman's Association, alive, while dozens of pro-SIU men were fired on the slightest pretext. A stack of objections filed by the company also barred the NLRB from certifying the SIU as bargaining agent.



After the NLRB turned down the company objections, CS lawyers came back with "exceptions" to the NLRB decision. Certification finally came in December, four months later. The SIU demanded immediate talks on a contract to give the men the conditions they had been seeking over three years.

PORT REPORTS

Baltimore:

Heavy Calls For Cargo, Gangway Watchmen

Shipping in the Port of Baltimore has been very slow and apparently it will continue that way for the next two weeks as we have had several ships lay up for an indefinite period. We also have the Michael paying off here and she is also laying up. So as you can readily see we are really on the slow bell here. In the meantime we have had a ratio of about 2 1/2-to-1 registered, so I wouldn't advise any of the brothers to come to Baltimore at the present time, unless they can afford to hang around a little while.

We have had the following ships paying off here in the past two weeks: Santore, Cubore, Marore of Ore; Bethcoaster and Oremar of Calmar; Kathryn, Ines, Beatrice and Elizabeth of Bull; Cantigny and French Creek of Cities Service; Yaka and Morning Light of Waterman; and Robin Tuxford of Seas.

Signing on were the Santore, Baltore, Cubore and Marore of Ore; and the Massmar, Oremar and Bethcoaster of Calmar. In transit vessels were the Bethcoaster and Marymar of Calmar; Alcoa Puritan and Alcoa Runner of Alcoa; Edith, Frances, Rosario and Marina of Bull; Antinous and Choctaw of Waterman; and the Compass of Compass.

We have been able to place about 20 of our men at the present time as gangway watchmen and cargo watchmen due to the diversion of so many ships from the Port of New York which have given quite a few of our oldtimers a stake so that they don't have to carry the banner. This is certainly appreciated by the various watchmen locals that took the courtesy to call us and we hope that they will need a few of these more often.



O'Neal

The Sea Chest here is really doing a bang-up job now which I think is due to the change in the personnel. They not only contact our ships, but have been contacting other outfits besides. So I am sure that in later reports, you will agree with me that they are really going all out in the Sea Chest.

Weather Fine

At least there is one thing in our favor, the weather. Spring is really here in Baltimore. The boys have even gone so far as to stand on the shady side of the street so that they won't get a sun-tan, for as you know, when these boys are all bronzed up, the girls think they just came in from a Far Eastern or Persian Gulf run. So as not to

disillusion them, that is the reason for standing in the shade.

On the political scene, as far as the Democratic primaries are concerned, it has now come to a knock down and drag-out situation between Mahoney and Byrd. We are still of the opinion that the trend will be definitely toward Mahoney as we have noticed that quite a few of the Democratic clubs, which are very powerful here, have swung over to him. Regardless of who may win in the primaries, we are definitely sure that the State of Maryland will go Democratic.

Taking Shape

The new building is really shaping up now and the public have nothing but the most favorable comments to make in its appearance even at this early stage. Also, practically every AFL labor organization which doesn't have a building of its own; would like to have space in ours. So just bear along with us fellows, and it won't be long before we will take over and I am sure the waiting will be well worth while.

Our man of the week, Brother Luby O'Neal, has been a member since December 7, 1938, and has been sailing for the past 30 years in the black gang. His hobby is fishing and the crew likes to see Luby coming down the dock when he makes one of the Ore ships, knowing that at least they will have an abundance of fish. He said that during his time of sailing, he has seen the worst conditions possible and it was a Godsend to all seaman when the SIU was organized, as now all of the seamen can live like they are human beings and not the scum of the earth as they used to be thought of. He said that he can't thank the officials and the membership enough for the splendid work they have always done and are still doing to make the Seafarers the best and the most recognized Union in the maritime industry.

In Hospital

We have in the marine hospital at this writing, Raymond C. Myers, Kristoffer Braten, Thomas Mungo, Alva W. McCullum, Benjamin Sunderlund, Thomas Tierno, Andrew Westerlund, Lloyd G. Linthicum, Clifford H. Adkins, William J. Stephens, Paige Mitchell, John Scott, Alexander Johnson; Joseph D. McGraw, William D. Kenny, Clyde R. Leggett, George Mattair, Peter Losado, Karl Kristensen, Millard Cutler, William Kunak, Hinrich Wiese, Jesse A. Clark, Frank VanDusen, James B. Humphries. We have Thor Thorsen receiving special disability benefits this week also.

Earl Sheppard
Baltimore Port Agent

New Orleans:

Union Helps Members Get Unemployment \$

Complaints have been received in this report recently from men who have run into difficulty in attempting to collect unemployment compensation to which they were entitled.

A high percentage of such cases have been coming from Alcoa, which has been reporting to the State Employment Office, which handles the claims, that men who become unemployed from Alcoa did so of their own accord, regardless of the real reason for termination of employment.

All men who become unemployed in this port through being fired, laid off because of ship lay ups, or any other reason except quitting a ship of a person's own accord are advised to obtain a statement from the company as to the reason for unemployment. If the company does not want to supply such a statement, the man involved should call the hall immediately so a Union representative can go to bat for him on the case.

The statement should be obtained to substantiate unemployment compensation claims when filed with the State Employment Office here.

Goes to Bat

The SIU has been going to bat to help men in appealing claims which have been denied, but chances of success in such appeals are greatly improved if the man in question can produce a written statement from the company regarding the true reason of his unemployment.

John "Monk" Kelly has asked that we take note of his thanks to the doctor, stewardess and crewmembers of the Del Sud (Mississippi) for their kind treatment of him while he was ill aboard the Del Sud recently. Brother Kelly suffered a heart attack and had to be returned to the USPHS hospital here. He is reported to be responding to treatment in good fashion. Well on the road to recovery after recent surgery at the USPHS hospital here is C. Brady, who says he hopes to be back on the snipping list before long.

New in Hospital

Newly admitted to the hospital were Seafarers J. N. Hill, A. Cox, G. R. Dolan and H. M. Hanke. L. W. Wetzell Jr., Leonard Kay, J. D. Dambirino, R. W. Clark, T. L. Dugan and H. D. Fouche recently were discharged from the hospital and hope to be back on the job in the near future.

Shipping in this port picked up a bit since the last report and a good

percentage of those who had been "sweating out" their turn on the shipping list were able to ship. The job situation here still is slightly below par for this season, however.

We had a few minor beefs, but these quickly were squared away.

One dispute involving five nights lodging for 12 men on the Del Aires (Mississippi) has been settled with the result that the men involved can collect by contacting the Mississippi Shipping Co. Any of those who have left this port can collect the money that is coming to them by writing to the following address:

Attn. Mr. Lisboney, Mississippi Shipping Co., Hibernia Building, New Orleans, La.

Since our last report, the Steel Advocate and Steel Architect (Isthmian), the Del Aires, Del Norte, Del Monte, Del Sol and Del Santos (Mississippi) and the Antinous (Waterman) paid off here. The Del Norte and Del Monte signed on.

Ships in transit were the Alcoa Corsair, Alcoa Pennant, Alcoa Cavalier and Alcoa Pilgrim (Alcoa), Steel Architect and Steel Age (Isthmian), Del Monte (Mississippi), Seatrain New York and Savannah (Seatrain), the Fairland, Fairisle, Iberville, Claiborne and Wild Ranger (Waterman) and the Evelyn (Bull).

Lindsey J. Williams
New Orleans Port Agent

Boston:

State To Build New Road Through Boston

Shipping continues to be slow in Boston, with prospects for the future remaining the same.

The Queenston Heights of Seatrade and Bull's Ann Marie paid off and signed on again since last report. In-transit vessels included Robin Tuxford, Robin Wentley and Robin Kirk (Seas); Bents Fort of Cities Service and the Fairisle of Waterman.

Captain Litchfield, the representative of the Eastern Steamship Company came into the office and told us that the Yarmouth was definitely going to be put under the Liberian flag.

On the Beach

On the beach at this time are F. Albano, M. Doucette, H. Clements, J. Halpin, B. Gordy and lots more.

After tearing down all the buildings a couple of doors up the street from the hall, the state is beginning to build its new highway. It is just starting to shape up now. This highway is a much needed improvement.

James Sheehan
Boston Port Agent

Mobile:

Warns Men On Giving Short Notice To Hall

Shipping in the port for the last couple of weeks was considered good with about 100 men shipped to offshore jobs and about half again that many to various relief jobs in and around the harbor. We had a total of 12 payoffs, six sign-ons and two ships in transit.

Ships paying off were the Maiden Creek, Wild Ranger, Claiborne, Iberville and Monarch of the Sea (Waterman); and Alcoa's Pennant, Cavalier, Pilgrim, Pointer, Clipper and Roamer.

Signing on were the Fairisle, Wild Ranger and Warhawk of Waterman, while the Pennant, Pilgrim and Pointer of Alcoa did likewise. In transits were the Del Valle of Mississippi and the Evelyn of Bull.

The only beef we have of any consequence is the idea that some of the brothers think that they can give a few hours notice to the hall and get off a ship on foreign articles just before she sails. This is a practice that has to stop. It not only works a hardship on your replacement, but puts the Union in a bad light. The Union has demanded that the company give any man that is discharged or laid up 24 hours' notice and at the same time the Union guaranteed that any man who is getting off give at least the same notice, making it part of the agreement. This part of the agreement is definitely going to be lived up to and unless a man has a serious emergency such as death in the family or serious illness, no exceptions are going to be made and violators of this section of the agreement made to stand to be tried for getting off a ship without giving proper notice.

On The Beach

A few of the brothers currently on the beach in Mobile include A. Nelson, H. King, R. Merritt, J. Grimes, R. Swayne, H. Jackson, C. Lowery, A. Lee, L. Jackson, H. Hallman, D. Baria, M. Coleman, F. McConice and R. Aguir.

A lot of interest is shown by the membership in the local area on the organizing efforts of the AFL organizers, who are going full blast in this town. Everytime a newscast comes over the television set on the recreation deck, it finds the members assembled getting the latest news on the East Coast situation. The drive in this area looks fine and it is anticipated that in the very near future all southern locals will swing over to the AFL-ILA.

Hugh "Cherokee" Hallman is raising a war-whoop around here now. He is originally from Atlanta, Georgia although he has made Mobile his shipping port for some years. Recently he did about a year or so on the Choctaw of Waterman and gave all the girls in Japan and on the Far East run a break. Hallman thinks the vacation benefit is tops in the Union, claiming it is his eating money since he taps out very shortly after payoff and then eats off his vacation money until he ships again.

Hallman has just come out of the hospital on Staten Island, New York. He was laid up there for a while, but decided to come down to the Gulf in order to fully recuperate from his illness. All the boys wish him well.

Cal Tanner
Mobile Port Agent



Hallman

SIU HALL DIRECTORY

SIU, A&G District

- BALTIMORE 14 North Gay St.
Earl Sheppard, Agent Mulberry 4540
- BOSTON 278 State St.
James Sheehan, Agent Richmond 2-0140
- GALVESTON 308 1/2 23rd St.
Keith Alsop, Agent Phone 2-5448
- LAKE CHARLES, La 1419 Ryan St.
Leroy Clarke, Agent Phone 6-5744
- MOBILE 1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS 523 Bienville St.
Lindsey Williams, Agent Magnolia 6112-6113
- NEW YORK 675 4th Ave., Brooklyn
HYacinth 9-6600
- NORFOLK 127-129 Bank St.
Ken Beas, Agent Phone 4-1083
- PHILADELPHIA 337 Market St.
S. Cardullo, Agent Market 7-1633
- SAN FRANCISCO 450 Harrison St.
T. Banning, Agent Douglas 2-5475
- Marty Breithoff, West Coast Representative
PUERTA DE TIERRA, PR Pelayo 51-La 5
- Sai Collis, Agent Phone 2-5990
- SAVANNAH 2 Abercorn St.
Jeff Morrison, Agent Phone 3-1723
- SEATTLE 2700 1st Ave.
Jeff Gillette, Agent Elliott 4334
- TAMPA 1809-1811 N. Franklin St.
Ray White, Agent Phone 2-1223

- WILMINGTON, Calif 505 Marine Ave.
Ernest Tilley, Agent Terminal 4-2874
- HEADQUARTERS 675 4th Ave., Bklyn.
SECRETARY-TREASURER
Paul Hall
- ASST SECRETARY-TREASURERS
Robert Matthews Joe Algina
Claude Simmons Joe Volpian
- WILLIAM HALL

SUP

- HONOLULU 16 Merchant St.
Phone 5-8777
- PORTLAND 522 N. W. Everett St.
Beacon 4336
- RICHMOND, CALIF 257 5th St.
Phone 2589
- 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
PLateau 8161
- HALIFAX, N.S. 128 1/2 Bolles St.
Phone: 3-6511

- FORT 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 7624
- SYDNEY, NS 304 Charlotte St.
Phone: 6546
- BAGOTVILLE, Quebec 20 Elgin St.
Phone: 545
- THOROLD, Ontario 52 St. Davids St.
Canal 7-3202
- QUEBEC 113 Cote De La Montague
Quebec Phone: 2-7078
- SAINT JOHN, NB 177 Prince William St.
NB Phone: 2-3232

Great Lakes District

- ALPENA 133 W. Fletcher
Phone: 1235W
- BUFFALO, NY 180 Main St.
Phone: Cleveland 7391
- CLEVELAND 734 Lakeside Ave., NE
Phone: Main 1-0147
- DETROIT 1038 3rd St.
Headquarters Phone: Woodward 1-6687
- DULUTH 531 W. Michigan St.
Phone: Melrose 2-4110
- SOUTH CHICAGO 3361 E. 92nd St.
Phone: Essex 6-3416

Don't Wait, Get Vacation Pay

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

PORT REPORTS

New York:

Tanker Crew Receives Long Distance Payoff

We had 14 ships pay off, four sign on and 16 ships in transit here in the Port of New York. All beefs were settled on all the payoffs and sign-ons.

We paid off the crew of the William Burden in the company office, after the ship laid up in Japan.

The following ships paid off:

Rosario, Suzanne and Show Me Mariner of Bull; Val Chem of Valentine; Government Camp, Chlawawa, Abtqua, Archers Hope, Bradford Island and Lone Jack of Cities Service; Seatrains New York and New Jersey of Seatrain; Lawrence Victory of Mississippi and the Mankato Victory of Victory Carriers.

Signing On

Ships signing on were the Jefferson City Victory of Victory Carriers; Robin Kettering of Seas; Show Me Mariner and the Lawrence Victory of Mississippi.

Ships in transit were the Arlyn of Bull; Warrior, Chickasaw, Choc-taw, Alawai and De Soto of Waterman; Marymar and Pennmar of Calmar; Alexandra of Carras; Council Grove and Fort Hoskins of Cities Service; Steel Vendor and Steel Navigator of Isthmian; Bull Run of Petrol Tankers; Seatrain Texas of Seatrain; and the Robin Wentley of Seas.

I want to inform the membership that at the present time we request that they do not park their cars in the parking lot while the waterfront beef is going on. This also applies to employees because we need the space for the longshoremen and the cars that are involved in the beef.

Claude Simmons
Asst. Sec.-Treas.



Wilmington:

Shipping Poor But Is Expected To Pick Up

For the last two weeks I think it has been about as bad as it can be for this port as we did not have a payoff for the past two weeks. However, the coming two weeks looks as if we will have some shipping as we have four ships due in soon.

Ships expected in are the Coe Victory of Victory Carriers, Seamar of Calmar, Fairport of Waterman and the Steel Chemist of Isthmian.

At this time, we only have one man in the hospital. He is Ragnar Ericson, who sails out of the Gulf most of the time but was taken off the Pelican Mariner of Bloomfield when she was in port for bunkers. He is making out okay and expects to be out in a week or ten days.

As a reminder to the membership, it is a violation of Union rules for anyone on the beach to go on ships which are in port unless they have a pass from the Union hall. Also, someone is trying to give the stewards of these ships a little story, claiming the coffee they are asking him for is for the coffee pot at the Union hall. Everyone knows we don't have any pot here, so be on guard against this practice.

In-transit ships were the Steel Executive of Isthmian; the Pelican Mariner of Bloomfield; the Calmar of Calmar; Azalea City, J. B. Waterman and Hastings of Waterman, and the Barbara Fritchie of Liberty Navigation.

The only thing that has been good around this port in the past

two-week period has been the weather. However, what we need is more ships and less weather. The weather can always take care of itself.

E. B. Tilley
Wilmington Port Agent



Philadelphia:

No Trouble On Docks; Ship Activity Wanes

Shipping for the past two weeks has been relatively slow in comparison to the increased activity in the port. Although we have had five payoffs in the port, there were fewer replacements than expected and the prospects for the future are not so hot.

So far we have not had too much trouble along the waterfront except for the walkout on March 17, and there has been much discussion as to whether or not it was a holiday for the longshoremen for which we can claim holiday-OT. We don't think it was a holiday, but a walkout, so there is no claim. Otherwise, things are running smoothly.

Ships paying off were the Compass of Compass; the Marina and Carolyn of Bull; Marymar of Calmar; and Council Grove of Cities Service. The same ships signed on again.

In-transit vessels were the Edith, Rosario, Ines and Elizabeth of Bull; Robin Kettering and Robin Wentley of Seas, Massmar of Calmar; Winter Hill of Cities Service and the Chickasaw of Waterman.

Steve Cardullo
Philadelphia Port Agent



Galveston:

Shipping Picture Fuzzy Down In Texas Port

Shipping picked up in the past two weeks, but it is not back to normal at this time. The picture does not look too bright for the coming two weeks, with nothing scheduled to pay off in this area.

Ships paying off were the Genevieve Peterkin and Lucile Bloomfield of Bloomfield, as well as the French Creek of Cities Service. Signing on was the Bull Run of Petrol Tankers.

In-transit vessels were the Del Monte of Mississippi, the Michael of Carras, the Republic of Trafalgar, the Val Chem of Valentine Tankers, the Neva West of Bloomfield, Steel Advocate of Isthmian, and Seatrains Texas, Georgia, Louisiana and New Jersey.

Keith Alsop
Galveston Port Agent

Lake Charles:

Transportation Beef Is Settled By Union

Things have been on the slow bell here in Lake Charles for the past two weeks, but the outlook for the next two weeks is fair. However, we do not recommend that the members come rushing here as we have enough men here to meet our needs.

Calling in this area were the Lone Jack, Bradford Island, Bents Fort, Logans Fort, Fort Hoskins.

Winter Hill, Cantigny and Council Grove of Cities Service. The Logans Fort paid off here from inter-coastal. We had the Alexandra of Carras come into Orange, Texas, to pay off and go into lay-up.

We had quite a battle over transportation on her but we held firm and all hands got their dough. The company got the brilliant idea that they would pick the kind of transportation money to pay but we had other ideas and won out. We hope the ship doesn't stay laid up long, but one never can tell.

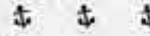
Strike Near End

All but one union in the Building and Construction Trades strike against the contractors has signed up and ceased strike action. We will notify the men as soon as the last union signs up.

On the beach here we find R. Lyle, A. Fruge, R. Frye, J. Baudoin, P. Mulholland, R. Coe, S. Senak, W. Walker and C. Gann.

We held our regular meeting last Wednesday and there were 28 bookmen present. Ross Lyle was chairman and Willie Walker was recording secretary.

Leroy Clarke
Lake Charles Port Agent



Savannah:

Southwind Has Water Beef, Chief Trouble

Shipping has been pretty fair. We paid off and signed on the Southwind of South Atlantic.

Ships in transit were the Southern States of Southern; Seatrains Savannah, New York, twice each; Robin Kettering of Seas; Queens-ton Heights of Seatrade and the Abiqua of Cities Service.

Trouble On Board

The Southwind came in with drinking water looking like a weak cup of coffee and the consistency of cream of potato soup. This is

going to be cleared up by cementing the tanks. The chief on the Southwind is one of the boys who has lots of trouble with electricians. Either he will change his ways or be left all alone with his gadgets.

Oldtimers on the beach include John Morris, T. Nongezzer, J. Christy, F. Boyne, F. Wesley, C. Moss, E. Bryant, while in the hospital are P. Wood, F. Paylor, R. McCorkel, J. Littleton, P. Jakubecak, G. Corbett, W. Bedgood, J. Sellers, J. Kramer, P. Bland, C. Carkhuff and A. Norton.

Jeff Morrison
Savannah Port Agent



Seattle:

Hoosier Mariner Idle Status Saddens Crew

Shipping is not good at the present time and it looks as if that will be the prevailing situation for the next two weeks as we have nothing scheduled for payoff at this time.

Ships paying off were the Ragnar Naess of Orion, Battle Rock of US Petroleum, Ocean Betty of Ocean Trans and the Hoosier Mariner of Isthmian.

The Ocean Lotte of Ocean Trans signed on, while in-transits were the Alamar, Calmar and Portmar of Calmar; Seacomat of Colonial and the Azalea City of Waterman.

The Hoosier Mariner laid up in Seattle this week and the membership on board was in a pitiful state of mind since the Mariner-type ships are the nicest freighters afloat. It is certainly a shame to lay the ships up. Perhaps in the future when the Government builds ships they will consult the ship operators.

Around the hall and happy right now is John Risbeck. John is 32 years old, married, and makes his home on the East Coast, Baltimore, to be exact.

He sails in the deck department as bosun, receiving his book in New York in 1943 after being active in the Garment Workers and UFE strikes, as well as others. His last ship was the Seacoral which paid off in Seattle after a nine-month trip to Japan.

He is especially happy this week because he has finally succeeded in obtaining his citizenship papers after a five-year struggle. A former citizen of Canada, he will get his papers next week.

Jeff Gillette
Seattle Port Agent



Risbeck

San Francisco:

Port Expects To Crew Two Ships In Lay-up

Shipping has been slow for the past two weeks, with a lot of in-transits stopping by this port.

We expect to crew two Waterman ships, the Jean LaFitte and the Madaket, both of which are laid up at present.

Ships paying off were the Jean LaFitte and Madaket and the Sea Comet II of Ocean Carriers.

The latter vessel signed on again. In-transit ships were the Raphael Semmes, J. B. Waterman, Gateway City, Hastings and Azalea City of Waterman; Calmar's Calmar; Isthmian's Steel Executive; the J. B. Kulukundis of Mar-tis and the Sea Comet II.

It seems that Harry Bridges and Hugh Bryson are still spreading their propaganda around here as the NLRB election for stewards is going into its last days. Bridges has already taken the stand that if the election goes "no union," he will ask to represent the stewards on the PMA ships.

As we see it now, more and more companies are trying to get foreign flags for their ships, thus reducing our US fleet to a small fleet, probably one of the smallest merchant marines the US has had in a long time. It could end up smaller than before the war. Along these lines we can take a look at the shipbuilding program here and find it is next to nothing.

With the men in this field mostly advanced in age, and dropping out rapidly because of the scarcity and uncertainty of employment, there is sure to be a shortage of skilled workers in the shipbuilding field. Young men won't want to enter it in an era of uncertainty. We have lots of ships in various boneyards, but they will become obsolete about the same time because they were built within a few years of each other. It would be better to spread it around a bit, chronologically, so we would have an up-to-date fleet of ships in service for ready use in any emergency.

Oldtimers on the beach include M. Pappadakis, S. Mavromichalis, F. Curtis, B. Gapse, J. Goglas, W. Vause, J. Parks, W. Pennington, W. Kramer, C. McKee, W. Hunt, C. Nie, R. Mulholland, J. Pulliam, G. Dunn, G. King and R. Parady.

In the marine hospital are T. Finerty, O. Gustavsen, P. S. Yuzon, J. Childs, H. Y. Choe, W. Singleton, M. Wilson, E. G. Plah, W. T. Center, J. Perreira, S. Sue and G. C. Eller.

Tom Banning
San Francisco Port Agent



Goglas

A & G SHIPPING RECORD

Shipping Figures March 10 to March 24

PORT	REG.			TOTAL REG.	SHIP.			SHIP. TOTAL
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	30	13	18	61	4	7	11	
New York	95	62	82	239	67	53	120	
Philadelphia	28	28	20	76	21	23	44	
Baltimore	107	88	65	260	52	46	98	
Norfolk	16	18	16	50	4	5	9	
Savannah	9	20	12	41	13	9	22	
Tampa	15	23	13	51	1	0	1	
Mobile	72	65	59	196	46	45	91	
New Orleans	62	60	76	198	72	58	130	
Galveston	42	38	38	116	32	29	61	
Seattle	40	32	20	92	28	30	58	
San Francisco	38	40	35	113	24	18	42	
Wilmington	25	18	16	59	5	2	7	
Totals	579	505	469	1,553	360	325	685	

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make their work tougher for your shipmates.

IN THE WAKE

Naval stores is a trade name for the products obtained from the pine tree, whose old stumps and branches are as useful for this purpose as newly-cut trees. Naval is derived from the Latin *navis*, meaning ship, and in the old days these products were used for caulking and waterproofing vessels and for protecting rope against deterioration. At one time, naval stores included all the material employed in building and maintaining sailing ships, even masts and cordage, but it is now applied only to such materials as rosin, tar, pitch, turpentine and pine oil, regardless of how they're used.

Mt. Desert Island, which lies off the Coast of Maine, was discovered in 1604 by Champlain, who named it *L'Isle des Monts Deserts*—the island of desert mountains—because from where he saw them, the mountains appeared bare, wild and solitary. In 1916, part of the island was set aside by President Woodrow Wilson as the *Sieur de Monts National Monument* to commemorate the founding in 1604 of the first European settlement in North America north of the Carolinas by Pierre de Gast *Sieur de Monts*. It was the first national monument created east of the Mississippi and is the only one bordering on the Atlantic. The name has since been changed to *Acadia National Park*.

Oars are muffled by wrapping something around them where they come into contact with the oarlocks in order to deaden the noise. According to one historical account, a petticoat was used to muffle the oars of the boat in which Paul Revere crossed the Charles River on his famous midnight ride to Lexington during the Revolution. The incident is mentioned in "The Battle of April 19, 1775," by Frank Coburn, as follows: "Fearing that the noise of the oars in the oarlocks might alarm the sentry, Revere dispatched one of his companions for something to muffle them with, who soon returned with a petticoat, yet warm from the body of a fair daughter

of liberty, who was glad to contribute to the cause."

Fresh-water springs in the ocean have been noted by travelers and navigators for centuries. They are caused by underground streams which discharge their waters into the ocean beneath the surface. The fresh water rises to the surface because of its relative specific lightness as compared with the sea water. These springs occur only in coastal waters, several of them in the sea near Cuba. One of the best known of these submarine river outlets is in the Atlantic off the coast of Florida near Miami.

Boxing Day in England, which has nothing to do with prize-fighting, is a survival of an old custom. In medieval times the monks of certain orders used to offer mass for the safety of vessels and at the same time place a small box on each ship to receive contributions from the sailors. Carrying a box from door to door for the collection of Christmas money was an early custom and, in the course of time, alms boxes were placed in churches for donations to be distributed to the poor on Christmas morning. Eventually, the day after Christmas became Boxing Day because on that day the Christmas boxes placed in the churches are opened.

When the Spaniards took possession of Haiti after its discovery by Columbus, they copied the practice of the natives, and built elevated frameworks in which to sleep, as a protection against prowling animals. The natives used a similar framework, with a fire beneath, for drying or smoking fish and meat, and called all of these structures, no matter what their use was, a *barbacoa*. Thus when the Spaniards themselves roasted meat upon a spit over an outdoor fire, they fell into the habit of using the native name. The name was carried later to North America, giving us the present word *barbecue*, also an all-purpose word referring either to the food being cooked, the place where the cooking is done or the process itself.

THE INQUIRING SEAFARER

Question: What is the most annoying beef you run into aboard ship?

Richard Adell, wiper: Who's going to clean up the laundry room? That's the big question aboard any ship. There's always a discussion about it. Tied in with that is the recreation room and library clean-up. Nobody is directly responsible for them. There should be a utility man aboard to do the jobs.

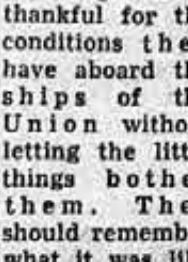
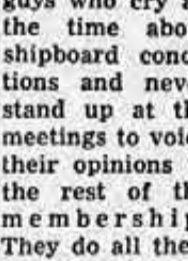
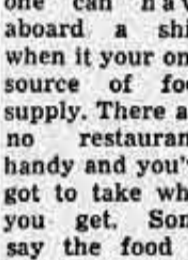
Miguel Diaz, OS: The food situation is the most annoying beef anyone can have aboard a ship, when it your only source of food supply. There are no restaurants handy and you've got to take what you get. Some say the food is bad and some say it is good, but the big thing is that it differs from ship to ship.

Abraham Ruiz, oiler: I never encountered any trouble or annoying beefs aboard ship. Everything always went smoothly for me, but I've heard some of the men beef mostly about the inadequate launch service they get when in a foreign port.

Michael Collins, FWT: What annoys me most aboard ship are the guys who cry all the time about shipboard conditions and never stand up at the meetings to voice their opinions to the rest of the membership. They do all their yelling in the fore'sle and expect the delegates to carry the ball for them without knowing their beef.

Jasper Anderson, 3d cook: I find that the men beef mostly about the night lunch. Nothing seems to satisfy them when it comes to that pet gripe. Most of them want a greater variety of night lunches. Some want them hot, some want them cold and some want them more often and more numerous.

Casmir Kaust, bosun: I think everything is fine aboard ship. The guys ought to be thankful for the conditions they have aboard the ships of the Union without letting the little things bother them. They should remember what it was like to sail before they had a strong contract.



MEET THE SEAFARER



TEX METTING, messman

There are two good reasons why Tex Metting is called "Tex" by his shipmates. For one thing he was born in Texas 30 years ago.

For another, it is a lot easier to say "Tex" than it is to yell Gottfried Caesar Richard Metting, Jr. when it's time to call a guy to eat. That jaw-breaking handle is Tex's real name, although not many people know it, outside of the shipping commissioner and the Coast Guard.

Typically Texan, the strapping, soft-spoken 200-pounder has been popular with his shipmates since he first went to sea in 1943.

Metting was born in Southwest Texas, near the coast, in the vicinity of Corpus Christi. It was only natural then, that when it became obvious that a healthy young man of 19 must choose a spot to serve his country in World War II that he should turn to the sea.

Rode Ammo Ships

With Tex, though, the idea of a sea-going career appealed to him and unlike many wartime seamen who turned to shoreside occupations after hostilities ceased, Metting has made seafaring his life's work.

"I was lucky, though," Tex recalled. "I sailed in and to the war zones, Pacific and Atlantic, all through the war and never was in real action but once. That was in the Philippine zone aboard a Robin Lines ship that crewed up in New Orleans. There were a couple of air raids on our convoy. Our ship didn't get hit . . . good thing, too. She was an ammunition carrier. As a matter of fact, I rode nothing but ammunition carriers throughout the war and with the exception of that one time, every trip was as quiet and peaceful as anyone could ask for."

Metting started sailing in the deck department and sailed AB, deck maintenance and bosun until four years ago when he switched to the steward department.

"We were making port in New Orleans in a rain storm one day," Tex explained. "Man, it was wet and it was cold. When we finally

got tied up and I got down out of the bow and down below what did I find but the steward's department guys all warm and cozy as you pleased, schooner rigged in their best gear and ready to go ashore. That did it. I said to myself, 'Tex, from now on, this is for you.'"

Metting went ashore that day and changed departments. Nevertheless, he heartily endorses the new constitutional provision that requires a man now to take it to the membership for approval if he wants to change departments.

"We used to have men flopping from department to department, wherever they thought pickins' were better," Tex said. "This way, a man thinks about all the angles before he decides where he wants to sail. Then, after he has made up his mind, the fact that it isn't easy to change encourages him to take a sincere interest in his job."

Delta Lines Man

When he first started sailing, Tex sailed out of New York and San Francisco, and occasionally New Orleans. Since 1949, however, he has sailed out of New Orleans exclusively; most of the time aboard Delta Lines (Mississippi Shipping) passenger ships.

Metting finds conditions much more stable today than when he started going to sea—union-wise and in the industry in general.

"The SIU has done so much to establish seafaring as a stable, profitable profession that I think it is tops among occupations," he said. "The progress we have made as a union in the last 10 years is almost unbelievable. I think it is a great thing, too, the effort the Union has put into establishing the membership in the minds of the public shoreside as the respectable, hard-working citizens we have always known ourselves to be. While I'm not married, I know that SIU welfare and SIU security mean a great deal to our many family men who, without the security that has been built up through our Union, certainly would feel a great deal more burdened by their shoreside responsibilities."

TEN YEARS AGO

Germany began military occupation of Hungary . . . A fleet of US warships attacked Japanese positions in the Palau Islands, 550 miles due east of the Philippines . . . Lt. Gen. George S. Patton, Jr., known in the field as "Old Blood and Guts," was replaced by Maj. Gen. Alexander M. Patch, a veteran of the Pacific fighting, as commander of the American Seventh Army . . . Finland rejected the six-point terms of an armistice offered by Russia.

The first battle of the Indian campaign raged at the edge of the Manipur Plain, where one of four Japanese invasion columns launched assaults to break through British defenses guarding the northeastern approaches to Imphal, key supply center for Allied forces on the Burma border front . . . The epic battle around Cassino, Italy, continued, as the Germans, by infiltrating into the ruins of the town via subterranean passages, recaptured one-fourth of the city . . . An SIU-A&G agents' conference, held in New Orleans following the wind-up of the SIU of NA convention there, charted the future course of the SIU-A&G and

recommended a solid program for membership action.

Two decisions by the US Supreme Court affirmed the power of the Office of Price Administration (OPA) to enforce price ceilings and regulate rents . . . Allied planes bombed the French invasion coast, hitting Calais and Cherbourg, as well as airfields around Paris and port facilities in Holland . . . The SIU and SUP launched a fight to regain the cuts in war bonus rates ordered by the Maritime War Emergency Board (MWEB) . . . In Algiers, Pierre Pucheu, former Vichy Interior Minister, was executed for treason.

Soviet forces crossed the Prut River frontier of Rumania, completing an 800-mile march from Stalingrad which recovered all but 60,000 square miles of pre-1939 Rumanian territory, and captured Cernauli, the third largest city of that country, in a drive that took them within 15 miles of the border of Czechoslovakia . . . SIU Secretary-Treasurer John Hawk was named to attend the conference of the International Labor Organization in Philadelphia April 20, 1953.

The Seafarers Puzzle

ACROSS	DOWN	17. Kind of tree	38. Members of glee club
1. This should be kept up	1. How union men should be	20. Large water animals	39. Trojan
6. Western seafarers group	2. Tenderly	23. Secret agent	40. From Cape Town to Cairo
9. Appropriate	3. Tricks	25. Small cat	41. Man's title
12. Man from Norway	4. Predecessor of DUE	28. Part of head	43. Annam measure
13. Black bird of Florida	5. Looks	29. Exist	47. Old boat
14. Monk's title	6. Jet planes	33. Years	49. Food
15. Angry	7. One Fr.	34. SIU member	52. Culebra
16. What the SIU provides	8. He des	35. 25 lbs in Mexico	54. Bolivian Indian
18. A number	9. Social party	36. Our Chief Justice	
19. Pronoun for a ship	10. — Rupert, BC		
21. Angle	11. Made lace		
22. BPOE members			
24. Annoy			
26. Rodents			
27. Indigestion			
30. He's not wanted in SIU			
31. Pacific island			
32. Attempt			
34. Cut wood			
37. Port near Schiedam			
42. Periods of time			
44. Call, in poker			
45. Port SW of Casablanca			
46. City near Lille			
48. Bearing of the Philippines from Borneo			
50. Railroads			
51. Where Rahat is			
53. What a CPA makes			
55. Mr. Lincoln			
56. Pronoun			
57. Follow			
58. Girl's nickname			
59. Weights, Abbr.			
60. The British call it "asdie"			

(Puzzle Answer On Page 25)

SEAFARERS LOG

April 2, 1954

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Panamanians All

For a number of years now the SIU and other sea unions have protested strongly against the transfer of US ships to foreign flags, particularly the runaway flags of Panama and Liberia. Yet every time they have the opportunity, the shipowners will slip one through with the benevolent approval of Government agencies who are supposed to protect our merchant marine. The latest instance is the Yarmouth, the passenger ship owned by the Eastern Steamship Company.

It's no secret that shipowners love the Liberian and Panamanian flag because they mean coolie wages, crimp hall hiring and no union contract. And since the transfer usually involves setting up a dummy corporation in the country involved, it also means a neat and legal job of tax evasion. Things have reached the point where even some European countries who are considered low-cost operators are complaining about the competition.

Along these lines the "New York Times" came up with an interesting suggestion. The newspaper proposed that maybe the United Nations should take up the question of uniform regulations on ship registry. It sounds like a pretty good idea, but knowing the US State Department's attitude toward US-flag shipping, it would be a big surprise if this country were to take any action on this score.

New Dock Vote

Another step towards resolution of the New York dock tangle was taken last week when the National Labor Relations Board upheld its examiner's recommendation and threw out the December dock election. The examiner found so much evidence of intimidation and violence that he deemed any election conducted under those circumstances as worthless.

The Labor Board is now taking steps to assure that the next election will be held in a peaceful atmosphere. No date will be set until the ILA calls off its current political strike and permits the port to get back to normal. Under such circumstances, and given the proper protection, there is no question as to how longshoremen will vote.

Meanwhile though, it appears that the dockworkers are not waiting for the Board to act but are taking matters in their own hand by going back to work in increasing numbers despite an ILA-sponsored "strike" which is exclusively political in nature. The strike has only one purpose in mind—to blackjack the Federal Government into issuing an election decision in their favor. It appears now that in the end the old ILA will have to throw in the sponge, letting the port get back to normal again.

The Call Of The Sea

The lure of the sea beckons people from all walks of life, and there are always those ready to make a fast buck on them. An outfit of this caliber is the so-called "Davenport Seamen's Service" of New York City which, for a minimum \$2 fee, will provide anyone interested in a sea job with a slick brochure containing the same information they could get out of any telephone book.

Guaranteeing romance, adventure, plenty of sea air, in short everything but the job itself, these outfits prey on people eager to turn to the sea as the place to start a brand-new life. If nothing else, however, the fact that they can stay in business at least proves once again that Seafarers are members of a very desirable profession.

School Bells

The lights are burning late again at the offices of the SIU Scholarship Plan. By September, the Plan will grind out four new \$6,000 scholarships and present them to the successful applicants, the list of which already includes three Seafarers competing for this year's awards. The children of four Seafarers won the highly-rated awards in 1953.

Naturally, with so much at stake the administrators of the SIU awards are still feeling their way cautiously in checking the records on the achievement and ability of each applicant.

When all procedures are completed, there's the promise of a \$6,000 all-expense-paid college education over the horizon for those who are successful.

LETTER of the WEEK

Only Fanatics Support Old ILA

To the Editor:

The waterfront situation that we have been facing since the last few days of 1953 has created numerous problems among longshoremen and seamen alike, not to mention the teamsters, but it is my profound belief that if this ends the so-called tactics followed by some so-called unions on the waterfront, it is more than worth putting up with this situation a little longer.

Wage earners and business will gain if this matter is settled in a decent way. Since the longshoremen make their living working the ships, as we do, it is natural for us to watch that a clean union is brought to and enforced among them.



Ramirez

I have been talking to old longshoremen on both sides in Manhattan and Brooklyn (in a neutral way, of course), and I believe we are right in giving the new AFL-ILA a hand, helping them to know everything that they should have known long ago, including better conditions that they are missing all around, the democratic way to hire, spelling out to them the welfare conditions and monetary gains that we enjoy in the SIU and that they would have with the AFL-ILA.

It's not for me to say how dirty the old set-up was or still is, but I know that everyone hears about the ILA hiring practices and rumors of other evil conditions.

I find every day men working the docks whose fanatic devotion to the old ILA is hard to believe. Why? They figure that under old union procedures they can always get the bigger share of the work as long as they keep their leaders happy.

Abolish Shape-Up

It is my humble opinion that if the proper Government authorities assured the longshoremen that, no matter which union will represent them, the Government intends to make sure that the old, evil hiring practices will be abolished, the new AFL-ILA would win clearly any future election.

Let us cooperate with this new organization in every way, so that in the near future every longshoreman can enjoy all the good conditions and advantages of democratic hiring, whether he knows the boss or not, besides having the privilege of belonging to an authentic AFL union.

If the longshoremen would only look the facts in the face and realize that, finally, after so many years, somebody is trying to help them without getting anything out of it for themselves in the way of monetary gain. With the AFL, the Federal Government and the State of New York behind them, the longshoremen cannot lose if they will only rid themselves of their shackles.

Luis A. Ramirez

'Whaddya Read?'



LABOR ROUND-UP

Unemployment is spreading in nearly all cities and industries, the Bureau of Employment Security reported. The Bureau said that 85 percent of the nation's 149 major labor market areas now have labor surpluses, and that at least six percent of the labor force is unemployed in 34 areas, double the number a year ago. The bureau reported that in no area is there now a shortage of workers, while there were five such a year ago.

Local 281 AFL United Textile Workers won five to 12½ cents an hour more for employees of the Charles S. Field Corporation in Passaic, NJ, retroactive to last December 3, through a wage reopening clause in the union's last contract with the company.

A bill to raise the Federal minimum wage to \$1.25 an hour and to reduce the standard work week to an eventual maximum of 35 hours was introduced in Congress by Rep. Sam Yorty (D-Cal.). The Californian's bill eliminates overtime exemptions in so-called seasonal industries, and raises the floor for learners, apprentices, the handicapped and messengers to \$1 an hour.

For the first time in history, shipping clerks in the dress industry will be covered by a union contract. Local 60-A of the ILGWU and five employer dress associations agreed to a pact that recognized the union, increased wages for 4,000 workers by \$3 a week, provided them with an employer-financed health and welfare fund and granted vacation and holiday benefits.

Nine weeks before their old agreement expired, 6,000 employees of the airplane propeller plant of the Hamilton Standard Division of the United Aircraft Corporation in Windsor Locks, Conn., began getting nine cents an hour more in their pay envelopes under a new two-year agreement negotiated by Machinists Lodge 743. Besides the general wage increase, the agreement provides for the freezing in to basic rates of a 19-cent-an-hour cost-of-living adjustment.

Total output of the nation's factories has dropped for seven straight months, according to a report by the Federal Reserve Board, but... production... of... nondurable...

goods picked up. Durable goods suffered most, including metal and metal products, household items, machinery and military equipment. Auto production climbed slightly and construction activity was at an unusually high level.

The Eighth Region of the United Automobile Workers of America, AFL, won bargaining rights at the Hardy Manufacturing Company of Union City, Indiana, in an NLRB election affecting 650 plant employees.

Layoffs have thrown 7,800 steelworkers out of jobs in the Youngstown, Ohio, district, while another 11,000 are working less than 40 hours a week, a Steelworkers Union survey revealed. There are 65,000 steelworkers in the area.

Unemployment cycles are apparent in other parts of the world as well as in the US. In Canada, the number of persons seeking jobs during February at national employment offices rose to 558,969. This was an increase of more than 35,000 in a month and nearly 160,000 since the previous year, according to a survey reported by the Bureau of Statistics and the Labor Department.

AFL Office Workers defeated the Brotherhood of Railway Trainmen for bargaining rights for the Baltimore Transit Company office workers, formerly held by the BRT. Out of 129 votes cast, 111 went to the office workers union while the BRT garnered only seven. Eleven voters chose no union representation.

Agreements between five plants of the Robert Gair Company and the International Brotherhood of Pulp and Paper Mill Workers were renewed with a two percent increase and several improvements in fringe benefits. The two percent raise gives the workers an average increase of five cents or better.

Strike idleness in February was at its lowest point for the month in more than five years, the Bureau of Labor Statistics reported. February strikes, totaling 350, involved 100,000 workers and caused 750,000 man-days of idleness. This compared with 400 strikes in January involving 150,000 workers and one million man-days.

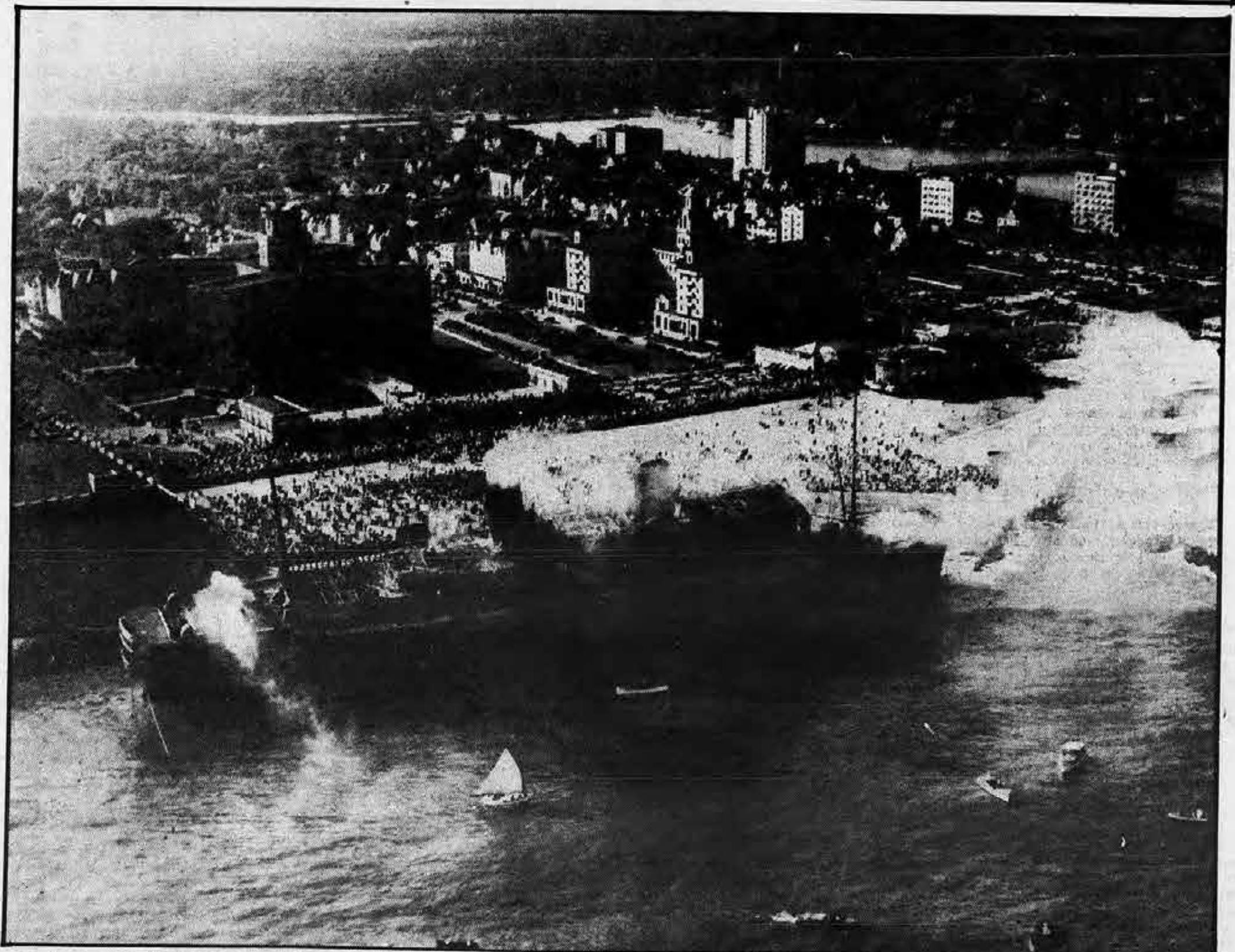
THE MORRO

CASTLE

FIRE



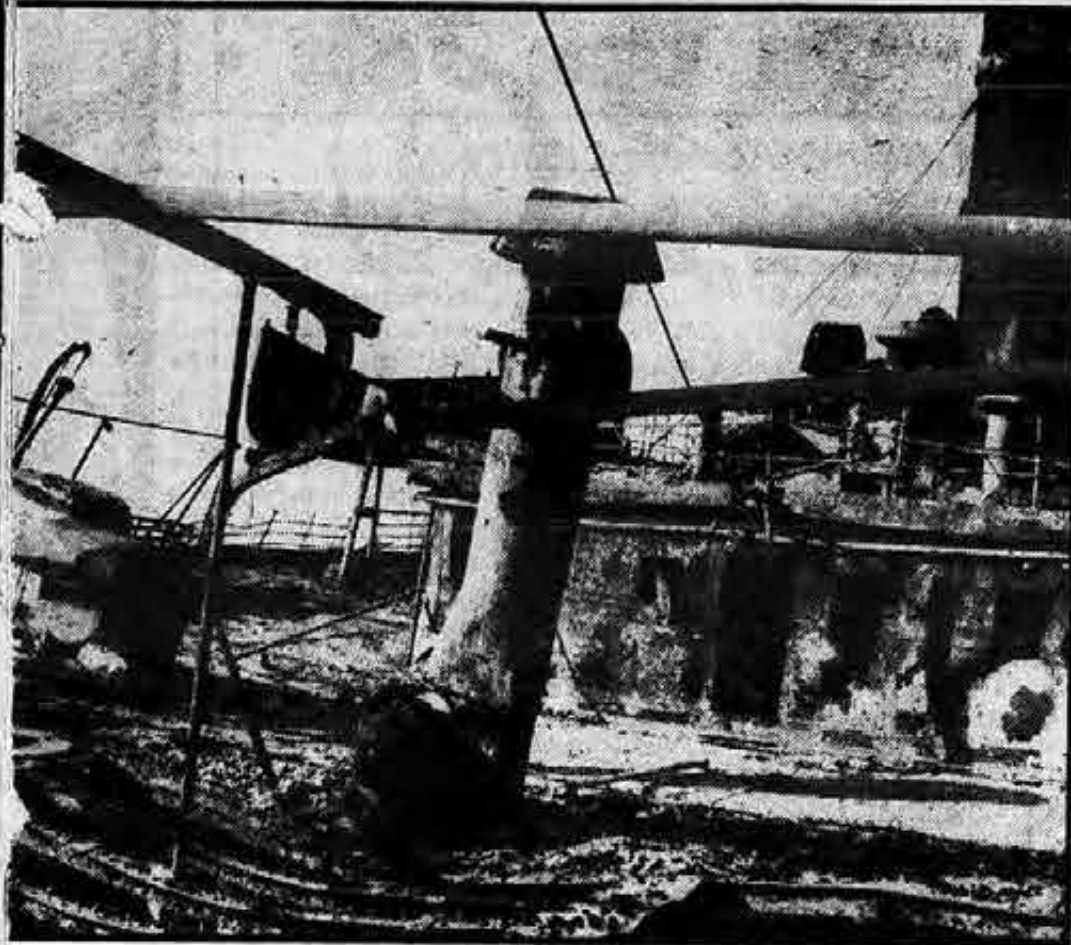
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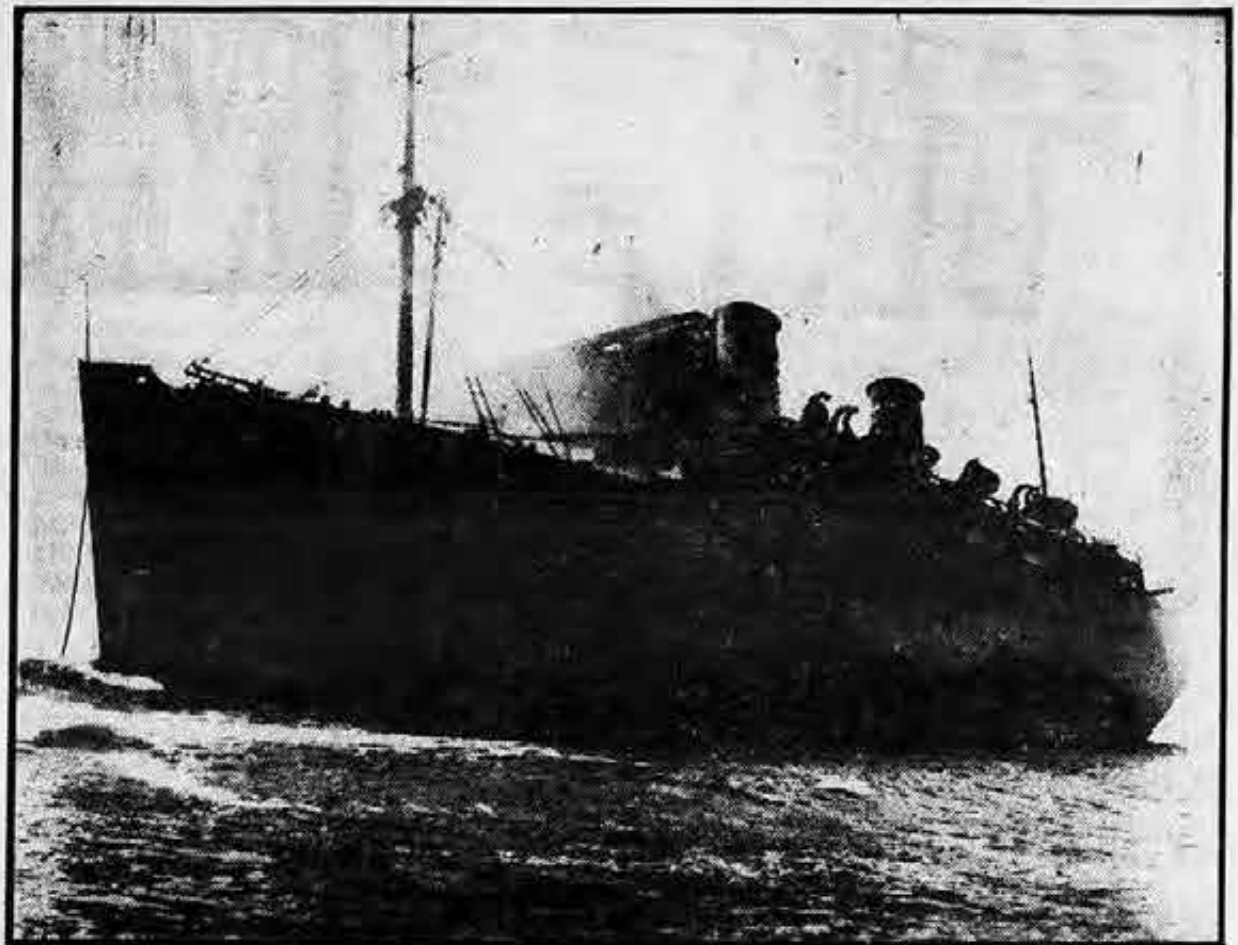
Smoke pouring furiously from all sections of the ship, the fire-gutted luxury liner Morro Castle is shown after it ran aground off Asbury Park, New Jersey. Thousands of curious onlookers swarmed to the beaches, the boardwalk and the windows of the famed Berkeley-Carteret hotel (left rear) to gape at the smoldering vessel. By this time the passengers were off the ship, or had perished.

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Shot of scorched deck shows tremendous extent of fire damage. Terrific warped and twisted steel beams, fittings and deck floor supports beyond recognition.



Failure to launch lifeboats was one of contributing reasons toward heavy loss of life on the ship. Portside photo of the burning Morro Castle shows three lifeboats still on davits.

There have been many worse disasters at sea than the burning of the passenger liner Morro Castle in 1934, but few have been more needless at the same time productive of more good. As the Titanic tragedy led to the establishment of the iceberg patrol, the Morro Castle blaze a considerable tightening up of regulations that has life far more safer for those who go to sea for a job or for pleasure.

With all that went wrong with the Morro Castle, it was not for a few ironic tricks of fate, not a single accident could have been lost. It was a combination of loose discipline, bungling, bad weather and fate that cost the lives of 124 people aboard.

The obvious fact of a needless disaster spurred the government into action to remedy conditions so that the possibility of such disasters would be reduced in the future. The Morro Castle came new rules on fireproof construction, seamen's certificates, lifeboats and equipment, inspection procedures and a host of other changes through the years that received their original impetus from the disaster. Not the least of these was greater emphasis placed on tightening up fire-fighting training for unlicensed crew and officers, as a result of the tragedy that many in the crew were green hands, not fully qualified for the emergency. This was not an unusual situation in the depths of the depression when hard wages were so low and conditions so poor as to discourage the development of professional seamen.

The most ironic part of the Morro Castle story is that just four hours from safe berth in New York when the vessel was just six miles off the Jersey shore, near Hoboken, the vessel's run of bad luck began when the skipper, Captain Robert Willmott, died of a heart attack at 8:45 PM, a few brief hours before the fire broke out, leaving the chief officer in charge of the vessel. Subsequently the latter was brought to trial and imprisoned for two years for his behavior during the emergency.

At the time of the fire, the morning of September 8, the Morro Castle was enroute to New York from Miami. The popular cruise ship was crowded with vacationers, including a large quota of honeymooning couples. The short cruise was a favorite run. The ship had a good reputation for speed, comfort and safety, and as it was with what was considered a good fire-fighting system and steam-smothering system. Consequently, though it ran into very heavy weather and pouring rain off Cape May, all was quiet aboard with passengers sleeping in their cabins—a sleep from which some of them never had a chance to wake.

Started in Locker-Room

The full-dress Federal investigation of the tragedy, conducted by the Department of Commerce confirmed that the fire started in a locker in the ship's writing room. It was never determined whether a carelessly-lit cigarette or an igneous combustion was responsible. Frenzied press reports in the early days spoke darkly of incendiary action by communists, and a Cuban official interviewed by a newspaper reporter said he was convinced it was the work of the Third International.

Finally, the facts brought out subsequently show that

the fire was discovered by the night watchmen at 2:50 AM in the morning, by which time it had spread into the library. He in turn notified the second officer, who instead of sounding an alarm, attempted to put out the fire with a hand extinguisher! After five minutes of this, he gave up the attempt and turned in an alarm. But the fire grew with increasing rapidity, feeding on the wood paneling, the heavy drapes and carpeting in the library, lounge and recreation room. Apparently, no attempt was made to confine the fire in the first instance by closing off any of the rooms and cutting off air to the flames. The ignorance of elementary fire-fighting principles shown by officers and crew throughout was later traced to a very good cause—the fact that fire and boat drills were a rarity on board the ship.

From here one mistake piled on top of another in dizzy fashion. A leading culprit in the subsequent trend of events was the ship's chief engineer. Only twenty minutes after the alarm was turned in and the crew had gotten to their fire stations power failed, and the water-pumps stopped functioning. Smoke had driven the crew from the engine room in confusion. The inquiry board found that the chief engineer had never gone to his post when the alarm was sounded, but headed straight for a lifeboat after a preliminary look at the situation on deck.

3rd Assistant Action

Things might have been worse were it not for the action of the 3rd assistant who braved the smoke to shut down the plant. He rigged the pumps to run on steam remaining in the boilers so that passengers at the stern of D-Deck had some water power in the hoses with which to fight the flames.

In rapid order the flames roared through passageways trapping many passengers in their bunks. Many who were seasick were unable to escape.

Although the ship was close to shore within easy reach of dozens of small craft and Coast Guard stations, the first SOS was not sent out until 4:23 AM, an hour and a half after the first small blaze in the locker began. By 6 AM, when rescue ships were at hand, the blaze had burned right through midships, separating passengers and crew on the fore and aft sections of the ship. All lifeboats on the port side were burned before an attempt was made to launch them. When it was all over, the empty boats sitting on the burned-out deck were mute testimony to their uselessness.

In response to the SOS large numbers of rescue ships converged on the scene, the Monarch of Bermuda and City of Savannah leading the flotilla. The Monarch of Bermuda approached within a hundred feet of the blazing Morro Castle to pick up survivors, and that ship's passengers watching the awesome spectacle in the rain-swept seas, could feel the searing heat of the flames.

Steel Beams Twisted

Those who boarded the smoldering ship the next day found the decks littered with shoes and clothes discarded by passengers who had jumped into the sea. The heat of the fire had fused glass to the portholes and twisted steel beams completely out of shape.

Survivors, who flooded hospitals in New Jersey shore resorts added to numerous eyewitness accounts of the tragedy. Of five couples who had jumped into the water together in an attempt to swim ashore, two survived after

six hours in the water. Two 72-year-old twins who were separated during the blaze were rescued separately and reunited ashore. One woman told of being kept afloat for hours by her husband, only to have him collapse and die as rescue arrived.

The fact that the fire had taken place so close to shore under the eyes of thousands of witnesses added to public interest and to demands for action. The acting captain and chief engineer as well as the company were brought to trial in a Federal court. After lengthy proceedings, the jury concluded that the company was negligent because the ship was not kept in port long enough for thorough inspection, and fire drills were rare. Firefighting equipment had deteriorated for lack of maintenance and the crew was untrained and disorganized.

The acting captain was found guilty of delay in sending out an SOS while the chief was rapped on the charge of fleeing to the first lifeboat. The results were jail terms for the two officers and a \$5,000 fine for the company.

However, the trials were the least of that which followed. Far more important were investigations conducted by the Commerce Department and subsequently by the Senate Committee on Commerce. The outcome was significant new legislation, which has led to American ships being the safest afloat today.

Among the changes that resulted were the following:

- Engine room unlicensed crewmembers had to get ratings just as ABs did, via passage of tests. The practice of getting lifeboat tickets was encouraged in all three departments.

- Woodwork and inflammable material in upholstery and drapes was ruled out in new passenger ship construction, a practice which extended to all large ocean-going vessels under the US flag.

- All passenger vessels had to be divided vertically by flame-tight steel bulkheads from deck to deck, insulated and stiffened to prevent spread of fire through the bulkhead. Similar bulkheads were required on stairways, boundaries of galleys, cargo spaces, engine rooms and storerooms.

- Regular fire patrols, steam smothering systems, suitable fire extinguishing apparatus, gas masks and emergency equipment were required of all passenger vessels.

- New specifications were written as to hull construction, engine room installations, pumps, windlasses and winches, etc.

- Minimum life-saving needs were specified including a minimum number of davits per vessel and minimum capacity of the boats. The construction of lifeboats was minutely specified.

- Regular crew fire drills before departure and at sea were required. Passenger fire drills and station bills were also written into law.

- Annual inspections by qualified inspection men were called for.

- Ships had to be built with watertight bulkheads and watertight doors. Regular drills were ordered for operating the watertight doors, air ports, valves and scupper closings.

The above, in brief, represents some of the main changes that resulted from the Morro Castle fire. Through the years they have been added to and improved so that the danger of fire, while never completely absent, could be reduced to a minimum.

MARITIME

Forty-one member shipping lines of two trans-Pacific conferences plan to set a minimum rate of \$12 a ton for most goods transported from Japan to Atlantic Coast ports in the US and \$9 a ton on shipments to the West Coast. The new tariffs are expected to be placed in effect April 1. A ship without a crew of seamen, the Dutch freighter Amstelstad, docked in Vancouver, BC, recently from Japan after 10 officers and six stewards had turned sailors to make the voyage after 19 crewmembers had deserted the ship in Japan in a protest against a hard-driving mate, bad food, unclean bedding and too much work.

The Argentine Merchant Marine will inaugurate a new service to Black Sea ports shortly when the tanker *Islas Orcadas* sails with 10,000 tons of linseed oils for the European ports. The vessel will return from Soviet ports with an equal tonnage of fuel oil. Salvage ships raised the 1,740-ton Soviet steamer *Ligovo* from the Kiel Canal and towed it into the harbor. The *Ligovo* sank January 22 after colliding with a Danish vessel. The 7,000-ton British freighter *Triland* was towed into Halifax, NS, harbor 14 days after the ship's fuel was exhausted battling huge waves 385 miles east of the city. Gales hampered the rescue operation.

Unloadings of railroad freight cars for export and coastal shipment last year at the port of Charleston, SC, showed a 19 percent increase over 1952 figures, with 11 Atlantic, Pacific and Gulf ports showing gains in this field. Twenty-nine ports showed decreases and the over-all drop was 12 percent. The shipping industry will participate in safety conferences April 5-9 at the 24th annual convention and exposition of the Greater New York Safety Council. Ship operators, shipbuilders and stevedores will discuss topics including safety engineering techniques, material handling, shipbuilding and repair yard safety and safety for oil tankers, passenger vessels and dry cargo ships.

The John D. McKean, the city's newest fireboat, was launched recently by Mrs. Robert F. Wagner, wife of the mayor of New York City. It was launched in Camden, NJ, and is the first addition to the metropolitan fleet in 14 years. The first Uruguayan ship to call at New York in several years is expected here sometime this month. The vessel is the 3,805-ton freighter *Carrasco*, American-built, and owned and operated by the Uruguayan Government.

The first vessel to bring foreign iron ore to the Pennsylvania Railroad's new \$10,000,000 ore pier in the Delaware River in Philadelphia, Pa., was the *Andre*, carrying 10,000 tons from Peru. A floating marine repair shop, belonging to the Army, was launched at Bethlehem's Staten Island yard. It is designed for repairs to small craft, such as landing ships, at advanced bases. Germany is adding five tankers, all large vessels, to its fleet this year, raising it considerably. At the beginning of the year, West Germany had a fleet of 74 vessels of approximately 270,000 deadweight tons in service.

The completion of a new \$750,000 river barge terminal at Chicago, Ill., was announced by the American Waterways Operators, Inc. The new installation, which has a 2,000-foot dock and provides unloading space for 25 box cars, 20 open cars and 20 large trailer trucks, is located on the Chicago River section of the Chicago Sanitary and Ship Canal. It will help to serve river traffic on the Illinois Waterway, which last year exceeded 18,500,000 tons.

The world's first mastless liner, the \$16.8 million *Orient Lines Orsova*, sailed from London, England, recently on her maiden voyage to Australia. Designers eliminated the conventional mast and planned a streamlined funnel that could be rigged to carry the radio antenna and halyards. The Navy announced that eight additional Government-owned ships of the MSTC fleet would be inactivated and placed in the reserve fleet. The vessels will be overhauled and inactivated in private shipyards before being laid up in both Atlantic and Pacific reserve fleets.

The Public Works Superintendent of New York State, Bertram D. Tallamy, announced the state barge canal opening schedule for the 1954 navigation season, weather and water conditions permitting, to be: the Champlain Canal to open April 5, and the Erie, Oswego and Cayuga-Seneca Canals on April 12. The Chilean Government declared the country's principal ports emergency zones because of a strike of merchant marine officers. The walkout tied up more than 40 coastal vessels. Finnish seamen, incensed at the "reactionary social policies" of a shipping company owned by the Soviet Union, recently called a successful strike against the line and forced Russia to give in to the workers. The seamen were members of the Finnish Seamen's Union. The Socony-Vacuum tanker *Eclipse* demonstrated the navigability of the Hudson River by going up to Albany even though she displaces 25,000 tons. It was the largest tanker ever to dock at Albany.

SEAFARERS

in ACTION

The consideration shown by Frank Airey, night cook and baker for the four-to-eight watch on the *Ocean Lotte* was duly noted and commended in the ship's minutes. Airey got the thanks of the men for serving them an early breakfast and making things a little easier for the men on that watch.

Airey, who is a native of Panama, has been sailing SIU ships for the last three years. He makes his home in the Canal Zone where he can watch the ships go by when not aboard one.

Being treasurer of the ship's fund is an added responsibility that can be a little bit of a headache. It also means a little extra work for a crewmember on his own time, keeping track of the money in the fund.

Richard Pawlak, treasurer of the fund on the *Seatrain Louisiana*, apparently did a good job, because the ship's crew gave him a vote of thanks when he ended his term of service and turned over his duties to another Seafarer selected by his shipmates.

Sails On Deck

Pawlak, who has been an SIU member since February, 1949, sails regularly in the deck department. He's a native New Yorker, 27 years old. He now makes his home in Bayonne, New Jersey.

A good job as ship's delegate was done on the *Shinnecock Bay* (Mar Trade) by Clifton G. McLellan. The ship's minutes reported that McLellan got the captain to lift logs he had imposed against three of the crewmembers, and handled other beefs in satisfactory fashion.



McLellan

Easier Payoff

His prompt shipboard representation meant that there was that much less for the boarding patrolman to deal with at the ship's arrival, making for a smoother and speedier payoff for all concerned.

McLellan, a deck department man, has been an SIU member since September, 1948, joining the union in San Francisco. The 35-year-old Seafarer is a native of the Keystone state, Pennsylvania, but now has home and family in Phoenix, Arizona.



Pawlak

On the Job

Shipboard Accident Survey

The SIU-manned Waterman Steamship Company has worked up a survey of all the causes of shipboard accidents on their ships during the entire year of 1953, in order to find out what constituted the greatest shipboard hazards. The survey, based on accident reports from the various ships, showed a total of 1,147 accidents throughout the fleet well distributed among a variety of causes. But the greatest single cause of accidents was under the heading of slipping, tripping and falling.

All in all, 325 men were hurt because of obstacles underfoot or poor sea legs. Padeyes and chain lashings, door sills, lines, wet decks due to weather conditions contributed. Unsecured ladders and rolling of the ship were also responsible for a number of such accidents. On the other hand there was only one accident involving a man falling from rigging and overhead stages, where most people would assume that most of the danger lies.

The other major cause of mishaps involved handling of objects on board ship, including strains and sprains from lifting objects, being hit by a falling object, bruised or cut against machinery and equipment, hurt by slipping wrenches, knife cuts and the like.

Half of Total

Between them, these two general categories accounted for half of all shipboard accidents. In other words, the accidents were of the kind that could happen in any industrial installation anywhere, with shipboard weather conditions being an extra added hazard.

New Seasickness Cure?

Seamen don't like to talk about it too much, but when the going really gets rough, some of the more experienced hands will get as seasick as the rawest newcomer. In recent years quite a few seasickness pills have been tried out with indifferent success.

Now the Navy has come up with a new combination called Bonamine, which, it is claimed, will give 24-hour protection against seasickness in a single dose in "most cases." Tests conducted aboard a troopship showed that only six of 115 soldiers given the drug experienced the usual symptoms of seasickness. Soldiers who received dummy tablets that contained no real medication were seasick in much larger numbers. The same tests were conducted with paratroopers to combat airsickness.

The new medication is now being sold commercially for use by travelers, but seamen can't be blamed if they are skeptical of its virtues and stick to the old tea and cracker routine, or whatever their own personal remedy happens to be.

A New Trade, Chemical Carriers

A new type tanker industry under development now is carrying of liquid chemicals in specially-built ships. The SIU-manned *Val Chem* and *Excello* are two of a growing fleet of such ships. Ships like these carry a variety of products such as inorganic acids, caustics and synthetic organic compounds.

New Chemical Tanker

Recently Dow Chemical built the first tanker designed from the start for this kind of operation, since all chemical carriers previous to that were converted tankers or bulk carriers. The new ship, the *Marine Dow Chem* looks like a conventional T-2, but is able to carry up to 11 different chemicals at the same time. This is made possible by the fact that the tanks, pumps and vents are separated, so that there can be no intermixing of chemical products. In addition, the chemical tankers can carry a certain amount of petroleum should the demand warrant.

In the *Marine Dow Chem*, four tanks are designed to carry corrosive caustic soda and are made accordingly out of pure nickel or steel covered with nickel to prevent corrosion. The caustic soda has to be kept at a rather high temperature, so that heating coils of nickel are built in. This product is used widely in making soap, pulp, paper, rayon and other industrial items.

Tanks designed for carrying hydrochloric acids are lined with rubber, and other tanks especially adapted accordingly. All chemical cargoes are isolated from the shell of the ship and any other steel surfaces which they would corrode, or from which they would get contaminated.

Other products carried by the chemical tankers include formaldehyde, liquid fertilizers, sulphates and similar items. They can be expected to play a more important role in coastwise shipping in the next few years.

Burly

Dry Run

By Bernard Seaman



Yarmouth Shows Law Loopholes

(Continued from page 3)

responsible for the scheme would soon be telling his cellmates all about it in a Federal pen. When the shipowner does it, he gets the blessing of the Maritime Administration and the Department of Commerce.

No Uniform Requirements

The trouble is, as the "New York Times" put it in a recent article on transfers, "it is a surprising fact that the nations of the world have failed to develop any uniform prerequisites for granting maritime nationality to a vessel. Each country has the right to determine for itself the requirements which domestic or foreign-owned ships must meet to fly its flag. Any country, may, if it desires, grant this right to foreign owned and operated vessels . . ."

The article goes on to point out "Not only may a ship owner avoid his national legislation by the device of foreign registration, but the foreign state is free under present international law, to grant its flag to the vessel without demanding more than the filing of an application and the payment of a prescribed fee . . . the flag-state has no effective control over the vessel, which may not even touch the

ports of the flag state. In this situation neither the flag state nor any other country is in a position to control the ship on the high seas . . ."

It concludes by suggesting that steps should be taken through the UN for effective control of such ships.

The newly-created Boston-Liberians, who fall exactly within the category described above, have been operating the Yarmouth under the American flag ever since the ship came out in 1927. Each spring when the ice goes out, the Yarmouth provides direct-access service between Boston and Nova Scotia, a run that has been maintained steadily except during the war years.

Eastern was one of the first companies under contract when the SIU was organized in 1939 and its ships have been manned by Seafarers ever since. One of the benefits the company gains through the transfer is the privilege of hiring aliens at whatever wage it feels like paying. Wages on Panamanian and Liberian ships vary widely, but it is not unusual for such ships to hire men for \$60 to \$80 a month and 40 cents an hour for overtime.

Further, nobody from Liberia is

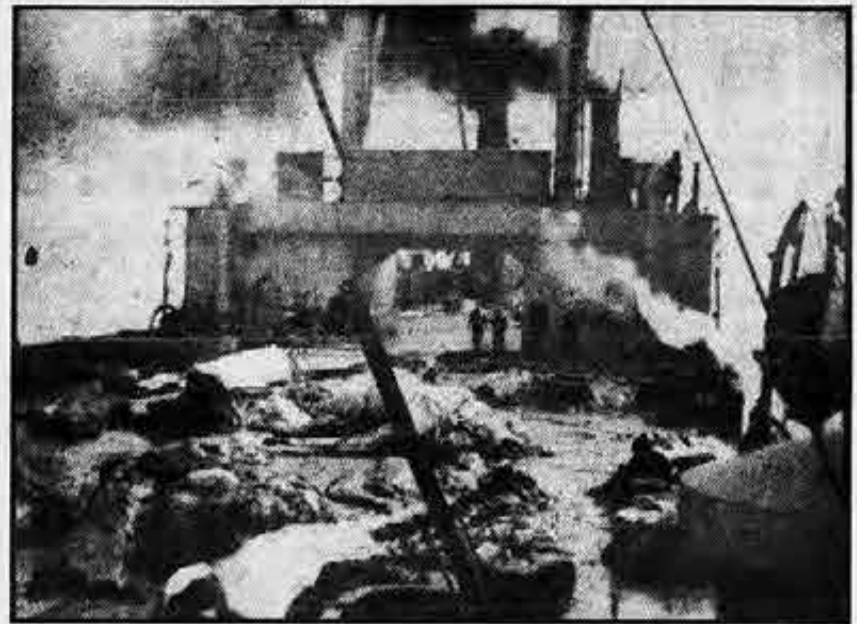
going to bother to check the Yarmouth to see if men sailing as AB's, firemen, electricians, etc., are qualified ratings. Nor will these men, sailing regularly in and out of Boston need port security cards and Coast Guard clearances to man the ship, unless they happen to be US citizens.

Hired Through Office

Men on such ships are usually hired the old-fashioned way, through the company office. Or else they are referred to the company by the consulate with no questions asked.

One thing about the latest Yarmouth development is quite certain though—the new Liberian ship and its owners will never get within radar-hailing distance of Liberian shores.

In defending ship transfers recently before a Congressional Committee, Maritime Administrator Louis Rothschild said that transfers were preferable to laying up or scrapping the ships. What Rothschild failed to say was that each such transfer further tightens the noose around American flag shipping by putting existing shipping operations in jeopardy through cut-throat competition. In most instances it is the existence of such cut-throat competition that makes it unprofitable for American-flag ships to operate. Maritime people would readily agree that removal of Panamanian and Liberian operations and their ilk from the high seas would make it possible for ships to operate profitably under the American flag.



The carcass of a whale is scattered all over the foredeck of the whale factory ship Ulysses where massive chunks of whalemeat and bone are cut up and prepared for processing. Work on another whale is already going forward on the afterdeck (rear).

SeaLife Today 'Tame' To Whaleship Hand

(Continued from page 9)

has about 30 years sailing time under his belt, about equally split between foreign and US ships. His last SIU ship was the Robin Kettering (Seas), which he had to leave in Africa due to illness. Later he repatriated back to the States on the Robin Locksley, another Seas Shipping Company vessel. Jacobsen reported that this

was the first time in all his years of sailing that he had to be hospitalized.

The way the whaling operation worked, the whales were hunted down and harpooned from small boats, then towed to the ship and secured aft, where they could be hauled aboard one by one with the aid of giant booms located amidships. Whenever the ship was carrying whales aft, it moved slowly to avoid catching one of the monsters in the propeller.

On the afterdeck, the whale was cut up and the blubber removed so that the carcass could be moved to the foredeck where the meat and bone was retrieved.

Although the familiar cry "She blows!" was always an exciting one on a whaling ship, especially when luck was poor and a catch was few and far between, Jacobsen acknowledged that he'd had some exciting times during World War II also.

He made 21 trips across the North Atlantic, about a half dozen more between the Caribbean and the Mediterranean and spent some eight months shuttling along the English coast. The only ship he lost during this period was a Swedish freighter, which went down off the coast of England.

Unions Leading Transfer Fight

(Continued from page 3)

lay-up fleets. Industry spokesmen, however, urged that prior consideration be given to those operators with surplus freighters originally bought from the Government. They contended that the private operators with idle ships of the desired type should have priority to sell them to Brazil.

In other legislative action on maritime matters, a House unit also aired the question of the competition with private shipping posed by the Military Sea Transportation Service, which both union and industry officials charge with offering unfair competition in the carriage of both cargoes and passengers. Opposition to the MSTs operation hinges on its movement of freight and passengers which private shippers contend could be just as easily moved by idle private tonnage. MSTs officials have defended the agency on the ground that private operators do not have the proper vessels to handle the disputed shipments.

Did He Win \$140G's?

(Continued from page 6)

were lots of football "pools" for big prizes.

Since Curacao was close by Venezuela and many Seafarers take part in the big South American lotteries each year, the next possibility checked was whether Venezuela had just held a big sweepstakes. The answer was negative here also. The prize was much smaller and the last one was held in the fall of 1953.

New Orleans was advised from headquarters that Hals couldn't have won the Irish Sweepstakes, even though there are two of them each year. The one prior to this was held last fall before Hals bought his "winning" ticket; the latest one wasn't due to be run off until March 27, and Hals had already "won" it early in March.

Since the Del Norte was still in port, inquiries were started among

the crewmembers. The Seafarer who was with Hals when he bought his ticket didn't remember what lottery it was on.

The problem was to locate somebody on the ship who had actually seen or spoken to the man who came aboard the Del Norte in Curacao. This was established by a deck department man who said he talked with the guy, who had said a wire was being held for Hals in the steamship company agent's office informing Hals that he had a winning ticket.

However, the doubting Thomases again entered the picture here, noting that in the case of the Irish Sweepstakes at least, the winners are informed directly by cable. Since Hals lives in New Orleans and obviously planned to make only one trip on the ship he would certainly have given his New Orleans address.

Spoke To Two Others

Two other crewmembers then appeared to volunteer the information that they too had spoken to the company representative and were told Hals had the winning ticket. One of them said he knew it wasn't the Irish Sweepstakes that was involved, but that it was the "English Sweepstakes" instead. However, there just isn't any.

There the matter stands. The LOG contacted the agent in Curacao, but has gotten no answers as yet. The winners of the Irish Sweepstakes have already been announced and Hals is definitely not among them.

Hals, meanwhile, is still upset over the whole thing because he thinks he is out a big wad of dough and now all sorts of people are after him to help him collect the loot—for a price, in advance. He said he'd been buying all kinds of lottery tickets for 20 years and the biggest prize he ever won previously was \$30 in a Venezuelan pool. Now he's poorer by \$140,000 that he never had anyway, unless further inquiries at Curacao can establish what, if anything, he won, and on what.

NLRB Throws Out Dock Vote, Orders New Pier Election

(Continued from page 2)

of the old ILA and further weakening its finances.

Beatings and Knifings

The NLRB examiner's report placed heavy stress on the presence of known waterfront hoods in and around polling places, on beatings inflicted on several longshoremen and on the knifing of three men in Brooklyn by a mob led by Albert Ackilitis.

Further substantiation of the AFL's charges of violence and intimidation came in the course of the so-called "wildcat" strike which the ILA called in a desperate attempt to blackmail the NLRB into a decision it wanted. There were several instances of attacks on working longshoremen, their cars, telephoned threats to families, rock-throwing and the like. In one instance ILA enforcers went so far as to invade a longshoreman's home and threaten his wife and children.

Despite all the old ILA's tactics, each day saw larger numbers of longshoremen working the docks.

The AFL-ILA's pointed out that the "wildcat" strike was merely a political pressure device and had no connection with any legitimate economic beef.

As the days wore on and the "wildcat" weakened, the old ILA attempted a variety of smokescreen diversions which had little effect on the waterfront.

They went so far as to dispatch several busloads of men to Washington where they picketed the NLRB offices and the White House. Observers were puzzled as to just what they hoped to gain through these tactics, reminiscent of those used by the Civil Rights Congress and other organizations generally considered Communist-dominated.

Meanwhile, other Atlantic Coast ports like Boston, Philadelphia and Baltimore hummed feverishly in an attempt to handle traffic diverted from New York. Longshoremen in those ports, still affiliated with the old ILA, were busy unloading cargo that normally would be handled by New York longshoremen currently being kept from their jobs by the old ILA.

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Shark Fishing Chief Attraction Aboard Vessel On Far-East Run



Very dead shark hangs limply on deck of the Robin Locksley as two of the crewmembers stand alongside it to have their pictures shot by the shipboard photographer. It was a 12-footer. The shark was taken after a fierce running battle.



James Byrne, a mighty fisherman he, shows what a shark's dental work looks like without the rest of it.

Just in case there is any doubt about who caught that 12-foot shark aboard the Robin Locksley of Seas, reported in the February 19 issue of the LOG, Seafarer James Byrne wants it cleared up here and now. The intrepid worm-strangler said it was he and no other who should get credit for the snare, and this is the way it happened:

With the vessel anchored off Tamatave, Madagascar, the junior third assistant engineer dropped a quarter-inch line over the aft end of the ship one evening after dinner. It was all in pursuit of some diversion while the ship lay in port. The line had a three-inch steel hook on the end of it, baited with a hunk of meat.

Nothing happened all that night or the next morning, but developments occurred apace soon after. Around coffeetime on that Sunday morning, while the bosun and ship's carpenter were relaxing in the shade of a nearby awning with their caffeine in hand, Byrne went to try his hand at the line still hanging limply over the side of the ship. After reeling in one foot of the line, Byrne was sorry he started the whole thing, because things really began to happen.

A Call To Arms

Something snapped the bait on the end of the line as if it were a tidbit, and in the process trapped Byrne's hand to the rail with the

force of its weight on the line. A call to arms brought the bosun and the carpenter post haste. The duo quickly took hold of the line and pulled with all their strength, buttressed by the strong coffee bean. Byrne, in the meantime, was taking hitches on the line around the rail.

Bulbs Popping

The trio got the head out of the water so that the air might stifle the sea monster, taking some of the fight out of it before they had to meet it head-on. By this time, the news had spread all over the ship, with the amateur photographers among the crew having a field day. Bulbs kept popping, shutters kept clicking, and the trio kept hauling away. The electrician put power on the winches, while the bosun and carpenter fashioned a noose down the cable and ran it under the main fins.

As the monster started up the side of the ship, four pilot fish dropped off its sides and slid into the waters alongside a three-foot baby shark which accompanied the catch. The shark the men had caught was apparently the mother

of the tyro, or some brand of assorted relative at the very least. The shark was hauled level with the rail and suspended there for a time while the lens addicts took shots to satiate their desires.

Top Shark

Lowering the denizen of the deep on the deck on a previously prepared foot scale, the shark was measured to be a 12-footer, weighing in at around 800 pounds on the fin. The fish was 42 inches around at its widest girth and had a mouth span of 18 inches across. It looked like a dental advertisement. It was the largest caught in these waters, and one of the largest sharks snared anywhere in the waters of the world.

Letting pride fall where it may, the bosun hung the shark over the side so the people on shore could take a gander. The launches were running all day, with the crowd coming out in droves. The next day the line was cut and the carcass was consigned to the sea once more, but not before its jawbone, teeth and all, were removed as a trophy.

Just about that time the discussion arose as to who was the rightful claimant to the finny prize. The bosun and carpenter each put in their claim, disputing Byrne's. But that was not all, as the engineer who started the whole thing claimed it was his line and hook. The argument was still raging at last report, but Byrne stuck steadfastly to his line.

OS Over Side

The daring devotee of Izaak Walton had other news to report from the vessel. He claims there was a balmy OS aboard who jumped over the side of the ship and swam to the beach and back. Of course, that was before the shark was caught. That little bit of action seemed to put a damper on any repeats of the same aquatorial valor.

In one English pub, said Byrne, he saw a sign above the bar, written in typical British jargon: "We haves, cold beers we haves here." The beer, Byrne reported, was much better than the grammar.

Did You Know . . .

That one man was both the son and the father of a President of the United States? John Scott Harrison, born in 1804 at Vincennes, Indiana, was the son of William Henry Harrison, ninth President of the US, and father of Benjamin Harrison, the twenty-third President. His only activity in politics was the four years he spent as a member of Congress from Ohio.

That if you're dealt a perfect hand in gin rummy, you've beaten odds of 13,629 to 1 against you?

That when an SIU ship is due to lay up for a period of more than ten days but comes out again within ten days, wages and subsistence are payable to all members of the crew entitled to return to the vessel who were laid off? When ships are inactive for less than ten days, the crew must be kept on at regular pay.

That Thomas A. Edison did not invent the incandescent electric lamp? Edison, however, was the first man to invent an incandescent electric lamp which was not only successful but which could be manufactured commercially. Attempts by others to use electricity for lighting purposes were made with arc lights as early as 1800, nearly 80 years before Edison succeeded.

That the first bathtub used in America was imported from England about 1820 by Eli Whitney, inventor of the cotton gin? Since it was an object of much curiosity, it is said Whitney kept it in the front yard of his home in New York City when it wasn't in use so that passersby could examine it. The first American-made bath-

tub was installed in the home of a Cincinnati, Ohio, grain dealer in 1842. It was made of mahogany lined with sheet lead.

That the greatest source of tax revenue for the Federal Government in the fiscal year which ended last June, aside from income taxes, was from liquor taxes? A total of more than \$1.8 billion in liquor taxes was collected by the Government during the period, an average of \$11.50 for every man, woman and child in the US.

That the SIU films "This Is The SIU," "The Battle of Wall Street" and the newest one—"The Seafarers: The Story of The SIU," in color, are available for showings on all ships? If the crew on your ship hasn't seen these Union films, prints can be obtained through SIU headquarters or any SIU hall.

That when billiard champ Willie Hoppe retired at the age of 85 in 1952, he had won the record number of 51 world billiard titles in a career dating back to his teens? To top things off properly, Hoppe captured the three-cushion crown for the sixth time in a row the year he retired.

That an edition of the Bible printed in London in 1631 was called the "Wicked Bible" because it appeared to sanction adultery? The unintentional omission of the word *not* in the edition made the Seventh Commandment read "Thou shalt commit adultery," and all copies of the edition were ordered destroyed. The few copies which escaped this edict are valuable collectors' items today.

Seafarers Mourn For Skipper on Final Trip

Seafarers, true to the tradition of the sea, take their shipboard duties seriously, reported Seafarer Edwin Roop recently aboard the Cubore (Ore). In addition to the normal exigencies occurring aboard

ship, every Seafarer is ready to lend a hand in unforeseen circumstances. Just such a thing occurred on the last trip of the Cubore when the captain crossed the bar.

The ship was one-day out of Sparrows' Point, Maryland, on a return run when, according to Roop, the captain of the vessel left this earthly world. He was buried at sea one day out of port on Friday, March 12, 1954, but not before his Seafarer crew saw to it that he wore all the appropriate regalia.



Roop

Captain Mason, reported Roop, was 53-years-old when he set sail on his final voyage. The master of the vessel passed away during the 12-4 morning watch aboard the Cubore after being in ill-health most of the voyage to Venezuela. Once the initial shock had subsided, the crew got to work quickly.

Cross River Styx

The captain's body was bathed and otherwise prepared for its journey across the river Styx, with all hands pitching in to help. Then one crewmember covered the body with vaseline to exclude air and wrapped the body in a sheet before several huskies carried the body below and placed it in an icebox. With matters at a standstill for

the time being, the crew radioed ashore for further orders. After some time had passed, the ship received a message directing that the captain be buried at sea and his body consigned to the deep.

Weigh Down Body

Acting on the orders, the bosun, with the assistance of several members of the crew, sewed the skipper's body in canvas. Four pieces of steel, each about four feet long, were placed in the canvas next to the body to give weight to the sack and to sink the corpse. In addition, two buckets of iron ore, in rock form, were emptied into the canvas to help weigh it down as it plunged to the bottom.

Ceremonies were held on the stern of the vessel, with full honors paid the captain by his crew. The chief officer, after the captain's demise, read the services. The deceased was then consigned to the waters of the Atlantic Ocean as the skipper made his final voyage.

Fill That Berth

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

Quiz Corner

- (1) What percent of ships owned by US citizens is now sailing under foreign flags?
- (2) Working together, Harry and John can do a certain repair job in 12 hours. Harry can do the whole job himself in 20 hours. How long would it take John to do the job alone?
- (3) What famous news commentator devoted his television program to an attack on Senator Joseph McCarthy and attracted nationwide attention?
- (4) Who is "Nick The Greek"?
- (5) What was the Ludlow massacre?
- (6) A certain formation of clouds helps to form what is called a "Mackerel Sky." What is the name of the cloud formation?
- (7) Where does the New York Giants baseball team conduct spring training?
- (8) Why are grooves placed around the edges of most coins?
- (9) Leningrad's name in pre-Communist Russia was (a) Catherinegrad, (b) St. Petersburg, (c) St. Sophia?
- (10) What was the Battle of Zama?

(Quiz Answers on Page 25)

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

The search for a satisfactory still camera that will take photographs in rapid sequence ("rapid" in this case meaning as fast as the photographer can press the shutter release) has grown in intensity during the past few years. The most urgent demands have come from the army of photo journalists who have designated themselves the vanguard of American photography.

This group has, in turn, been motivated by the editorial direction of many current periodicals. Editors more and more want photographers to preserve the precise sequence of events with all the sense of excitement and movement in the original situation. Sometimes this series of dramatic images is molded into a form called the "picture story." At other times action is published for its own sake because of some intrinsic point of observation or clear insight. Since one medium already exists in everyday life that does this job beautifully—namely, the movies—much editorial thinking is actually an attempt to recreate with still photographs a similar illusion of motion.

German Ditto 99

As a result photographers and editors have turned hopefully to the rapid sequence camera with its motorized film transport and portability. Any or all of these interested parties would probably agree that the ideal sequence camera has not yet been invented. Nevertheless the German-made "Ditto 99" which has recently appeared on the American market has many features which make it a rapid sequence camera to be regarded with serious consideration.

The Ditto 99 is a full frame 35mm camera with a spring-operated motor that automatically transports the film and cocks the shutter up to 12 times in each winding. (The earlier Robot operated up to 24 times). It has a distinctive appearance with its body of satin chrome finish metal and light grey ribbed body covering. While not so compact as some 35mm cameras which do not have its spring-drive motor, it is well designed and light in weight (22 ounces) considering the problems of fitting this kind of mechanism into a small precision camera.

Film loading is an important part of the proper functioning of the Ditto. The bottom and back of the camera are removed entirely by twisting a single knob. Because the film moves so rapidly, it is especially important that the rewind knob interfere in no way with the film magazine during operation. The conventional sprocket threading of a 35mm camera is eliminated in the Ditto. Instead, the film is gripped by holding pins that are built directly onto the barrel of the spring motor, which actually serves as a take-up spool. A scratch-proof hinged pressure plate attached to the camera body serves to keep the film in exact alignment as it is sped through the camera. When the spring runs down there is no danger of partial exposure since only the transport is dependent on the drive spring; the shutter operates as usual only on pressure from the shutter release and this cannot be released if the film has not been fully transported to the next frame. Shutter speeds from 1/25 to 1/1000 a second plus B are set with a clearly marked dial on top of the camera body. The shutter is synched for all flash delays.

The standard Ditto 99 lens is the 45mm Dittar 2.8. Because of the great depth of field and the nature of the work usually done with a sequence camera, it has no rangefinder. The lens is interchangeable with telephoto lenses of 70 and 105mm focal length. Also available is a focussing head for distance from 8 to 24 inches. Price of the Ditto 99 with standard lens is \$99.00 including tax, less carrying case and flash. The manufacturer has recently announced a new version of the camera with a slightly higher price which will provide a slow shutter speeds below the 1/25th, also the ability to focus down to 8 inches without any supplementary accessories.

Brother Trio Goes Prospecting For What-Have-You In Colorado

There's nothing like getting away from the sea for a little relaxation, according to a report from Seafarer Chester Hughart. Hughart, it seems, got as far away from the sea as is possible for almost any man, so he should know whereof he speaks.

Vacationing far from the coasts on which he sails, Hughart, along with two brothers of the flesh rather than

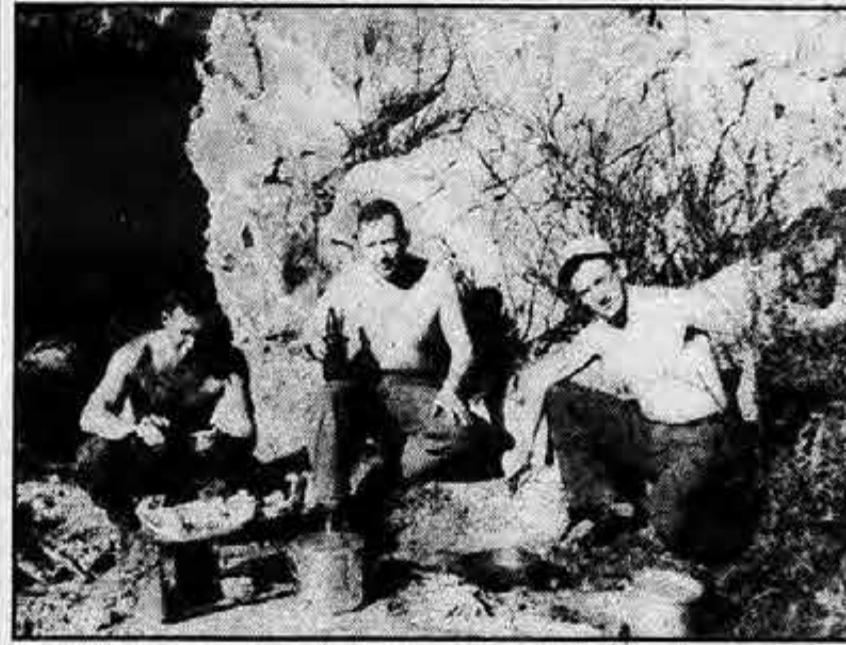
the Union, invaded the prospecting country in the hills of Colorado. Hughart didn't say what he and

his brothers were prospecting for, but it can safely be concluded that it fell somewhere alphabetically between aluminum and zinc.

Using Lakewood, Colorado, as a base of operations for their dual project, the brothers Hughart fanned out throughout the state until they came to a campsite about 35 miles west of Denver, the capital of said state. Despite prospecting and vacationing in the dead of winter, early last February, the touring trio found plenty of occasion to doff their shirts and bask in the hot winter sun. All that about two miles up.

Packing all their mountain climbing and prospecting equipment, Hughart and his brothers, James and Roger, set out for the wilds of the countryside. Armed only with pots, pans, coffeemaker and beer, as well as less important provisions, the trio made their way up and down those red hills for which the state is justly famous.

Aware of ever-present danger, the brothers brought along their trusty flashlights as well as their what-have-you counters, just in case they ran across any what-have-yous while they were out prospecting. In addition, they brought along the only thing that was loaded on the trip, a camera, to record the events of their epochal tour. Otherwise, no one would have believed that they could have gotten sunburned in Colorado in the middle of winter.



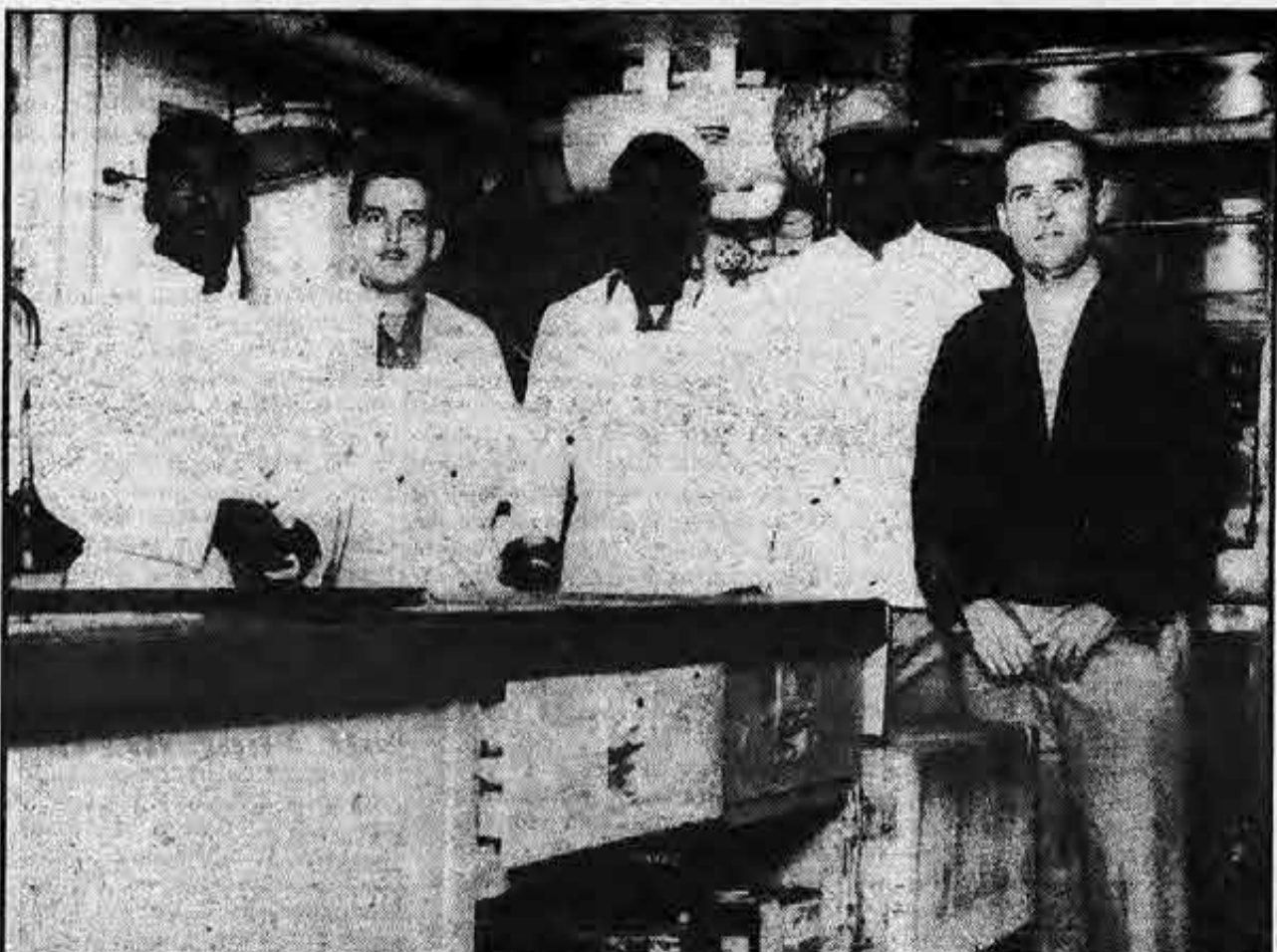
Prospecting trio taking time out for a coffee break include, left to right, Chester, James and Roger Hughart, above, while below, Roger, left, watches Chester take rock scraping at cave entrance.

New Numbers For Hq. Phones

The telephone numbers of all New York headquarters phones were changed recently by the telephone company. All Seafarers calling headquarters are asked to use the new numbers to get faster service.

The new headquarters telephone number is HYacinth 9-6600.

Galley Crew Makes It Hot For Chow Hounds



Members of the galley crew making it hot (and cold) for the chow hounds aboard the Jean LaFitte (Waterman) above, are, left to right, Wilson Davis, night cook and baker; Robert Revira, 2nd cook; Clarence Hawkins, chief cook; Shofield Nettitt, galley utility; and George Craggs, chief steward.

Seafarers Pay Tribute To Shipmate's Memory

Seafarers the world over, in storm and strife, in fair weather and foul, in good and bad times, have proven their worth many times over. Once again evidence is at hand to prove that Seafarers, like the celebrated pachyderm, never forget a friend or a shipmate.

The latest case concerns Seafarers aboard the Del Sol of Mississippi who did not forget a former shipmate, the late and lamented Charlie Wilson, Wilson, who died in January, 1952, was buried in the port of Abidjan, Ivory Coast, French West Africa.

Clean Up Grave

Making a recent run to the port aboard the Del Sol, crewmembers went out of their way to see that everything was in tip-top shape in Wilson's last port of call. Some of the men made a special trip out to the grave to see that it was cleaned up and fresh flowers placed on it. Some foliage had overgrown the grave, but the boys got to work and it was cleaned up in no time at all. After it had been cleaned up a bit, fresh stones were placed around the periphery of the last resting place.

When all that was done, the Seafarers had to wait a bit until the morning plane came in with a load of fresh flowers for the grave.

Before it arrived, impatient as they were to honor Wilson's memory, the crew took a photo of the refurbished resting place. Satisfied with their work, the crew headed back for the ship, knowing they had done their job well. They intend to look after it on every trip.



The grave of the late Seafarer, Charlie Wilson, rests in Abidjan, Africa, where his former shipmates cleaned it up on their last run.

'Were You Caught In Raid Too?' Said The Seafarer To The Judge

It happened in a southern port, Seafarer Louis Aragues reports to the LOG, that he almost got in trouble just by having a good time, content in his innocence. It was just that innocence, however, he says in the "Del Norte Navigator," a shipboard publication, which almost compounded his "crime" and landed him in the local lockup.

Aragues had just come back from the evacuation of Humnang, Korea, in 1950 early in the Korean War and he was ready for bear, or bear hug. Fun was what he wanted. What he got was something of another sort, but it ended up not too unpleasantly.

Taking off on the town with the second assistant engineer, who was of a like mind with Aragues in the search of amusement, the duo was feeling no pain after making nodding acquaintance with a pint of gin. They drank a staggering amount and it was transported completely unchanged into their walk. The engineer's name was Steve Brodie, which, Aragues noted, figured later in the tale.

Beating Two to a Bar

Wending their way through town like a musical note, from bar to bar, the pair came upon a street square which had a pub on each corner. Consternation set in until it was decided which bar to choose, and having chosen, passing on to it. Brodie was so full of spirits at the time that he was slouched over the bar like a damp rag. The bartender used him to wipe a few glasses before he realized what he had in hand. Then, out of the night, came the gendarmes, and before he could do a Steve Brodie off the rim of a glass into the liquid contents, Brodie, along with Aragues, was picked up on a vagrancy charge.

The next thing the strolling troubadours knew they were in the pie wagon and heading for the upper crust of the police force. After a ride of short and vituperative duration, the pair arrived at old bailey, in company of others, and greeted the desk sergeant with dark and glowering looks. Aragues was the most lighthearted of the group, however, knowing he was in the right with signed articles



Seafarer Louis Aragues, reporter for the "Del Norte Navigator," and his wife, Juanita, left, drop in to compare notes with the LOG. At right, itinerant journalist looks over a copy of his work.



for another trip riding high on his other hip.

After getting through a few nondescript pedigrees, the desk sergeant came to Aragues. The seaman showed him his seaman's papers, and told him a few truths and half-truths. The latter were told with such an unwavering eye and unfaltering voice, that the sergeant took them for the gospel. Making like the hero he claims he was not, Aragues claimed he was just back from the battlefront of Humnang, hoping the association would place him in a favorable light. Also, the seaman implied that he was a political power in New York City. The sergeant dealt with him gingerly after that. Payment of \$20 bail made him a free man again until the trial the following week once again demanded his presence.

Brodie, however, did not fare so well with the three-striper at the desk. When asked his name, Brodie blared out the truth. Naturally, as befits any minion of the law, the officer doubted him as much as if he had said "Queen Elizabeth." Asked again, Brodie became adamant and reiterated his nomenclature at the top of his voice, for which he almost got the top of his skull bashed in on the spot. Two

officers ranged up beside him with upraised clubs, but the sergeant stymied the move for the present. There was some allusion to "the back room" when Aragues quietly stole away.

Back on the ship, conscience got the best of the Seafarer and he told the chief engineer what had transpired. Overwrought at the indignity visited upon an officer of the vessel, the chief stepped into the breach immediately, sending down the first and third assistant to rescue the second. Any more assistants, said Aragues, and the police would have been outnumbered.

Coming back the next week to answer the charges, Aragues was confident of their acquittal despite Brodie's despondency. Seeking direction to the court of the presiding judge, the pair got nowhere until they encountered a kindly gentleman who said he would lead the way, since he was going there, too. The man in question was dressed to the teeth, but in a dignified manner, and Aragues felt drawn to him.

Fire and Ice

During the course of the ascent in the elevator which was conveying them to the courtroom, the elevator operator mentioned that 22 people had been caught in a raid. Aragues, for some unfathomable reason, thought the other man in the elevator was one of those snared in the trap. "Were you caught in the raid?" he directed his question to the kindly gentleman, who froze at the thought. From then on things got much chillier in the elevator.

To make a long story short, the chilly elevator rider turned out to be the presiding judge and Aragues turned white. Of course, he laughed it all off as a joke once the color came back to his face. What else could he do, he reasoned to Brodie, who was too sick at the thought to commiserate with anyone. It all ended merrily when both Aragues and Brodie got off when the case was dismissed, going to sea the next day.

Be Sure to Get Dues Receipts

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

The SPORTS LINE

By Spike Marlin

A few Friday evenings back a scant couple of thousand onlookers who were foolish enough to pay their way in saw a reasonably-successful club fighter by the name of Paddy De Marco take the lightweight championship away from James Carter in Madison Square Garden. The results of the fight, while mildly surprising, excited nobody except Mrs. De Marco and the kiddies.

That's because few people took Carter seriously as a champion, and even fewer will have any disposition to classify De Marco in the same breath as such lightweights as Henry Armstrong, Barney Ross, Lou Ambers and Tony Canzoneri to name a few outstanding performers in the past two decades.

Lost It Before

As a matter of fact, once before Carter lost the title, that time to an awkward, clumsy Mexican fighter by the name of Lauro Salas. They had a return bout and Carter won it back easily. Before and after, he has been ducking out on the better men in the division, preferring to fight set-ups.

DeMarco figured as another one of the same, although he had a record for being a tough customer to handle mainly because he hit very hard with the top of his head.

Some pretty good fighters, notably Sandy Saddler for one, had their troubles with him in the past. However, he had been beaten three times in the past year by other ranking lightweights, which is probably the reason why the Carter management chose to fight him in the first place.

Stripped Of Talent

Now DeMarco is supposed to meet Carter in a return. It would surprise nobody if Carter won the title back again. Nor would it make much difference. For the lightweight class in the last couple of years has become almost as stripped of good fighters as the heavyweights, even though there are a few men around who can handle both Carter and DeMarco.

Through the years, the lightweight class has had more than its share of great champions. The cracker-barrel set will wax rhapsodic over such names as Joe Gans, Battling Nelson and Benny Leonard. But nobody has to go back that far.

The last man who held the title before Carter took it from him, Ike Williams, could have taken both Carter and DeMarco on successive nights when he was in his prime. We don't think he would have needed a total of 15 rounds to do it in either.

Bar Boys Drink Skoal To Shipmates



Enjoying a brew at Blackie's Bar in Houston, Texas, are Bert Manifold, left, and Jimmie George, second from left, along with night mate and engineer, both of whom are unidentified.

Seafarer Sam Says

APPLY FOR YOUR VACATION DOUGH!

TO BE ON THE SAFE SIDE, APPLY FOR YOUR VACATION PAY EVERY TIME YOU ACCUMULATE OVER 90 DAYS OF SEA-TIME.

THE VACATION OFFICE CANNOT HONOR DISCHARGES WITH PAYOFF DATES OVER ONE YEAR OLD.

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 is Sigmund Rothschild's recipe for pot roast.

Pot roast is more than an ordinary American staple in the right hands, according to Seafarer Sigmund Rothschild, cook and steward for many years in and out of maritime circles. The 39-year-old steward says he likes to cook on any ship, pot roast or otherwise, but he prefers the European runs for pleasure.

For a full crew of 47 men, Rothschild says, take the following ingredients to tickle their palates: three-quarters of a pound of bacon fat; one dozen large onions; five to six cloves of garlic; salt and pepper to season; flour for dredging; approximately two gallons of beef stock; 10 medium-sized carrots; 16 pounds of round or chuck beef and a roasting pan.

Rothschild's step-by-step pro-

cedure goes this way:

Season the meat with the salt and pepper as hot as the tongue allows. Then, dredge it in the flour, keep bacon fat hot by having it simmering in a frying pan on top of the stove, then braise the beef in the bacon fat until it is brown all over.

The next step is to dice the vegetables and half a stalk of celery, place the vegetables on top of the beef, or mixed in, and then put the concoction in the roasting pan.

Cooks In Gravy

At this point the beefstock comes into play by being poured over the beef and vegetables, which results in the pot roast being cooked in its own gravy. Place the dish in an oven registering 350 degrees for a period of about three hours, depending on the size of the meat. Turn the roast as it is warming in the pan every 10-15 minutes. All that is left to do, says the Seafarer who has been cooking with the SIV since 1943, is to serve it while it is piping hot.



Rothschild

Uses LOG Tale In Classroom

To the Editor:
The SEAFARERS LOG, which comes to me through your courtesy, is one of the most valuable labor papers that I have known, and my thanks are long overdue.

Many copies have been passed on, and especially those that had stories on well known historical events, like your story on the sinking of the Titanic. It so happens that a teacher of mine, in literature, uses that episode as an assignment for each new class, and he was glad to add the SIU account of the disaster to his collection. (I had brought an extra copy of the LOG from the New York convention at the time of my visit with all of you good friends at the SIU hall.)

All of the endeavors sponsored and especially the scholarships are valuable to the better understanding of the labor movement.

I wish that I might be of use; would some old cards with photographs of German Lloyd liners, taken around the turn of the century, be acceptable?

Louise R. Hoocker

(Ed. note: Thank you very much for your offer of the pictures; we will be very glad to have them.)

Pelican Mariner Run Just Fine

To the Editor:
Amid the ringing of her ship's bell and the clanking of her chains, the spanking-new Mariner, the Pelican Mariner, has announced her arrival here in Yokohama, Japan.

The trip across has been one of the most pleasant trips across I have ever had the good fortune to make. The untiring efforts of the entire steward department have made this trip so far a gourmet's delight. It is with regret that I add that almost all ships could not or cannot be the feeders that this one is.

Fine Baking

What with the exceptionally fine baking of our steward, J. Byrd and P. A. Shackelford, the expert culinary efforts of the unmatched George Crabtree and Wade Morris, the galley force is one of the best I've ever encountered.

Our crew here is a comparatively happy one and the total lack of beefs aboard gives a somewhat exhilarating feeling to any ship's delegate.

I regret to inform you that Brother D. Thompson has become ill and will be removed to the hospital here in Yokohama. He sure will be missed and the boys and I earnestly hope for his quick recovery.

W. J. (Red) Holligan

Enjoys Reading Union Paper

To the Editor:
Just a few lines to let you know how much I appreciate and enjoy your LOG. I really look forward to it, as all the items in it are interesting, amusing, informative and diversified. Keep it up and good luck to all of you.

Lisa M. Prejos

Wants Hospital Forms On Ships

To the Editor:
Brother Stewart Hanks, who wrote the "Letter of the Week" in the March 5th issue of the LOG, is to be commended. I agree with him that printed forms should be placed on board every SIU ship by the Welfare Department, this form to be filled out by the ship's delegate with all pertinent information about any brother who has to be hospitalized in a foreign port.

This form should contain such information as what the captain and company agents did for the

• L E T T E R S •

No Bliss In Bliss For Him

To the Editor:
As you know, the Army life doesn't agree with an SIU seaman. The chow and pay are very poor. Some of the food they feed us is worse than what I threw to the sea gulls, and that is no lie. I am now at Fort Bliss, Texas, going to gun mechanics school. I guess I will be a mechanic for a while.

I have told some of the boys here about the SIU and all the good conditions we have and they don't believe me. Even after they see the LOG. Oh, well, all of this propaganda the Army tries to feed you is eaten up by some of the guys.

I would like a little information: I have always understood that the minimum wage per hour set by the Government was \$.75. My wife has been working at an El Paso department store; she receives \$20 for a 48-hour week.

Tell Keith Terpe I send my best regards to him.

Boyd Davis

(Ed. note: The Federal Government's minimum wage scale of \$.75 applies only to those persons whose work comes under interstate commerce jurisdiction. Department stores are under local control.)

Smooth Sailing On Sweetwater

To the Editor:
We have completed two trips aboard the Sweetwater from San Pedro, Cal., and one trip from the Persian Gulf to Japan. We have at least two more runs to go by—we hope—since this is an exceptionally good ship. What makes it good? The crew, of course. They're a swell bunch of seamen, cooperative and well qualified in their respective jobs and a very happy bunch.

Take my department, for example. It is the hub of the wheel for morale, greater contentment and belly-robbing. There's Jimmie Grant, steward, who says: "I haven't a worry in the world. I know things are always going okay in my department." Ralph Martini is chief cook and that's enough said for those who know him. He's also ship's delegate and has the right personality to handle both jobs with dispatch. He's a conscientious worker and he pleases all with his culinary art. Frank Hall is second cook and baker and Frenchy Blanchard is third cook. Never heard a beef among them.

Hotter Than Hot

Glancing in the galley one might see Frenchy with the skillet, Frank preparing night lunch platters and the chief cook washing some pans or preparing vegetables. The radio is going full blast, everyone is happy and it is hotter than the sidley room where we hang our clothes to dry. The black gang and deck department, if they have any beefs, never discuss them in the messhall. In fact, you mostly hear humorous remarks about one another and that many of the dieters are eating themselves out of shape. There is also talk about the great lovers or about how "Bobo" the wiper bosses the pumpmen and engineers. That's why we look forward with pleasure to a couple of more shuttle runs. In fact, I heard some of the boys discuss what they would do if offered another year's contract out here in Japan. Sign up for another hitch, says they.

One difficulty we have had been the mail. The only address we have is the company's in New York. On the first trip we didn't get any

mail until the trip was over and we were back in San Pedro—40 days after leaving the States. Naturally, everybody griped. To date we haven't heard from the hall; no LOGS, no nothing.

Greater Need

From what I hear over the radio and read, there soon will be a greater necessity for more jobs on these ships. Perhaps some deal could be made whereby the fabulous OT of some seamen could be spread out to keep another man or men busy, for instance, a bosun's mate or another assistant for the pumpman or a painter. Looks to me like there is plenty of work for more hands, sacrificing the OT, of course. However, I am not familiar with the work in other departments and merely suggest this as an opening wedge to discussion along those lines.

It seems like a lot of ships, especially tankers, leave the lines on deck until they arrive at the next port, at the great inconvenience of the crew. The only reason I can see for doing this is to save OT or working time on deck. Many men stumble and grumble and do nothing about it. The lines are piled right outside the crew messhall and galley door. If insurance companies saw the number of passersby stumble and trip over these lines, they would tear their hair out.

Recreation Spot

The fantail is our most important recreational outdoor place on the ship, but there is no overhead canopy provided there for our benefit. There are ropes all over the deck and it still needs a hosing down. It gets an occasional sweeping, but that doesn't eliminate the redolences which arise from the garbage in that area. There were about 20 tankers waiting for cargo in the Persian Gulf and every one of them had a canopy over the fan tail. We were in the Baltimore shipyard for 45 days, with plenty of time for erection, but still no canopy.

Seamen spend a great deal of time reading and the demand for current literature is great, rather than the second-hand stuff we've been getting in the past years. I can safely say that I average \$5 a ship, along with a great many others, trying to keep up with the world in reading matter. How about having a library dues of \$5 a year, more or less, to help cover expenses of having a ship's library on all SIU ships that we could point to with much pride?

I guess I can find room enough to throw a few orchids to topside. They all seem to be okay, sociable and pleasant. The skipper, Andrew Pratt, is really tops, which is only natural since he was trained in the foc'sle.

Al Sadenwater

LOG Poem To Be Sold In NY

To the Editor:
This letter is to inform you that a poem of mine, "New York—Port Of Dreams," first published in the SEAFARERS LOG, will soon be sold in stores in New York City on post cards. I have made some changes in the poem and added two verses since you published it.

I am aware the poem was used on the Manhattan waterfront to garner votes for the AFL in its longshoreman dispute with the old ILA and was specifically asked by one man if I objected to such use. I do not. The SEAFARERS LOG is also entitled to use my poems for any purpose it believes beneficial to seamen, the port or the Union.

Roy Fleischer

LOG's Only SIU Benefit In Army

To the Editor:
I would like to have the LOG sent to me regularly, as it's one of the many things about the SIU that I miss; it's the only SIU benefit I can enjoy at the present, too. I sailed SIU from 1945 until October, 1953, when I was drafted and held the rating of chief electrician. I would like to send regards to all my brothers.

Pvt. C. F. McDowell
US 54 136 167
Student Co. 8
Camp Gordon, Ga.

(Ed. note: We are adding your name to the LOG's mailing list, as you requested.)

Wants Revised Injury Reports

To the Editor:
After reading the March 5 issue of the LOG I became aroused enough to write my first letter to you.

On behalf of the crew of the Alawai I want to thank S. Hanks, steward, for coming up with such a wonderful idea in his "Letter of the Week."

If the Welfare Services Department would put accident reports aboard ships it would mean another great step toward success. Brother Hanks has explained the idea so well that nothing can be added. It would mean that the Welfare Services would have only to walk over to their files when a brother comes in with a beef about an injury, instead of starting from scratch and trying to dig up facts too old to remember.

We could have the accident reports drawn up to include the mate's or engineer's signature and questions which give the brother an even break instead of the one-sided accident reports we have at this time.

Luke Ciamboli

Scores Charge To Go Aboard

To the Editor:
Enclosed you will find a ticket in the amount of \$5.00 as a charge for boarding a ship in order to see someone. Just who gets this money and what is it spent for? Is this Merchant Seamen's Charity a legally constituted one?

It has been sometime now since I went to sea, but this smells pretty fishy to me. Does the SIU get any of this money? This charge was levied for boarding the Patricia of the Swedish Lloyd Line.

If this money is for foreign seamen alone I am against it, but if American seamen benefit then it is all right with me. That is, if a responsible body is behind it and spends a minimum amount on operating costs, not like the charity gyms which have been exposed recently.

Paul Tribble

(Ed. note: The SIU has no connection with the vessel in question and does not have any information concerning the charity involved.)

Misses Reading Seafarers LOG

To the Editor:
Please send me the LOG, as I miss reading it. You sent it for a short period but not lately; I enjoy reading it.

King W. Elliott

(Ed. note: We have once again added your name to our mailing list, and apologize for the mistake. Thank you for calling it to our attention.)

ailing brother, proper medical care given and, if possible, a statement by the captain or agents on the method of repatriation after discharge from the hospital abroad. This form will be airmailed at once to the Welfare Department in New York so that the director, Walter Seikmann, can be kept informed by the company in the States on the man's welfare at all times, along with the method of transportation, maintenance, port of arrival and date expected, so that a welfare man can meet the ship, if necessary and see that the company agents do so.

As we know, many of our brothers have been stranded when they arrived in the States a long way from home, with no funds to tide them over till payment and settlement of their case.

One thing struck me very forcibly in Brother Hanks' letter as something that happens quite frequently: men being repatriated on freighters and company vessels if they are physically unable to care for themselves during the long voyage home, such as men who have suffered a stroke or other injury. A man in that predicament should be sent home on a passenger ship where he can be under a doctor's care, and the company should make the necessary arrangements on arrival for an ambulance and prompt admittance to a USPHS hospital. In cases of this sort, I feel, our negotiating committee should have a clause inserted in the agreement at the earliest possible opportunity covering this.

John Jellette

Wants To Read LOG On Beach

To the Editor:
I am a member of the Union and would like very much to have my name put on the mailing list. I am on the beach, unable to sail for a while, but still like to get the LOG biweekly, and appreciate it very much.

James D. Paston

(Ed. note: We have placed your name on the LOG's mailing list.)

Thinks Seamen Best Of Souls

To the Editor:
I am grateful to you for placing me on your complimentary subscription list. I anticipate many pleasant hours of reading the LOG.

Whatever else may be said about sailors, it cannot be said of them that they are ungenerous. I have found sailors and fisher folk to be prepared to share both their substance and themselves.

Marius Hansome

Busy Baltimore



Baltimore was buzzing when these Seafarers all came home at the same time. Kneeling, left to right, are Dan Biedronski and Bill Wiley, with Adam Buchacz and Fred La Plant.

Objects To Idea For Improvement

To the Editor:
Just finished reading a piece in the column, "Seafarers in Action," concerning brother Paul Ulrich, in reference to speeding up the service between the messmen and chief cook.

He seems to want a public address system installed for their use. What the heck is his rush for chow? Our solid contract specifies a complete meal hour for the black gang and the deck department. However, there are no provisions whatsoever for the steward department. We just have to eat whenever we get it and no one hears us squawk about it. We don't care how fast we get it as long as we get it.



Ryan

The next thing these fellows will want will be for the cooks and messboys to be on roller skates at their very beck and call. Tell them to take it easy; they can get enough sack time off watch.

Of course, I expect some repercussions about this, but I just got tired of reading all the time about the other departments having so many suggestions as to how to run the steward department. If they are so intelligent, why don't they sail in the steward department and see what it is like?

Joseph Ryan

(Ed. note: The brother who made the suggestion in the first instance, Paul Ulrich, is a member of the steward department himself and apparently felt it would make things simpler for his gang.)

Veteran Sailor Asks For Paper

To the Editor:
During the war I sailed in the engine room of various Standard Oil tankers and made numerous trips to England, Iceland and Russia. I am going to return to sea in the future and would like to join your Union at that time.

I am very interested in the activities of the Union and news from the several ships, and have been fortunate enough to get a glimpse of the LOG occasionally in the past when I came across copies of it.

I would be very grateful if you would add my name to your mailing list and send me the LOG whenever it is published.

John A. Johnson

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

Ex-Stewardess Enjoys LOG

To the Editor:
Enclosed you will find a donation for the LOG, which you send me every two weeks. I am a stewardess, and have retired my book for the time being, but keep up with many of my shipmates through the LOG, and others through meeting them in New Orleans. Thanks so much for your courtesy at all times.

Rosalie Rodrigue

Seacliff Is Now A Happy Ship

To the Editor:
This ship, the Seacliff (Coral), was the one that was so much talked of up and down the coast, especially the West Coast. Over in Pusan, Korea, we heard of no end of trouble aboard with the last crew, but believe me, things are different this trip.

We upheld the true SIU way of doing things and long may our banner wave. Our agent, Tommy

LETTERS

Banning in Frisco and Marty and Dave and the representatives did a swell job. They straightened out the ship so that this trip passed with everybody happy and contented—much different from the last voyage.

Oldtimers On Board

We have quite a few oldtimers on here, and if things did get a little out of line, as they sometimes do, a meeting was called and those in the wrong were told and reprimanded.

Plenty of stores were put on in Oakland—fresh and frozen vegetables, plenty of everything, as our agent was there to see everything was all right before we signed on. The captain, S. V. Syre, was as different from the last trip as day from night. Everybody is well satisfied, happy and contented.

E. Wallace

Ex-Railroad Man Is A LOG Reader

To the Editor:
I would appreciate it if you would place the name of a friend of mine, Sam S. Hill, on the regular mailing list to receive the SEAFARERS LOG. He is a retired railroad man and says the LOG is one of the finest organized labor papers he has read. Thank you.

Herbert R. Kreutz

(Ed. note: We have added Mr. Hill to the LOG's mailing list.)

Pen Is Mighty On SIU Vessel

To the Editor:
Recently you published an article I sent to you about the schoolboy mate on the Mankato Victory (Victory Carriers). The issue came aboard when we got to Mobile, Alabama, and the mate was the laughing stock of the ship after the article was read by all aboard. This article and what I had to say to the old man did do a lot of good, as Mr. McKeen is now second mate, and I'm looking forward to the day when he will be sailing OS where he belongs.

I didn't get to the hall as I hoped I would because our orders were changed while the ship was at sea.

Lots Of Sugar

I was so fed up with everything on the Mankato Victory that I paid off and went back to the West Coast. I am now aboard the Bienville (Waterman) and it looks like this one will go to New York with a load of sugar, so I will surely be able to drop in then, about the middle of April.

Best wishes to you all and to the continued success of the LOG and all the brothers at headquarters.

Charlie Mazur

Gets AB Ticket In Baltimore

To the Editor:
Last time I was around the hall in New York was about my permit. Well, now I have my AB ticket, receiving it in Baltimore.

A lot of credit goes to the good bosuns and ABs with whom I have sailed under the SIU banner. Every bit of seetime is with the SIU. There was never a time aboard an SIU ship that if I asked to be shown something I was refused. Everything was explained to me patiently and intelligently.

Perhaps you could put the en-



Harry Emmett, left, and George Lowe have their pictures taken aboard the Trojan Seaman.

closed snapshot of George Lowe and myself in the LOG. I am the one with the Seafarers' stetson on my head. My mom lives way down in Kansas City, Mo., and she gets the LOG. She would like to see my picture to show to the folks.

Harry Emmett

Choctaw Expects A Smooth Payoff

To the Editor:
The Choctaw (Waterman) had a smooth trip around from Seattle to Philadelphia, and we expect a smooth payoff. We have had a most cooperative and understanding captain—Captain Knut Aastasted; any beefs that arose were settled swiftly and without bias.

The steward, David Edwards, was unusually cooperative, combined good Union performance with excellent leadership. We had a good feeding ship, and without running the department ragged. When we got behind, he didn't raise hell as to why, but stepped in and helped out.

The ship has had quite a few hospital cases of one sort or another. The chief mate was supposed to have said, "Paint a red cross on

the stack and make it an official hospital ship." I strongly recommend the Union printing some forms to cover any questions which usually arise when a man goes to the hospital, so this information will be available to the Union welfare men and lawyers.

We have had very good cooperation from the engine delegate, Jack Simison; deck delegate "Irish" Adams; Omar Ames, the steward delegate. Only by a united effort can a ship be kept on an even keel. Bosun Knaflick has been a great help with Union matters and leadership.

George Johnson

Thanks Union For Its Paper

To the Editor:
I am writing in regard to your paper, the LOG. I have enjoyed the great way this paper is made up, the down-to-earth truth therein, and written in such a manner as to be easily understood.

I was given the privilege of reading this paper through the kindness of Bud Deane. I know he is now back with his fellow shipmates. The LOG was stopped when Bud left. He may want to know about this.

I hope to see him again in the near future, and to meet you personally. Until then, I will say thanks for the swell reading and the best of everything to you.

Jack Guthrie

LOG Not Safe In Army Camp

To the Editor:
I would very much like to have the LOG sent to me over here. There are a couple of fellows here in Rochefort, France, who receive the LOG in this outfit, but as soon as they put it down, somebody picks it up.

You just can't leave anything around in an Army barracks. I would like to receive my personal copy for the next 11 months.

Pvt. Thomas J. Keenan

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

Thanks Seafarers For Giving Blood

To the Editor:
I am writing to express my gratitude and heartfelt thanks to the men who so willingly donated blood to my little girl. She was seriously burned and is a patient of St. Vincent's Hospital in New York City.

As I do not know all of them personally, I am using this means of telling them how much I appreciate their kind act. In conclusion, may I wish them the best of luck and good sailing always.

Mrs. Betty Keene

Wants Paper To Follow Her

To the Editor:
I have been receiving the LOG at my present address for some time now, but am moving soon, and am sending you my new address. I do not want to miss getting any issue of the LOG, I enjoy reading it so much.

My husband and I have been married for nine years; he was an SIU bookman then and I can't help but praise the progress of the Union.

Mrs. W. W. Nichols

(Ed. note: We have changed your address on our mailing list.)

Credit Where Due, Says He

To the Editor:
I was in New York once again and didn't even get a chance to get up to the Port O' Call, what with one mate getting off and a new one getting on. I had to stay aboard trying to do what both wanted done and to take care of the stores and many other things.

I sent in a story and pictures to the LOG about a fire aboard the Steel Scientist in Calcutta, India. The story and photos ran in the paper with the notation that the pictures were taken by me.



Bankston

That's wrong. I know what some brothers would say about that, so please get it straight next time and give credit where it is due to the photographers. Don't say anything about Blackie Bankston, the son of a mother who is also the wife, mother-in-law and grandmother of a Seafarer.

Everything is holding its own around here, as you can tell by the minutes. That's all for now. See you soon.

Blackie Bankston

Asks Paper Be Sent To Tepee

To the Editor:
I would like very much to have you send my copy of the LOG to Wallace P. Anderson, Tuscarora Indian Reservation, Mt. Hope Road, RFD No. 1, Lewiston, NY. I am not living at 11 Carolyn Ct. anymore.

I might add that I certainly look forward to reading and receiving the LOG. I am very proud of our paper and I take great pleasure in showing it off to my Indian and white friends.

I am living on the reservation right now and plan on getting a ship as soon as shipping picks up a little. Best regards to all my friends in the Union.

Wallace "Mad Bear" Anderson

(Ed. note: Your change of address has been noted and you will continue to receive the LOG regularly, as published.)

Says NMU Not Equal Of SIU

To the Editor:
I remember reading an article I took out of the New York Sunday News concerning members who wrote to the News about the hospital funds the NMU doesn't have. I was a member of that so-called union from 1939 to 1946. I was ashore from 1947-1951 when I went back for a short stay before joining the SIU.

I sure am sorry I didn't join in 1938 when I first went to sea, as my wife is more than pleased that I am in a good and strong Union. We had lots of beefs on ships of the NMU and they were always referred to headquarters. I don't know where headquarters was or is, but it sure was not in this country because we never got any results from them.

M. V. Ciampi

Blood Donors Receive Thanks

To the Editor:
I would very much like to thank the Seafarers who donated blood for me. Although I do not know the names of the donors, I deeply appreciate their kindness.

It is gratifying to have been the recipient of the extreme generosity of these men. The doctors say I am sailing along smoothly. Thanks again.

Vito Alleluia

Honor Guard At Seafarer's Funeral



Seafarers, friends and honor guard stand at respectful attention as US Army chaplain reads services at the funeral of Seafarer Earl Cridlin. On left side of photo, Seafarers, left to right, are V. Tarallo, J. Surles, E. Cox, J. Broadbous, R. Norgren and E. Collins.



A uniformed US Customs Service man samples a shipment of cork on a Brooklyn pier. The sample will go to the Appraisers Stores in Manhattan, where examiners will determine the duty due on the bulk shipment.

'What's The Tariff?'

Seafarers who move the ships which bring billions of dollars worth of import cargo into the United States each year leave their concern with the arrival of the ship and cargo at the pierhead when their vessels tie up. But that's where agents for Uncle Sam take over.

They know their duty at the Appraisers Stores in New York City. Last year operatives at this little-known branch of the Customs Service enriched the US Treasury by \$300 million.

In a block-long warehouse on Varick Street, 520 people under Aler J. Couri, Appraiser of Customs, handle samples (or entire shipments) of imports coming into this country and expert appraisers determine how much is due the Government in duties. More than half of the \$10.5 billion in imports that entered last year had to clear through the stores. Some 400,000-odd individual entries pass through the building in a single year.

Levies may range from nothing, as in the case of an original work of art or a genuine antique, to 110 percent of an item's value. Examiners must be able to break down a mixed item to the major component part that carries the highest impost. They must consider not only the home value of an import but its value on the American market. The ever-growing list of imports now exceeds 20,000 individual items.

Much of the volume—including ores, bulk oil, sugar and similar commodities—is examined at piers. Package cargoes, however, are trucked to the stores, where the staff labors to release the merchandise within 24 hours.

Supervisor Couri is assisted by a chief assistant appraiser and a deputy appraiser, each with more than 25 years of service in the stores. Backstopping Couri and his two top aides are seven assistant appraisers, eighty examiners and a similar number of examiners' aides. The remainder of the staff consists of recording clerks, samplers, verifiers, police guards and laborers.

The key men are the examiners. Their lives have been devoted to becoming thoroughly familiar with the merchandise they examine. One handles precious stones, another meats and fish, another musical instruments and toys, and so on. Each is a respected authority in the importing world, and hardly one has not turned down attractive offers from private business firms. In addition to handling imports into New York, they advise examiners in other US ports of entry through the Customs Information Exchange.

This unit enables the Customs Service to maintain a uniform operating procedure in ports around the country. The chance of an importer finding another port of entry charging a lower duty rate is most unlikely.



At left, an examiner who handles musical instruments and toys, tests a French horn. It will carry a duty of 20 percent. It would be 35 percent for a toy horn. At right, appraisers weigh and examine diamonds. Loose stones carry a 10 percent duty. It's 35 percent on diamonds set in rings.



Above, an imported oil painting gets the once-over from the art examiner. An original painting is duty-free; a copy of an original is assessable. At left, a question on how to classify an imported article causes a conference. Since the duty differs, a decision has to be made whether the item, which is of a floral design, is costume jewelry or an artificial flower. Determinations of this type, made daily at the Appraisers Stores, helped add \$300 million to the US Treasury last year.

... DIGEST of SHIPS' MEETINGS ...

STEEL VENDOR (Isthmian), November 7—Chairman, Johnnie Hoggie; Secretary, Earl J. Laws. There is \$7 in the ship's fund left over from the last trip. Old repair list will be taken care of. Johnnie Hoggie was elected ship's delegate. Any member fouling up will be brought to punishment. Each man will donate to the ship's fund. Men off watch will clean the messhall. Motor should be turned off when the washing machine is not in use. Each man will change his own linen, piece for piece. Sanitary men will clean or wipe dust from fans in all rooms.

February 1—Chairman, John Hoggie; Secretary, V. G. Orenco. It was agreed to leave \$28 in the ship's fund for the next crew, after donating expenses, and to give the remainder to the Polio Fund (\$20). Crew was asked not to foul up and to return to ship on sailing day. Vote of thanks went to the steward department. Everyone must keep the laundry clean after use, and use the washing machine properly.

February 16—Chairman, John Hoggie; Secretary, L. W. Fessler. Routine crew disputes were settled by the crew. Door locks for crew's quarters should be replaced. Fan situation is OK. Boatmen must be fed after the crew when going through the Suez Canal. Steward department was thanked for special items bought from their own pockets. There was a general discussion of various incidents.

STEEL ADMIRAL (Isthmian), January 17—Chairman, V. D'Angelo; Secretary, C. Burns. First assistant said he would fix the wash basin in the 8-12 fo'c'sle. No US money will be given in draws. Deck department 8-12 watch fixed the sink themselves. Cold water faucet needs repairs, fo'c'sle door should have hooks. Department delegates will check on all porthole screens and report to ship's delegate.

February 21—Chairman, Charles Collins; Secretary, Charles Burns. Water tanks have been cleaned. Temporary repair of the broken sink is satisfactory. Repair list should be prepared for the next meeting. There was a discussion about varnishing the ice boxes; chief mate will be contacted by the ship's delegate on this. Vote of appreciation went to the chief cook and the rest of the steward department.



ROBIN SHERWOOD (Seas Shipping), November 30—Chairman, William Wallace; Secretary, T. Williams. Broomhead was elected ship's delegate by acclamation. One man missed ship in Savannah and rejoined in Jacksonville, Fla. Laundry should be locked in port. Garbage should not be dumped aft of house. Fish should be cooked later. There should be more variety in the night lunch.

January 25—Chairman, W. Wallace; Secretary, Thomas Williams. One sick man was left in Capetown. Money draws should be in US currency. All light guards should be taken down in passages. No beefs on food, OT or personal questions.

ROBIN KETTERING (Seas Shipping), February 14—Chairman, D. Whittaker; Secretary, V. J. Stefanick. One man was hospitalized in Lourenco Marques. Patrolman will be contacted about a new washing machine. Ships going as far as Bombay should be supplied with at least four months' stores. Food supply, which is insufficient, will be brought to the attention of the patrolman before

the next trip; the steward knew of this and made no attempt to remedy the situation. All delegates will turn in repair lists. Voluntary contributions will be accepted for the ship's fund. Ship's delegate should contact the company agent in these ports to see if there are any SIU men in the hospitals, so we can visit them, bring cigarettes, etc. Three SIU films were shown by the electricians along with the regular movies.

ROBIN LOCKSLEY (Seas Shipping), February 14—Chairman, M. Brightwell; Secretary, James F. Byrne. Aubrey Parsons was elected steward delegate. Baker will be given the chance to improve. Steward will be treated in the same way. Stores will be checked by the steward and patrolman before the ship leaves for the deep sea, to make sure that stores are adequate, due to the shortages on the last voyage.



STONY CREEK (Amer-Tramp), January 3—Chairman, J. S. Barron; Secretary, E. Black. Ship's delegate will contact the chief engineer about getting messroom chairs repaired. There is a food beef on shortage of one item. A few repairs are needed. There are 14,000 yen in the ship's fund. Steward will act as ship's treasurer.

February 12—Chairman, Elmer Black; Secretary, Reuben Ruttkay. Chief engineer was contacted on repairing messhall chairs, but said there were too many repairs to be done. Mate is still doing sailor's work. John Francis was elected engine delegate. Steward department should dump garbage over the stern. Engine and sidley doors should be kept closed at all times. Better care should be taken of the washing machine, such as not overloading, turning the switch off, making sure there is plenty of water in the machine and leaving it clean for the next man. Chief mate sent the page of the LOG that was posted on the ship's bulletin board to New York. Captain, chief engineer, mate and first assistant are anti-SIU in their attitude.

DE SOTO (Waterman), February 4—Chairman, Phil Reyes; Secretary, James Murphy. Repairs are needed on water cooler and double-bottom tanks. Contributions to cover the cost of movie films will be turned over to the steward. Gangway watch was asked to maintain a good watch. Garbage must be disposed back aft where facilities for this is. Entire crew was thanked for close cooperation between departments.

ALCOA PILGRIM (Alcoa), February 27—Chairman, D. L. Parker; Secretary, H. Sedgeway. Repair list should be made up before arrival in Trinidad. Delegates reported everything okay.

ALCOA RUNNER (Alcoa), February 14—Chairman, Leon Hall; Secretary, C. A. Crabtree. Most engine department repair work was done, but none of the deck department or steward department work was done. Men working topside should dump all trash back aft and keep it off the deck. All cups and glasses should be returned to the messroom and pantry. There should be better cut steaks in the future.

DEL ALBA (Mississippi), February 9—Chairman, C. F. Murree; Secretary, W. A. Van Dyne. Former ship's delegate reported a very pleasant voyage with full cooperation from all. New washing machine has been installed. There is a \$47.14 balance in the ship's fund. Elec-

Use Only One Mail Address

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

trician should try to repair the record player. Washing machine is too low to drain well. Ship's carpenter will be asked to install a platform under it. Sanitary work should be continued as before.

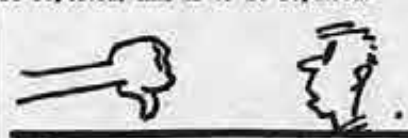
AZALEA CITY (Waterman), January 24—Chairman, Ray Queen; Secretary, Red Brady. There is a spray painting beef. There is \$32.40 in the ship's fund. Delegate will ask the Wilmington patrolman for help on the shower hot water beef. Repair lists will be turned in. There is a beef against the messman for poor service, but he is a young kid doing his best. Men going on watch will sit at two tables.

February 14—Chairman, R. Brady; Secretary, O. L. Barber. One man who missed ship will be reported to the patrolman. Ship's fund and ship's iron will be turned over to Brother Brady, who is staying on the ship. Mattresses and bunk springs should be replaced. Steward asked that all extra linen, clean and soiled, be returned before the pay-off.

ALCOA RUNNER (Alcoa), January 13—Chairman, Charles E. Wells; Secretary, C. A. Crabtree. Stevedore's toilet needs repairing. One man was logged for not turning in in Trinidad. OT in the deck department will be checked with the mate. Department delegates will make up repair lists and submit them to the steward who will turn them in at Mobile. Kitchen utensils should be returned to the messroom. Dishes used at night should be secure in the sink to keep them from breaking. Vessel needs extermination and the library books should be replaced.

RAGNAR NAESS (Seatramp), March 7—Chairman, J. Air; Secretary, T. Novak. If ships lays up, it was proposed that the balance of the ship's fund (\$15.05) be put into slopchest cigarettes to be donated to men on the beach. There will be a drawing for the iron. Steward should see that the vessel is properly stored, and the crew will back him. Quarters should be left clean.

WINTER HILL (Cities Service), March 3—Chairman, O. Pedersen; Secretary, B. F. Grice. One man missed ship in Tampa. Ship's delegate will take care of the ship's radio and ship's fund. The radio was left in a Sulphur repair shop. Patrolman will investigate the cause of the ship's delegate missing ship. Engine delegate spoke about painting the messhall and asked the crew to keep it in order. Thomas was elected ship's treasurer by acclamation. No money will be spent without an okay from the ship's delegate. It was decided to have an arrival pool of \$30 and to divide the money between the winner and the ship's fund. Dangerous condition of the windlass will be reported; this is to be repaired.



BALTORE (Ore), February 27—Chairman, Samuel H. Miller; Secretary, George Prota. One oiler missed ship and was replaced by a man from the hall. Delegates will make up repair lists. Ship's delegate will see the chief mate about keys for the crew's quarters. Empty cups should be returned to the pantry, and each man should clean up the messhall after himself.

SEA CLOUD (Seatraders), February 21—Chairman, F. Baron; Secretary, S. Fulford. Lee Banton was elected ship's delegate. All department delegates will list repairs that can be done aboard ship and turn in these lists as soon as possible, so that as much can be done as we are able, before returning to the States. Steward said menus would be improved; all were satisfied.

CAPTAIN NATHANIEL B. PALMER (American Waterways), February 12—Chairman, Howard Rode; Secretary, Harvie Melbye. Few repairs were done by the first assistant. There is no cooperation from the captain on cleaning up the ship. First aid kit in the engine room is empty. Steward is doing a very good job. Disputes will be taken up when the ship gets back. Steward insists on hooks for screen doors to keep stevedores out of the passageway. Letter will be sent to the hall, and one copy will be posted on the bulkhead of the ship, and will be

signed by the entire crew. Washing machine should be cleaned after use. Clothes should only be left in the machine for half an hour, or the engine will conk out. Laundry will be sent out in Singapore; there is enough linen for one more change. Steward will increase the amount of food on requisition. Bosun wants to know what is to be done about cracks on deck and stanchions. Captain refused to allow forepeak to be cleaned and stated he will not turn any deck men to except regular watch on deck.

CHILORE (Ore), no date—Chairman, Pat Fox; Secretary, L. T. Williams. Washing machine will be fixed in Baltimore, and a new library brought aboard. Joe Schink was elected ship's delegate. Steward was instructed to turn in repair on washing machine hereafter. Books of the new library will be brought to the lounge and not left in lockers.



FAIRPORT (Waterman), February 28—Chairman, T. Brannon; Secretary, Jack Ross. Repair list was turned in; up to now nothing has been done on it. First assistant requested that clothes be kept off sidley railings. Only deck beef is that all hands were not called in to handle lines in Canal Zone. All repairs will be put on a list. More pressure is needed on sanitary line aft and midship. Repair list will be given to the Baltimore patrolman. Vote of appreciation went to the steward department for a job well done.

ALICE BROWN (Bloomfield), February 28—Chairman, Red Sully; Secretary, H. D. Carney. H. Lopez was elected ship's delegate. He will see the captain about putting some kind of buzzer in the crew messroom so the standby could hear the mate when he wanted him. Everything else seems to be under control.

EDITH (Bull), February 22—Chairman, Robert Godwin; Secretary, E. G. Tesko. Television set was purchased and installed, leaving a total of \$9.84 in the ship's fund. New shower is needed for black gang. Arrival pool will be used to build up the ship's fund.

OCEAN LOTTE (Ocean Trans.), January 10—Chairman, A. F. Weddle; Secretary, T. J. Dawes. Painting of crew's quarters will be completed before we reach port, whether permitting. Washing machine will be secured to a stand so that the ringers can be used over both tubs. Chairs in crew's messroom and recreation room will be cleaned; the scuttlebutt will be cleaned out. A record will be kept on the activities of the chief engineer during the voyage. Repairs are to be made on all warped doors and hooks will be put on them, so they can be secured to the bulkheads. Information will be posted in the laundry on who is using the machine, and when his wash will be finished. A vote of thanks went to the steward department for the food and services rendered. Steward asked all crewmembers to help keep the messroom and recreation room free of shoreside personnel in foreign ports.

SEAMAR (Calmar), no date—Chairman, John Marshall; Secretary, Norman Wexler. Captain is trying to prevent sociable card playing. One man missed the ship in Aberdeen and a letter was sent to the Union. There is a \$10 balance in the ship's fund. Detailed report will be made on the repair list about the flooded head on sailor's side. Investigation will be made to see if the captain is within his rights in trying to prevent card playing. C. B. Ross was elected ship's delegate by acclamation. Men are to be properly dressed in the messhall. There are four men in one room in the steward department quarters; Union will be asked to take action on this. Vote of thanks went to the steward department for doing a fine job.

OREMAR (Calmar), February 28—Chairman, George Hinnant; Secretary, F. H. Mouck. John Foley was elected ship's delegate by acclamation. Crewmembers holding parties after working hours during sleeping hours, pipe down. Crewmembers should promptly return borrowed cups or glasses to the pantry or messhall. Vote of thanks went to the steward department, especially the new PO messman.

STEEL NAVIGATOR (Isthmian), no date—Chairman, Mack Chapman; Secretary, Joseph Cirriveau. Noise made by the crew in the passageway is to be stopped, in consideration of men who are sleeping. Shoreside personnel are being fed in the crew messhall; this will be reported to the patrolman, as it should be discontinued. One man in the steward department lost all his papers and his permit as well. Shoreside personnel should be kept out of passageways and quarters, and all business transactions confined to PO messhall. E. Wasden was elected ship's delegate. Vote of thanks went to all steward department members for good food and care.

STEEL VOYAGER (Isthmian), December 4—Chairman, Wydley Foster; Secretary, Peter Van Wygerden. Locks still have not been repaired. Third cook said

he is sorry for fouling up due to a hang-over, but he is really sick now, and if he is not better when the ship arrives at Port Said, he wants to see a doctor. Majority of the crew voted to continue the ship's fund, and agreed to a voluntary donation at the payoff. Laundry and ship's library should be kept clean. Chief steward will take care of the ship's fund.

EDITH (Bull), January 31—Chairman, Jim Cochoran; Secretary, Louis S. Rizzo. R. Godwin was elected ship's delegate by acclamation. There was a discussion on donations for a TV set. New library will be requested in the port of payoff. \$218 was given to the ship's delegate, R. Godwin, to hold.

GULF WATER (Metrol), January 10—Chairman, Aaron Wilburn; Secretary, Frank Nigrol. Few repairs were done from the last trip. Sanitary men aren't doing their work too well. Mate is getting out of hand on living up to the agreement. Delayed sailing is questioned in Brownsville. Crew is leaving messrooms dirty at night and should clean up as they mess up. Crew should cut out the drinking, as the captain may write in to the Union. Watch the water heater below on the washing machine, as it may blow up on someone. Find out how to use it before taking a chance. Machine should be washed out after use. Mate stopped the bosun from putting a safety line up back aft. Deck department shower floor should be fixed for sure this trip.

CHILORE (Ore), February 21—Chairman, John R. Taurin; Secretary, Edward P. Mattison. Ship's washing machine is out of order; ship's delegate will see the chief engineer about repairs. New library was written for. Books should be returned to the library after they have been read. Vote of thanks went to the steward department for excellent preparation of food and service. Warning was given to men who were gassed up on the day of sailing and missed watches.

MAE (Bull), February 21—Chairman, Bill Morris; Secretary, Al Bokan. There is \$1.59 in the ship's fund and everything is running smooth. A brief talk was given on the care of the TV set and arrival pool. Each member will donate 25 cents to the ship's fund. Money that was collected for Brother Morrison was refused, and was donated to the ship's fund.



MASSMAR (Calmar), February 14—Chairman, B. Snow; Secretary, Karalunas. Repair list was sent in from the Canal Zone. Ship's delegate should contact the Union about increasing the food supplies. Steward said the port steward ignored his requisition and stores were put aboard by the company as they thought them sufficient. Steward said he would order a complete supply of mattresses. Ship's delegate should see the chief mate about painting the shower room.

ROBIN DONCASTER (Seas Shipping), February 28—Chairman, S. Furtado; Secretary, Harry D. French. Suggestion was made to help with movie equipment after films have been shown. Books and magazines should be returned to the library after they have been read. Coffee bag should be cleaned out after coffee has been made. There should be more hot cakes and french toast for breakfast. Deck by No. 4 hatch should be kept clean, so as not to track dirt inside passageway. Ship's delegate should see the chief engineer about installing basin in bosun's fo'c'sle and about having the carpenter make some benches for men to sit on outside, rather than cois.

WILD RANGER (Waterman), January 10—Chairman, M. Sterne; Secretary, H. McAleen. Minor beefs will be settled by the patrolman. Joe Bracht was elected ship's delegate. Steward delegate was asked to explain the special chicken made for the captain. He was asked to serve chicken to the captain only if he requested it. Chief cook refused and served it to all the crew and the steward bawled him out and said the chicken was for the captain only. Steward asked saloon messman not to mention this special food to the crew. Saloon pantry went to department delegate when food was placed on steam table and not menu. Ship's delegate suggested steward be brought before the patrolman.

January 31—Chairman, A. D. Aaron; Secretary, H. McAleen. Minor steward department beef straightened out to everyone's satisfaction. Delegate will get payoff receipt for money for port payoff. Transportation clarification will be cleared up. Original NY crew got transportation if payoff is in the South. Repair lists will be turned in.

CALMAR (Calmar), February 25—Chairman, Thomas Lowe; Secretary, Robert N. Walton. Enough copies of the repair list for last trip were not made out for the East Coast. Thomas Lowe was elected ship's delegate by acclamation. Messhall fan will be repaired. Each delegate will make out a repair list for the West coast patrolman. Drinking fountain will be cleaned and painted. No glasses are to be left out at night. Laundry room should be cleaned after use. Wiper's fo'c'sle was not painted out last trip.

STEEL VOYAGER (Isthmian), February 27—Chairman, R. Nelson; Secretary, Peter Van Wygerden. Ship's delegate and patrolman saw the captain at the beginning of the voyage about painting and sougeeing rooms. Captain promised to have this matter attended to but did not keep his word. Rooms should be clean at ship's turnover. Not all repairs on the last voyage's repair list were attended to. There was a beef about the lack of room for the crew in the present

(Continued on page 25)



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... DIGEST of SHIPS' MEETINGS ...

(Continued from page 24)

messroom. There was a beef about the food, which was all right going over. Chief cook replied that the food is the same. Suggestion was made that the messroom be souped more often. Matter of bringing a taxi, with luggage right to the ship, and discrimination on this matter will be taken up with the Union.

MADAKET (Waterman), January 21—Chairman, Louis Franken; Secretary, Don Collins. Clyde Clark was elected ship's delegate by acclamation; Don Collins was elected ship's treasurer. There was a special discussion on cleaning the ship. Anyone who needs new mattresses should see the steward. Any suggestions on repairs should be given to delegates. Ship's delegate will see about the movie projector.

March 7—Chairman, Red O'Conner; Secretary, Don Collins. Vote of thanks went to the steward department for a job well done. There was discussion on the washing machine, on the slopchest—which should be checked before the next trip, on medicine chest for the next voyage, and on general Union shipboard matters. There is a balance of \$84 in the ship's fund.

GULFWATER (Metro), February 21—Chairman, Aaron M. Wilburn; Secretary, Frank Niara. Five men were logged for various causes. The deck department is having a lot of getting worse as we go along. There is a beef about a man having to pay for his own transportation

to and from the hospital. There is a beef in every port as to draw, the captain acts as if it's a drain out of his own pocket. Repair list was turned in 6 days ago, so they have a lot of time to get on with the repairs. Chief mate tried to bribe the deck delegate. He never puts up a proper sailing board. There is over 200 hours' OT and some is not accounted on the mate's record. All dirty linen should be turned in, as we are going into the shipyard and may lay up. Quarters should be kept clean. Vote of thanks went to the steward department for feeding, menus and cooking for the entire ship.

WINTER HILL (Cities Service), February 14—Chairman, M. M. Berry; Secretary, G. Mihalopoulos. N. M. Berry was unanimously elected new ship's delegate. Television set was repaired in Galveston, Tex., as requested by crewmembers, for \$7.40. There is a balance of \$15.65 in the ship's fund, which was turned over to the ship's delegate.

March 9—Chairman, Otto Pedersen; Secretary, E. F. Grice. Recreation room was painted and bulkheads sougeed. Messroom was painted out. Men off watch are entitled to delayed sailing from last voyage. Disputed OT will be taken up at the payoff. Other beefs were handled at Lake Charles. There is \$3.32 in the ship's fund. Ship's treasurer will order cigarettes for the crew, and the difference between the cost and \$2.00 per carton will go into the ship's fund. First assistant and chief engineer seem to have personal dislike and beef against the engine delegate. They refuse to put out OT as long as he remains delegate. Suggestion was made to get an ironing board. Ship's delegate will pick up the ship's radio from the repair shop in Sulphur, La. this trip.

WILD RANGER (Waterman), February 21—Chairman, Widegreen; Secretary, Alfredo Aaron. Motion was passed to put a catwalk going aft for safety measures. Small pitchers are needed for water and juice.

March 6—Chairman, J. T. Hicks; Secretary, F. A. Widegreen. Innerspring mattresses should be furnished all SIU-contracted ships. Crew was asked to help keep the messroom clean and to return all coffee mugs and water glasses to the messroom.

QUEENSTON HEIGHTS (Seafarer), March 10—Chairman, T. Fleming; Secretary, D. Sheehan. Letter was sent to the Boston Hall about disputed OT for shifting the ship, as well as a report on the man who made the ship on the pierhead last trip. Members should not go over the crew and delegates and send a letter on any beef to headquarters before consulting the crew. This also applies to the agent who should handle the beef. Broken porthole glass will be put on the repair list to be taken care of at the shipyard this trip. All previous repairs were taken care of to the crew's satisfaction. The second pumpman, Jack Farrand, took care of most of the repairs and got a vote of thanks.

MAIDEN CREEK (Waterman), January 17—Chairman, J. Gunfor; Secretary, B. Kinter. Some repairs were done. Cunningham was elected ship's delegate by acclamation. Engine department quarters should be cleaned and painted. All repairs will be made before reaching

'Can-Shakers' Have No OK

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

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

New York or the patrolman will be contacted. A new library is needed. Deck toilets need repairs as well as aft heating system. Cups should not be left on deck. Linen should be returned and hospital cleaned.

March 11—Chairman, John Gunter; Secretary, B. Kinter. There is \$4.89 in the ship's list. Repair list was turned over to department heads; most of repairs were not taken care of as promised. Crew went on record not to sign articles until plumbing is taken care of. Steward reported that meats are of grade A quality. There was a discussion on the lack of proper repair work. Keys should be turned in so replacements can be made. Ship's fund will be donated to the LOG. Rooms should be left clean for the next crew. There was a discussion on noise made by steam pipes aft.

MARGARET BROWN (Bloomfield), February 28—Chairman, J. D. McGeid; Secretary, John E. Mandis. Edwin C. Hill was elected ship's delegate by acclamation. It was agreed that the laundry and recreation room cleaning procedure would be carried on as in previous trips; engine and deck department will take care of the laundry and the steward department would take care of the recreation room.



PONCE (Puerto Rico), March 14—Chairman, Rey Holder; Secretary, H. L. Miller. Leo Rentas was elected engine delegate. Brother Gonzales thanked the crew for the flowers sent to his wife. Tony Viera was elected new ship's delegate. Captain did not order a replacement for the OS, claiming that the ship carries an extra man, and he would be compelled to pay off a man if he had to get another one. Each crewmember will donate \$1 to the ship's fund at the next payoff. Patrolman will be notified of the captain's attitude toward the crew. Captain was on deck interfering with ordinary routine deck work. Ship's delegate will find out why the crew must wait for a draw in every port.

SEAMAR (Calmar), March 9—Chairman, William Sibley; Secretary, T. Brennan. J. B. Barnett was elected ship's delegate by acclamation. Washing machine will be repaired as soon as possible. There is a \$10 balance in the ship's fund. Suggestion was made to buy magazines. Laundry will be cleaned by the engine department; recreation room by steward and deck departments. Repair list will be turned over to the ship's delegate. There was a discussion on the benefits of the SIU Sea Chest over the outmoded slopchest on this vessel.

FRENCH CREEK (Cities Service), January 30—Chairman, Harry Jaynes; Secretary, Dan Beard. Captain refuses to handle mail through the Singapore agent. Deck department is waiting clarification from New York on anchor watches in Yokosuka. Motion was passed to mail outgoing mail through the ship's delegate, using the ship's fund. Baker's offer to donate cash to the ship's fund was accepted. Baker got a vote of thanks for his generous offer. John the pantryman got a vote of thanks for his cooperation in the messhall and the galley. The brand of washing powder issued is not acceptable, and crew asked that a better brand be put aboard in the States. There should be a greater variety of iced drinks. Both toasters need repairing as well as the screen on the baker's door. Some mattresses do not fit the bunks. Discussion on the use of imitation black pepper and dried apples will be referred to the next meeting.

March 6—Chairman, Harry Jaynes; Secretary, Dan Beard. There is \$6.13 in the ship's fund plus \$26 from the arrival pool. There are a number of cases

of dysentery aboard, and it was suggested that the dishwashing machine be checked and that glasses and mugs be carefully washed. Patrolman should see the steward about getting a special cleaner for glasses. Linen washed at Suez came back filthy and smelled bad. Heads should be kept cleaner by the crew. Repair list must be turned in by Monday. Beef on the shortage of stores and the miserable slopchest will be turned over to the patrolman.

MORNING LIGHT (Waterman), February 15—Chairman, Duke Wall; Secretary, Geluska. Galley drain was not fixed yet. First assistant told the steward today that he would get on this job right away. George Libby was elected new ship's delegate by acclamation. Bosun told the deck department that all hands were to be sober on sailing day to avoid trouble. Dirty linen should be put by the spare room set aside for this purpose, and not thrown down below. Steward told the crew that the steward department would try to avoid any food beefs, but if there should be one, bring it out at the meetings where it can be straightened out SIU fashion. All garbage should be placed in the can aft and not on deck. Laundry is to be kept clean by each man using it; each laundry will dump garbage and clean up for a week at a time. Crew uses the messhall as a recreation hall, and it should be cleaned up by those using it. Slop sink should be kept clean by all three departments.

March 14—Chairman, Duke Hall; Secretary, L. Galus. The man logged for alcoholism should be sent to the hospital for treatment as soon as we get in. Steward will order more linen so that the ship is up to par. Union should take up the matter of innerspring mattresses with the company. Washing machine and ironing board should be fixed. Crew unanimously gave a vote of thanks to the steward and his department for the good service and the well done job performed this trip. All garbage should be dumped aft of No. 5 hatch and garbage pails should not be washed out in the slop sink. Chief cook said a few words about how well pleased he was with the galley force, and he hoped that there would be all the old faces in the galley next trip.

INES (Bull), February 28—Chairman, Manuel Marines; Secretary, Ray Brown. Topside will be asked to return books to the library. There should be more variety on meats and menus. Food being left out at night should be inspected. Fruit should be kept away from the steam table. There should be cooperation in keeping the library clean. Ship's fund will be used to buy a good washing machine.

March 14—Chairman, Harry Gerie; Secretary, Harold Long. Repair list will be turned over to the patrolman. Washing machine needs repairing. There is \$10 in the ship's fund. Vote of thanks went to the electrician and ship's delegate for procuring washing machine, changing motors, etc. This machine was bought by the crew, as the machine supplied by the company needs fixing. Recreation room, messhall and heads for all departments were painted out this past December.

MARORE (Ore), March 13—Chairman, Hank Shepeta; Secretary, M. A. Rendweles. All rooms should be cleaned before leaving the ship for the next crew. DM will keep the fan repaired.

MAE (Bull), March 20—Chairman, Sid Burger; Secretary, Ed Carlson. There is \$25.04 in the ship's fund. Porthole gaskets should be checked. Extra elements will be bought for the TV antenna. Washing machine is to be cleaned and turned off after use.

ELIZABETH (Bull), March 21—Chairman, F. Greef; Secretary, C. Oliver. One man was left in the hospital in San Juan. Ship's delegate will see the patrolman about getting milk in San Juan, Puerto Rico. Motion was passed to get book shelves made in the laundry room. Vote of thanks went to the crew messman for the good service. All new crewmembers should be on the ship an hour before sailing, as they stand a good chance of being left on the dock, as this skipper leaves when he is ready. Vote of thanks went to the steward department and baker for a fine job. New lockers should be installed in all crew's quarters.

BEATRICE (Bull), March 21—Chairman, J. Felt; Secretary, J. McLaughlin. Mate will try and get lockers for the deck department, oilskins and working clothes. Washing machine, as usual was discussed. A new one is needed. Shoreside personnel should be kept out of passageways.

as they have been using our showers in Puerto Rico. Crew was asked to stay out of the pantry during meal hours. One table should be set aside for the watch.

ROBIN TUXFORD (Seas Shipping), March 9—Chairman, M. R. Guymon; Secretary, Charles G. Peters. Engineers have been very lax on repairs for this trip. One man missed ship twice. Drinking fountain outside crew messhall should be replaced. Three motors burned out this past trip. Ship should be fumigated for rats and roaches. New refrigerator is needed; old one is always on the blink. Galley exhaust fan does not operate properly; there is not enough power to suck fumes out when frying. This is an exceptionally hot galley. Patrolman will be contacted on these matters. Vote of thanks went to the steward department for the excellent chow put out.

JEAN LAFITTE (Waterman), February 7—Chairman, Jack Thompson; Secretary, George Craggs. There was discussion about the contract. Ship's delegate will obtain contract information when the vessel pays off. Deck delegate will see the chief engineer about fixing the crew's coffee urn; incidentally, this urn is ready for the bonedead.

March 13—Chairman, not listed; Secretary, Wilson J. Davis. Patrolman will be asked to talk with the skipper about draws on arrival in Japan; he will also be asked by the patrolman to use a bit of courtesy in talking to men. Steward department got a vote of thanks. Working activities should go according to Union rule, not according to seniority. Patrolman should blast the mate about medical treatment on board. The crewmember who feels that he was mistreated will speak to the delegate. A committee consisting of Wilson J. Davis, Jack Thompson, and Peter Prevas was elected to draft a letter to the Union on the captain's attitude toward men. Motion was made to make the hospital into a focal point for daymen on all C-2 vessels owned by Waterman.

WILLIAM A. M. BURDEN (Western Tankers), January 11—Chairman, Ed Farrell; Secretary, W. Wright. Five replacements are needed. G. Baker was elected ship's delegate. Captain will be asked about safe equipment for cleaning tanks. Chief engineer will be contacted about getting tank tops fixed; they cannot be closed.

OCEAN ULLA (Ocean Trans.), March 9—Chairman, Arthur Kavel; Secretary, Vincent Meehan. Joe Cantin was elected ship's delegate. Each man will donate \$2.50 for an iron to the ship's fund. Ship's delegate will see the captain about a wringer and port discharges.



STEEL AGE (Isthmian), March 6—Chairman, Louis Johnson; Secretary, H. W. Clemens. Tom Duncan was elected new ship's delegate by acclamation. There is \$21.17 in the ship's fund, which was turned over to the ship's delegate. Chief engineer and captain will be contacted about heat. New washing machine should be gotten before leaving the States. Motion was made to move the checkers away from the house where the crew sleeps. One man from each department will clean the laundry. Delegates will check the repair list. Crewmembers are to be dressed properly before entering messroom and pantry. Standby buzzer was installed from bridge to messroom. Screen doors should be bolted in port to keep shoreside personnel out.

WACOSTA (Waterman), March 19—Chairman, Pel. Loleas; Secretary, Luis A. Ramirez. A motion was made that an SIU patrolman at the next port be contacted to straighten up some matters and repairs, especially the galley mixing machine. The matter of individual distribution of linen to the engine department will be referred to the patrolman through the ship's delegate. Meeting hours to be rotated as suggested.

ROBIN KIRK (Seas Shipping), March 7—Chairman, Joe Selby; Secretary, John W. Clark. Two men missed ship in Cape-town; matter to be turned over to the patrolman. Bosun suggested that ship's keys be turned over to the ship's delegate for next voyage. A few minor beefs were reported on the food; crew asked for sardines and salmon.

PERSONALS

William R. Doyle
Please contact Alfred Rezende at 736 South Third Street, Philadelphia, Pa.

Theodore Martens
Please contact your brother Reverend Paul Martens at the Bethlehem Lutheran Church, 119 East Watagua, Johnson City, Tennessee.

Checks Waiting
There are checks waiting for Walter J. Cousins, John J. Culeton, Russell E. Simmons, Steve Szanto, Jr., and Ben H. Faulk, which can be picked up by getting in touch with Michael J. Cousins, 4205 South Prieur Street, New Orleans, La.

Louis "Elias" Stratotis
Please contact Paul Loulouides as soon as possible at 739 South Avenue, Bridgeport, Connecticut. Phone is 67-4857.

Earl Oppel
Please get in touch with Margaret Oppel at 708 South Bond Street, Baltimore, Maryland.

Gustave W. Bechert
Please contact your mother-in-law, Mrs. Alma Garcia, 509 North Ensor Street, Baltimore, Md. It is a business matter. Your son Benny has been dead one year.

Edward Nooney
Your mother is ill and worried about you. Contact her at 552 Ocean Avenue, Jersey City, NJ.

Tom Dr. George
Please get in touch with Mrs. S. R. Melvinger, 1354 Jackson Street, Camden, NJ.

John R. Ramey
Get in touch with Silas Blake Axtell, 15 Moore Street, New York City, regarding your suit.

Salvage Awards
Salvage awards earned by members of the crew of the William M. Meredith in May and June of 1944, while rendering salvage service to the Masaryk, can be obtained by communicating with Silas Blake Axtell, 15 Moore Street, New York City.

Eric Hoffman
Please contact Mrs. E. B. Hoffman at 284 Indian Hills, Quincy, Ill.

Henry Christal Peace
Please get in touch with your wife, Mrs. Helen Peace, Rt. 1 Box 195, Vidor, Texas.

Vic Shilapin
Send your present address to E. J. Furst, 3913 Hall Avenue, Marinette, Wisconsin.

NOTICES

Frank Adkins Canaugh
Ex-Stoney Point
Gear is still on the Stony Point. Write to US Petro Carriers, 655 Madison Avenue, New York City, and they will ship it COD to your home.

Walter "Whitey" Craig
Please contact Leroy Clarke at 1413 Ryan Street, Lake Charles, La. It is very important.

Jacob Elizondo
The LOG office has your discharge off the Chiyawa. Please pick it up.

- Quiz Answers**
- (1) 15 percent.
 - (2) Thirty hours. Solution is this equation: 1/20 plus 1/x equals 1/12, then 2x equals 60, x equals 30.
 - (3) Edward R. Murrow of the Columbia Broadcasting System.
 - (4) A famous gambler.
 - (5) Struggle between striking mine workers, militia, and mine guards in Ludlow, Colorado, April 19, 1914. Twelve children and two women of the striking worker's families were killed.
 - (6) Cirro-cumulus clouds, which come in layers and patches.
 - (7) Phoenix, Arizona.
 - (8) Coins were once pored by people, who would then sell the accumulated gold and silver. Grooves help prevent this.
 - (9) (b) St. Petersburg.
 - (10) Battle fought between Hannibal's Carthaginians and Roman legions on plains of Africa in 202 b.c. Hannibal lost, thus paving way to rise of Roman empire.

Puzzle Answer

USPHS	SUP	APT
NORSE	ANI	FRA
IRATE	BENEFIT	
TEN	SHE	SLANT
ELKS	IRK	MICE
DYSPEPSIA	RED	
YAP	TRY	
SAW	ROTTERDAM	
ERAS	SEE	SAFI
ARRAS	NNE	RRS
MOROCCO	AUDIT	
ABE	OUR	TRACE
NAN	WTS	SONAR

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Welfare To The Rescue With \$

A hurry-up requirement for money due was met by SIU Welfare Services when Seafarer Fortunato Bacomo was hospitalized in the Manhattan Beach USPHS hospital recently.

Bacomo, who came off an Isthmian ship, had a considerable amount of money coming to him in wages but was hung up temporarily because of the necessity of filling out vouchers and other forms.

Got \$200 Draw

However, Welfare Services was able to make arrangements for a \$200 draw which was delivered immediately to the hospital by SIU Welfare Services representative Al Thompson, leaving one Seafarer a lot happier than he was before he got into the hospital.

The quick action by the union helped Bacomo out of a tight spot in rapid order. It was his dough, after all.



Seafarer Fortunato Bacomo displays \$200 draw arranged for by the Union and delivered at Manhattan Beach hospital by SIU Welfare Services Representative Al Thompson. Nurse looks on.

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
MANHATTAN BEACH, BROOKLYN, NY | James R. Lewis
Francis F. Lynch
Harry F. McDonald
Archibald McGuigan
David McCreath
Frank Mackay
Lloyd Miller
Alfred Musler
Eugene T. Nelson
George Schumaker
E. R. Smallwood
Henry E. Smith
Harry S. Tuttle
Renato A. Villata
Virgil E. Wilmoth | Robert T. Elder
Leo Fontenot
B. D. Foster
Hugh D. Fouché
Stanley A. Freeman
James E. Gardner
Nathan L. Gardner
John B. Geissler
Jack H. Gleason
Harry M. Hanke
F. Hauser
H. C. Herring
John L. Hinton
Robert E. Hommel
J. W. Howell
John N. Hull
Thomas S. Johnson
William Johnson
Leonard Kay
John E. Kennedy
Michael V. Kieko | E. G. Knapp
Leo H. Lang
James M. Lucky
Grant Marzett
C. E. McClarnan
J. E. McElreath
James R. Miller
Otto H. Palsson
H. F. Paschall
Harry G. Peek
Edgar A. Platt
W. E. Reynolds
William Rochell
J. Santiago
Luther C. Seide
James T. Smith
L. C. Smith
Lonnie R. Tickle
J. E. Ward
Louis W. Wetzell |
| USPHS HOSPITAL
STATEN ISLAND, NY | John McInnes
Vic Milazzo
Sau Mok
John Nemeth
Warren Nielson
Emilio Ortiz
Edward Polise
Peter Prokopuk
Heinrich Rabba
Robert Reynolds
Edwin T. Rushton
F. W. Seidenbergh
Robert Sizemore
Frank Soriano
Jose Sousa
Walter Sudnick
James Thompson
B. F. Trotter
Samuel L. Vandal
Jan Vanos
Louis Williams | US NAVY HOSPITAL
KEY WEST, FLA. | Thomas W. Atkins |
| USPHS HOSPITAL
NORFOLK, VA. | Manuel D. Aguas
George Anderson
Thomas R. Bach
Melvin Bass
John Beckmann
Marcie Boyles
Azhar Caram
Jar Chong
Pedro Claudio
Fred A. Delpenha
Raul Delosantos
Donald Dunn
Joseph Faircloth
Brigidio Figueroa
DeForest Fry
Estell Godfrey
Hans H. Hanssen
John B. Hass
Lyle Hipp
Lars Hope
Choo Chang Lal
Alexander Leiter | Manuel Martins
William H. Mason
W. G. Keisewetter | USPHS HOSPITAL
SAN FRANCISCO, CAL. |
| USPHS HOSPITAL
BALTIMORE, MD. | C. Adkins
K. K. Braaten
Jessie A. Clarke
Millard M. Cutler
Jos. Dallas
James R. Dodson
Boleslaw J. Dzielak
James W. Gordon
G. E. Herrmann
J. B. Humphries
McConley Jarrrell
George Jerolimich
Alexander Johnson
William Kenny
Karl Kristensen
William Kunak
Dorsey J. Lambert
Clyde R. Leggett
L. G. Linticum
Peter Loasdo
David McCollum | Wayne T. Center
Joe Perreira
Eugene G. Plaha
W. S. Singleton
V. W. Sorensen
Sing Ah Sue
M. B. Wilson
P. S. Yuzon | USPHS HOSPITAL
SAVANNAH, GA. |
| USPHS HOSPITAL
SEATTLE, WASH. | O. E. Abrams
Sverre I. Brenna
G. C. Farnum
William K. Guley | R. B. McKorkel
A. R. Norton
F. S. Paylor
James B. Sellers
Gilbert F. Wilson
James F. Wilson
Paul M. Wood | SEASIDE MEMORIAL HOSPITAL
LONG BEACH, CAL. |
| USPHS HOSPITAL
NEW ORLEANS, LA. | Vincent B. Arjona
William D. Austin
Leonard Bailey
Thomas Barraciff
James J. Battle
Charles E. Brady
William R. Burch
P. J. Carpvich
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Richard W. Clark | John L. Griffin
John R. Henchey
W. G. Keisewetter | BEEKMAN DOWNTOWN HOSPITAL
NEW YORK, NY |
| USPHS HOSPITAL
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S. Cope
J. D. Dambrino
Andrew Danko
Thomas J. Dawson
Henry L. Dill
J. L. Diosco
Gordon R. Dooley
Thomas L. Dugan | John R. Henchey
William H. Mason
W. G. Keisewetter | GRASSLANDS HOSPITAL
VALHALLA, NY |
| USPHS HOSPITAL
SEATTLE, WASH. | S. Johannessen
V. K. Ming
Linus E. Twite
Otto R. Ware | John R. Henchey
William H. Mason
W. G. Keisewetter | USPHS HOSPITAL
DETROIT, MICH. |
| USPHS HOSPITAL
SEATTLE, WASH. | S. Johannessen
V. K. Ming
Linus E. Twite
Otto R. Ware | John R. Henchey
William H. Mason
W. G. Keisewetter | VA HOSPITAL
BALTIMORE, MD. |
| USPHS HOSPITAL
SEATTLE, WASH. | S. Johannessen
V. K. Ming
Linus E. Twite
Otto R. Ware | John R. Henchey
William H. Mason
W. G. Keisewetter | SAILOR'S SNUG HARBOR
STATEN ISLAND, NY |
| USPHS HOSPITAL
SEATTLE, WASH. | S. Johannessen
V. K. Ming
Linus E. Twite
Otto R. Ware | John R. Henchey
William H. Mason
W. G. Keisewetter | POTTENGER SANATORIUM
MONROVIA, CAL. |
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V. K. Ming
Linus E. Twite
Otto R. Ware | John R. Henchey
William H. Mason
W. G. Keisewetter | USPHS HOSPITAL
GALVESTON, TEX. |

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.
- Donald Arthur McNeil**, born March 5, 1954. Parents, Mr. and Mrs. William A. McNeil, 202 Henly Avenue, Crichton Station, Mobile, Ala.
- William Charles Vogel, Jr.**, born February 20, 1954. Parents, Mr. and Mrs. William C. Vogel, 1538 Riverside Avenue, Baltimore 30, Md.
- Teresa June Akins**, born February 23, 1954. Parents, Mr. and Mrs. Marion J. Akins, Route No. 1, Nashville, Ga.
- Joan Anna Tutwiler**, born February 25, 1954. Parents, Mr. and Mrs. James H. Tutwiler, 1641 Waverly Way, Baltimore, Md.
- Kenneth Ray Bevell**, born January 8, 1954. Parents, Mr. and Mrs. Arbie L. Bevell, PO Box 19, Courtland, Miss.
- Sally Ann McBride**, born February 18, 1954. Parents, Mr. and Mrs. Paul McBride, Box 525, Church Point, La.
- Michael Joseph Schenk**, born February 9, 1954. Parents, Mr. and Mrs. Joseph Schenk, 3905 Fait Avenue, Baltimore, Md.
- Sherri Lynn Baker**, born December 24, 1953. Parents, Mr. and Mrs. Conrad E. Baker, PO Box 177, Petaluma, Cal.
- Sara Louise Knaflsch**, born March 1, 1954. Parents, Mr. and Mrs. Hanly V. Knaflsch, 5704 East 57th Street, Seattle 5, Wash.
- Mary Jane Griffith**, born January 16, 1954. Parents, Mr. and Mrs. Jesse Griffith, 1319 Linden Avenue, Baltimore, Md.
- Lorene Marie Anderson**, born March 17, 1954. Parents, Mr. and Mrs. Richard A. Anderson, 191 Scott Street, Naugatuck, Conn.
- Jose Antonio Pescador Lopez**, born March 5, 1954. Parents, Mr. and Mrs. Jose Pescador Lopez, 1539 Hoe Avenue, Bronx 60, NY.
- William Charles Lee, Jr.**, born February 28, 1954. Parents, Mr. and Mrs. William Lee, Route 1, Tifton, Ga.
- Raymond Theodore Vrablic**, born February 7, 1954. Parents, Mr. and Mrs. Raymond I. Vrablic, 6727 Thruway, Dundalk, Md.
- Carla Jean Freilich**, born March 12, 1954. Parents, Mr. and Mrs. Selig S. Freilich, 261-79 Langston Avenue, Glen Oaks, LI, NY.
- Herman Finhold Cox**, born February 16, 1954. Parents, Mr. and Mrs. William H. Cox, Jr., 223 St. Paul Avenue, Pass Christian, Miss.
- Delane Anna Yeats**, born March 2, 1954. Parents, Mr. and Mrs. Henry L. Yeats, 1237 Music Street, New Orleans, La.
- Marcia Delores Kendrick**, born March 5, 1954. Parents, Mr. and Mrs. James W. Kendrick, Route 5, Box 20, Springhill, Ala.
- Charlotte Rose Warning**, born January 19, 1954. Parents, Mr. and Mrs. Charles Warning, 64 Item Avenue, Crichton Station, Mobile, Ala.
- Gary Ray Smith**, born February 23, 1954. Parents, Mr. and Mrs. George J. Smith, 312 Essex Street, Saugus, Mass.
- Mitzi Renee Flowers**, born March 10, 1954. Parents, Mr. and Mrs. Clyde H. Flowers, 965 Church Street, Mobile, Ala.
- Joseph Clyde Goude**, born March 13, 1954. Parents, Mr. and Mrs. Joseph F. Goude, 634 Hudson Street, New York, NY.
- Mary Magdalen Gutierrez**, born January 19, 1954. Parents, Mr. and Mrs. Simon Gutierrez, 7105 Avenue N, Houston, Tex.

Let us Know... if you're in trouble

YOUR PROBLEM IS OUR BUSINESS

SEE THE SIU WELFARE SERVICES DEPARTMENT

How To Get Disabled Pay

Any totally disabled Seafarer, regardless of age, who has been employed for seven years on SIU-contracted ships is eligible for the \$25 weekly disability benefit for as long as he is unable to work. Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Avenue, Brooklyn 32, NY.

Delegate's Letter Helps Win Quick Care For Injured Man

The importance of meeting ships on which men are being repatriated because of illness was underscored recently by the case of Seafarer James Harker, formerly on the Robin Kirk.

Harker and another crew-member were coming back from Africa on another Robin ship, the Robin Sherwood, as repatriates because there was a doctor on board that particular vessel. Earlier the ship's delegate on the Sherwood had notified headquarters informing the Union of the arrival of the two men and asking that somebody be at the dock to take care of them.

Consequently, Welfare Services representative Al Thompson met the ship when it docked on the New Jersey side of the Hudson River. After discussing the matter with company representatives, it was agreed that one of the repatriated men should be put in a taxi-

cab and sent home for rest and recuperation.

In Harker's case, the company wanted him to stay on the ship until it docked in Baltimore, because that was where he had signed on in the first instance. But Harker wanted to get hospitalization immediately. Consequently, Thompson took him off the ship and over to Staten Island where because of his condition they admitted him as an inpatient right away.

Under the circumstances, it was a good thing that the delegate had written headquarters because Harker's condition was none too good and it would not have been advisable for him to continue on to Baltimore.

This case again points up the advisability of having delegates notify headquarters well in advance that they are coming home with repatriated men aboard.



Harker

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.)

Quite often Seafarers run into a little trouble collecting maintenance and cure from the shipping companies because they once had a childhood ailment and neglected to report it to the company doctor when they were examined and questioned. Then if they get sick on board the ship, the insurance companies will look to connect their shipboard sickness with their previous medical history as an excuse for not paying maintenance.

The insurance companies argue this way—if the man had reported his previous ailment to the examining doctor, the doctor would have given him a thorough check-up on that particular matter and then found him not fit for duty.

Now it's pretty obvious that if a man was sick once, many years before, and has been sailing fit for duty for a number of years, there isn't much chance of connecting his shipboard sickness with what went on before. But if the man doesn't report it to the doctor, then the insurance people have the loophole they are looking for to deny maintenance.

So make sure when the doctor asks questions about your past illness to tell him all that has happened. If you are fit for duty, you will get cleared anyway, with the USPHS doctors having the final say on that score. That way, if anything happens on the ship the insurance people won't have a loophole to deny you maintenance.

On the beach over in Yokohama, Japan, are a couple of the boys who like that part of the world. Amadeo Fedele was taken sick on The Cabins and is now in that Oriental port awaiting repatriation. Max Lipkin, on the other hand, makes the town his home away from home. Now, however, he is there recuperating from a broken leg.

One of the brothers, Glenn Curl, who hails from New Orleans down in the bayou country, is laid up in Manila, PI, at this time because of an auto accident. Harry Cronin is expecting to get out of the hospital in Cincinnati, Ohio, with a "fit for duty" slip before very much longer.

Vic Milazzo is now over at the Staten Island hospital after being transferred from the Manhattan Beach hospital. He's hoping to get a "fit for duty" slip soon.

Hugh Crawford, who hails from Tampa, Fla., was fireman on the Abiqua when he came down with a hernia. He is getting out of the Staten Island hospital and will head for New Orleans to do his convalescing. Quite a few of the boys do the same thing in order to recuperate in the southern sunshine, and it has nothing to do with the good-looking women down there, they say.

The Welfare Services Department, answering all needs for Seafarers, got a strange request from Tim McCarthy aboard the Tagalam. Tim says there's a belly-robbing steward aboard the scow, so he wants Welfare Services to send him a package of good chow to tide him over a rough trip. Of course, he's only kidding.

Already A Lens Hound?



Mrs. William Reuter, wife of Seafarer William Reuter, shows off the new addition to the family, in the person of son William John, born January 11, 1954. The New York City Seafarer was last on the Azalea City (Waterman). Junior doesn't seem bothered one bit by the photographic activities.

Can't Keep Good SIU Man Down

Now recovering from a fractured hip, a broken pelvis and other injuries at a US Public Health Service hospital is Seafarer Edwin L. Rushton. While faced with a long period of convalescence, Rushton is happy that the Union got him transferred out of a private hospital into a place where he could get free medical treatment and enjoy the company of fellow-seamen.

Rushton suffered his injury when he fell off the gangway of the Val Chem while the ship was at its terminal in the East River. He was rushed to Lincoln hospital in the Bronx for emergency treatment.

Contacted Hospital

As soon as the Union received a report of the injury, a Welfare Services Representative got in touch with the hospital and made arrangements to transfer Rushton to the more congenial climate of Staten Island.

The injured Seafarer can pass the time of day regaling his shipmates with tales of an interesting past. At various times he has been a wrestler, an infantryman, a food broker, a restaurant worker and a variety of other occupations. He comes from a long-line of seafarers on his mother's side. He was born



Convalescing happily in company of fellow-seamen, Seafarer Ed Rushton displays SIU hospital benefits in one hand while Seafarer Don Peterson offers a light for his cigar. At right are Seafarers Robert Reynolds and Walter Sudnick.

in Swampscott, Massachusetts, to the daughter of a sea captain.

His grandfather operated a five-masted sailing schooner that carried coal between Hampton Roads and other Atlantic ports, and Rushton was often aboard the ship as an infant. However, a few years later, the ship was wrecked, ending his sea-going career for the time being.

Non-Union Trip

Subsequently he shipped as OS on a United Fruit vessel, but one trip under the non-union conditions prevailing then convinced him that seafaring was not for him. He then worked in a variety of jobs, but when the depression set in, he became part of a wrestling tour. He and a 280-pound ex-Holy Cross football tackle, Kewpie McCue, toured the tank towns wrest-

ling four or five nights a week for the local "championship." To attract the local citizenry, Rushton went under the name of "Farmer" Rushton.

After a while though, Rushton got tired of having his ears pinned back by McCue, so he left the wrestling business.

During World War II, Rushton found himself storming the beaches of Normandy with the infantry and picked up a bullet for his pains. Finally, in 1951, he decided to try his hand at seafaring again. His first ship was the SIU-manned Northwestern Victory, which he found quite different from the United Fruit ship he once was on.

Right now, Rushton sails regularly in the steward department. He hopes to be back in action soon with his SIU shipmates.

SIU Delegates At Hospitals Always On Job

Seafarer-patients in the Staten Island USPHS hospital never lack for immediate service or company, under the well-organized system of hospital delegates maintained by the SIU there. The delegates, working in conjunction with daily visits by SIU hospital representatives are able to take care of all non-medical needs in short order.

Each floor in the hospital has its own delegate, who of necessity, must be an ambulatory patient. Any time a new patient is admitted to the floor, the delegate notifies headquarters immediately and lets Welfare Services know if there is anything the man needs. It might be a matter of getting his gear off a ship, notifying his family of his whereabouts, or simply getting him some smokes.

In addition, if any man is confined to his bed, the word is passed through the hospital from floor to floor to see if he has any friends who could visit him.

Of course, the delegates themselves keep changing since they get discharged from the hospital in due course and a new one has to be chosen to take their place. But there is always somebody on hand to represent the men and take care of all the little items that make a difference between a relatively pleasant hospital stay and a pretty unhappy one.

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 E. Foster, 58: A skull fracture received in an automobile crash near Death Valley Junction, Cal., caused Brother Foster's death on February 18, 1954. A chief steward, Brother Foster was buried in Jacksonville, Tex.; the estate is administered by Mrs. Minnetta B. Hanrahan of 20197 Piccadilly Road, Detroit 21, Mich.

Simeon Layne, 64: On March 3, 1954, Brother Layne died at Kings County Hospital, Brooklyn, NY, and was buried in Evergreen Cemetery there. He sailed as a member of the steward department.

Lloyd C. Knowles, 37: Brother

Knowles died on February 7, 1954, in Mobile, Ala., of a head injury. He sailed as a bosun in the deck department. Burial took place at Wolf Ridge Cemetery, Whistler, Ala. Brother Knowles is survived by his wife, Thelma Doris Knowles, Route 8, Box 171, Crichton, Ala.

John Ira Waller, 38: On December 29, 1953, Brother Waller was drowned in Delaware River, New Castle Co., Del., and was buried at Middleboro Cemetery, Middleboro, Mass. He sailed as a wiper in the engine department.

Robert E. Halliday: While the Steel Designer was at latitude 28-40N longitude 75-07W, on January 25, 1954, Brother Halliday fell overboard and was lost at sea. He sailed as carpenter in the deck department.

Peter Sadowski, 41: A messman in the steward department, Brother Sadowski died of a heart ailment on February 25, 1954, at the Baltimore, Md., USPHS hospital. He was buried at St. Stanislaus Cemetery in that city. His estate is administered by Stanley Sadowski, 120 Montford Avenue, Baltimore, Md.

Tedd R. Terrington, 50: On February 8, 1954, Brother Terrington suffered a fatal hemorrhage in New Orleans, La. He sailed in the steward department. Surviving is his son, Tedd Phillip Terrington, Apartment F, 500 Felicite, New Orleans, La.

Who Gets SIU Benefits?

Maternity:

Any Seafarer who has become a father since April 1, 1952, can receive the \$200 maternity benefit payment, plus the Union's gift of a \$25 US Treasury Bond for the child. A copy of the marriage certificate and birth certificate is required. If possible, a discharge from his last ship should be enclosed. Duplicate payments and bonds will be given in cases of multiple births.

Disability:

Any totally disabled Seafarer, regardless of age, who has seven years seetime when companies participating in the Welfare Plan, is eligible for the weekly disability benefit for as long as he is totally unable to work.

Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Ave., Brooklyn 32, NY.

What's New? Tell It To The LOG..



Editor,
Seafarers Log

*I am writing to you
because you will be
interested in the
news of the
seafarers.*

Whether you've spent coffeetime with a mermaid or merely plucked a less tasty morsel out of the briny, the place to tell about it is in the pages of the SIU's own newspaper, the SEAFARERS LOG.

Letters detailing the exploits of Seafarers all over the world, in matters big or small, can be passed on to your friends, shipmates and posterity as well.

Photographic records of events aboard ship and ashore, drawings, short stories, poetry and the like are always welcomed. Send them to the Editor, SEAFARERS LOG, 675 Fourth Avenue, Brooklyn 32, New York.