

78 SEEK 49 POSTS IN A & G ELECTION

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Alien Tanker Co's Get Off Easy

—Story On Page 3



Men Working. Hard on the job of sifting the qualifying data submitted by seafarers vying for 49 Union elective posts, members of the credentials committee elected at the last headquarters meeting prepare their report for SIU membership action. Panel members (l-r) are: W. Reidy, C. King, P. Mitchell, J. Levin, W. McDonald and A. Velasco, representing two men each from the three ship-board departments. (Story on Page 3.)



Hails SIU Plan. Speaking at SIU meeting in NY, legless Seafarer J. Hamilton, 55, tells how he gets \$25 weekly benefit no other plan could give him. (Story on Page 2.)



Playing It Safe. Rolling up their sleeves after an outbreak of yellow fever was reported in Jamaica, one of their ports of call, SIU crewmen on the Alcoa Corsair line up for immunization shots at the New Orleans USPHS hospital. Facing the needle here is F. Diekow, chief pantryman, as others await their turn.

Ask 3-Dep't Vote On Coast Ships To Beat Bridges

SAN FRANCISCO—In a move designed to crush the last remnants of Communist influence on West Coast ships, the Seafarers International Union of North America is preparing to petition for a three-department election. The proposal, if approved by the National Labor Relations Board, would place the names of the Sailors

Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards, AFL, jointly on the ballot under the name of the Pacific District, SIU of North America.

Last spring the Labor Board held a vote to determine the bargaining agent for steward department men on West Coast ships. On the ballot were the MCS-AFL and the now-defunct National Union of Marine Cooks and Stewards. With the Communist-dominated NUMC&S thoroughly discredited and bankrupt, Harry Bridges picked up the ball and campaigned among steward department men for a "no union" vote. The result was 743 votes for MCS-AFL, 1,285 votes for "no union" and only 14 votes for NUMC&S, showing that the West Coast Communists were able to lead a disciplined phalanx into the "no union" column.

No Union Protection

Since then, West Coast steward department men have been without formal union representation although MCS-AFL has been active on their behalf.

The proposal for a joint, three-department vote would give the steward department men a union of their own and would undoubtedly put an end to the present divisions aboard West Coast ships. Meetings of the SUP in all ports earlier this month got the ball rolling by going on record for a three-department vote, and the membership of the AFL Marine Firemen's Union also went on record overwhelmingly in favor of the proposal as did the MCS-AFL.

Earlier Vote

The SIU of NA has a valuable precedent in its petition for a three-department election in that just such an election took place in the early '30s. Following the 1934 strike, the Communists organized the Marine Workers Industrial Union to invade the maritime field. They challenged the then-existing

International Seamen's Union for bargaining rights on West Coast ships.

As a result, the Government held a three-department election with the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards Union on the ballot under the ISU label as opposed to the MWIU. The Communist outfit received only a few hundred votes and went out of business shortly thereafter.

Subsequently the old ISU disintegrated, leading to the formation of the SIU of North America, and giving the Communist Party's waterfront section its opportunity to move in on the steward department.

Five To One

West Coast SIU unions are confident that in a three-department vote the SIU would win by a margin of at least five to one or better.

Meanwhile the Marine Firemen's Union membership crushed another Bridges-inspired move to withdraw the MFOU from the SIU. The motion, stamped through one small port where the opposition was well organized, called for a new referendum on the question. It was voted down by better than six to one in a poll of all MFOU ports.

Calmar On WC Lumber Run Again

Seafarers on Calmar ships are again calling at the lumber ports in the Pacific Northwest and Canada to pick up cargoes, as the AFL-CIO woodworkers' walkout appears to be over.

Cargoes are once again piling up at ports all along the line, according to the company in New York, and the ships have resumed regular service to most of them.

In Grays Harbor

Grays Harbor, Wash., for example, greeted its first lumber freighter in almost two and a half months when the Calmar arrived there Sept. 7. She was the first one to enter the port since the Portmar loaded lumber cut prior to the strike and cleared the harbor on June 27.

The loggers' strike, which began June 21, saw some 100,000 lumber workers in the AFL United Brotherhood of Carpenters, CIO International Woodworkers of America and some smaller unions go out in support of wage demands.

The beef seesawed one way and another throughout the summer, when several "back-to-work" movements were started. At the present time, most of the workers are believed to be back on the job pending final settlement of the issues.

Lumber cargoes have always been a mainstay of intercoastal shipping.



Long-term patients at the New Orleans US Public Health Service hospital read SEAFARERS LOG story about New York State investigation which showed the SIU Welfare Plan to be "tops in the industry." Patients (l-r) Leo Lang, James Ward and L. Fontenot have been receiving SIU hospital benefits regularly during periods ranging from several months to more than five years.

Patients Laud SIU Welfare, Hit Critics

Two SIU hospital patients hit the deck at the last headquarters membership meeting on behalf of their brothers in the hospitals in reply to what they felt was a totally unfair treatment of the Seafarers Welfare fund. The Seafarers Welfare Plan on Sept. 15 was the subject of a one-hour hearing in New York.

Both men strongly defended the Plan as being far superior to any other in the hospitals.

Seafarer John Driscoll, speaking for Manhattan Beach hospital patients, told the membership that the Seafarers Welfare Plan "stands for exactly what the title says, the welfare of all Seafarers."

"I've been a patient for five years," he said, "and every two weeks without fail the Union representative has come around with my hospital benefits. Meanwhile, members of other unions have been penniless because they are at the mercy of an insurance company."

"Some of these men are veterans of the big waterfront beefs of the 1930's. Yet they have to panhandle

a buck here and there from old shipmates because some insurance company says that after 13 weeks they can't get benefits anymore. If they die, there isn't even money for a coffin."

Not Helpless

In contrast, Driscoll said, Seafarers at Manhattan Beach have in many instances been able to fulfill financial obligations they undertook before they were hospitalized.

Another disabled Seafarer, James Hamilton, came to the microphone in a wheelchair as the result of amputation of both his legs. Currently at the Staten Island USPHS hospital, Hamilton is on the SIU's disability benefit list.

"As far as I'm concerned," Hamilton said, "the issue is very simple. Without the Welfare Plan I'd be out in the gutter or have to depend on somebody's charity."

AFL Confab Reaffirms Dock Aims

LOS ANGELES—The AFL adjourned a free-wheeling 73rd annual convention this week, spicing its sessions with sharp criticism of the Eisenhower Administration's record on legislation affecting the wage earner although President Eisenhower himself was a featured speaker at the gathering.

Harry Lundeberg, President of the SIU, headed the International's delegation.

With SIU-A&G Assistant Secretary-Treasurer Bob Matthews attending as part of an SIU of North America delegation, the convention also adopted a strong endorsement for a continued fight by the new AFL International Brotherhood of Longshoremen against the discredited independent International Longshoremen's Association. The old ILA was expelled from the Federation a year ago at the St. Louis convention, which set in motion the seesawing battle for control of the New York waterfront over the past year.

Officers Re-elected

In other action, the convention re-elected all top officers, including President George Meany and Secretary-Treasurer William Schnitzer, set in motion a plan to settle disputes on jurisdiction and similar questions among member unions of the AFL, urged a new Federal minimum wage of \$1.25 and launched a campaign to make the 35-hour-week the prevailing work-week in the nation's industries.

The convention body also pledged that the AFL would assist in every way possible with all probes of union welfare funds, but urged that the inquiry spotlight be thrown on insurance companies and brokers who are allowed by law to reap thousands of dollars from welfare funds without performing any services.

Other recommendations from the convention body and the AFL Executive Council were that the US must re-examine its "handout" policy in the field of foreign aid, face up to the problem of unemployment and put in effect a "realistic" program to fight it.

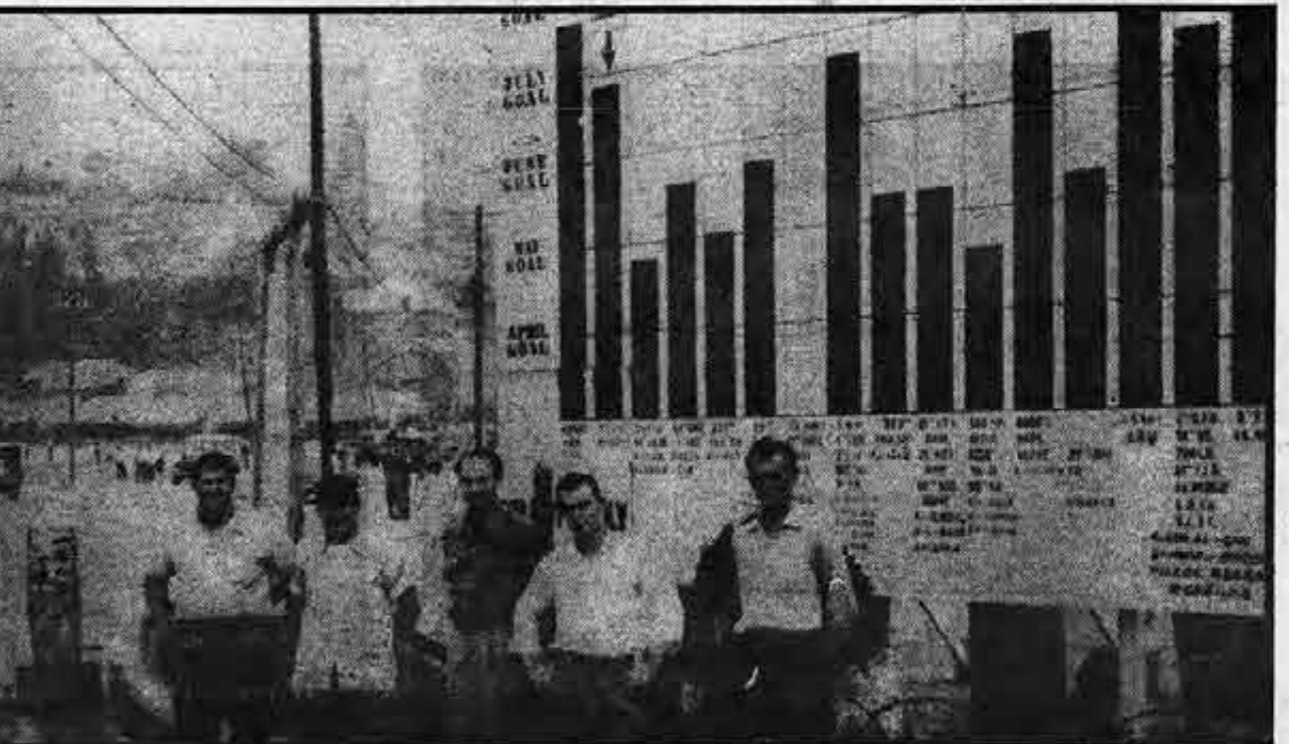
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Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District AFL, 673 Fourth Avenue, Brooklyn 23, N.Y. Tel. NY 43111. Entered as second class matter at the Post Office in Brooklyn, N.Y., under the Act of August 24, 1912.

Seafarers Help Swell Korean Fund



SIU crewmembers off the Hurricane pose in Pusan, Korea, in front of a huge billboard graph showing the contributions by various groups and organizations, including merchant seamen, to a local hospital drive. Gifts to the fund by seamen (far left) were the highest of any group at the time the photo was taken, and the crews of ten SIU ships, including the Hurricane, led the field there. Pictured (l-r) are: Seafarers Eddie Morris, AB; Irwin Sudduth, electrician; Floyd Peavey, galley utility; William Levey, FWT, and Frank Ballard, OS.

78 Seafarers To Seek 49 Union Posts

Boxscore On Ship Transfers

WASHINGTON—The US Maritime Administration's easy ship transfer policy provided another new addition for the growing foreign-flag fleet of American vessels late this week. The Government ship agency gave its okay for the transfer of another Liberty dry cargo vessel on September 29. Half of the US tramp fleet is eventually expected to be swallowed up in this manner.

The latest ship to go is the Transamerican, which was owned by American Union Transport, Inc., of New York. It is being transferred to an affiliate, the Transamerican Navigation Co., a Liberian outfit, for registration under the Liberian flag. Three other Liberty ship transfers were approved last week.

The boxscore to date on the transfers is as follows:

SIU Ships*	Other Unions	Total Transfers
(6)	(18)	(24)

*The SIU ships already transferred are the General Patton, Trojan Seaman, Strathport, Bluestar, Purplestar and Greenstar.

Credentials Comm. Report To Go Before Membership

A rank and file membership elected credentials committee has found a record total of 78 candidates eligible to vie for the 49 union posts to be voted upon in a two month period commencing November 15. The committee's findings and recommendations will be placed before the Union membership for action at all port meetings on October 6. The number of candidates who qualified is three more than the old record total of 75 in the 1952 elections. All told a total of 92 men threw in for jobs, but 14 were disqualified for failure to submit proof of sufficient seetime or failure to be in good standing over the past two years as required by the Union constitution.

Qualifications were determined on the basis of Article XII, Section 1, of the constitution by a six-

man rank and file credentials committee that was elected at the last headquarters membership meeting. The report of the committee lists the qualified candidates and the disqualified ones as well as the reasons for disqualification.

14 Men Disqualified

Of the 14 candidates disqualified, six did not submit evidence of the required three years' seetime, one failed to submit four months' seetime in the current year, four were not in good standing for two years previous to nomination and three had their books in retirement for two years previous to nomination and consequently were not in good standing under the terms of the constitution.

Two of the above disqualified members were also ineligible under a second count.

In addition, the committee reported that two other Union members filed for election, but one failed to indicate what post he was

running for and the second failed to list any of his qualifications. Thus both men were ruled out.

The committee noted that the nominations had been announced well in advance in the SEAFARERS LOG and repeated several times. Qualification requirements had also been listed in the LOG for the information of potential candidates.

The posts to be filled, and the candidates running for them are as follows:

Secretary-treasurer (1): Walter (Rusty) Beyeler, Paul Hall, Ray White.

Deck ass't secretary-treasurer (1): Joseph Algina

Engine ass't secretary-treasurer (1): Joseph Volpian

Steward ass't secretary-treasurer (1): Edward (Eddie) Mooney

Joint ass't secretary-treasurer (3): William Hall, Robert A. Matthews, Claude Simmons.

Boston agent (1): James Sheehan.

Boston joint patrolman (1): James E. Sweeney

NY deck patrolmen (3): Adelbert (Al) Arnold, Arni Bjornsson, Michael (Mike) Colucci, Louis (Lou) Goffin, Thomas (Tom) Gould, Joseph Pasinosky.

NY engine patrolmen (3): Theodore (Ted) Bakkowski, Peter Bush, Thomas (Tom) Clark, Walter Siekmann.

NY steward patrolmen (3): Paul Gonsorchik, Howard Quinier, Freddie Stewart.

NY joint patrolmen (6): Robert A. Barrett, Frank Bose, Martin (Marty) Breithoff, Leopold Bruce, James Martin, Dawson, Reed Humphries, Allan L. Lake, E. B.

Philadelphia agent (1): Steve (Blackie) Cardullo

Philadelphia joint patrolman (1): Stephen M. Bergerla, John Hetzell, Howard Webber.

Baltimore agent (1): Earl (Bull) Sheppard

Baltimore deck patrolman (1): William A. Hendershot, Leon (Blondie) Johnson

Baltimore engine patrolman (1): Flaye (Al) Stansbury

Baltimore steward patrolman (1): Joseph (Joe) De George, A. W. (Andy) Gowder, G. Frank Hazen, Arthur (Artie) Kavel, Jr.

Baltimore joint patrolman (1): Rexford E. Dickey, Richard May

Norfolk agent (1): C. D. (Bo) Anderson, Glenions (Glenn) Lawson, R. W. (Bob) Miller, Ben Rees.

Norfolk joint patrolman (1): James A. Bullock, Joseph W. James

Savannah agent (1): Jeff Morrison

Savannah joint patrolman (1): John S. Bragg, Nevin Ellis

Tampa agent (1): Thomas (Tom) Banning, George M. Everett

Tampa joint patrolman (1): Belarmino (Benny) Gonzales

Mobile agent (1): Cal Tanner

Mobile deck patrolman (1): William J. Morris

Mobile engine patrolman (1): Robert Jordan

Mobile steward patrolman (1): Leo Patrick Marsh

Mobile joint patrolman (1): Harold J. Fisher

New Orleans agent (1): Lindsey J. Williams

New Orleans deck patrolman (1): Charles M. (Whitey) Tannehill

New Orleans engine patrolman (1): C. J. (Buck) Stephens

New Orleans steward patrolman (1): George A. Riehm, Herman M. Troxclair

New Orleans joint patrolman (1): Paul A. Warren

Galveston agent (1): Keith Alsop, Raymond E. Vaughan

Galveston joint patrolman (1): Charles Kimball, J. A. King, Van

(Continued on page 17)



Seafarer Walter Reidy (left) raises his hand to identify himself as headquarters membership meeting votes on members of the election credentials committee. Other steward department members who vied for two of the six committee spots are, (left to right): F. Gardner, A. Velasco, S. Chiavone, J. Wendt.

Alien Tanker Co's Get Off Easy

WASHINGTON—Despite the huge profits netted by the illegal operators of six war surplus tankers bought from the old Maritime Commission in 1946 and 1947, the Government will net less than \$2 million in a recently-announced settlement of its claims against the vessels' owners.

The cases stemmed from the purchase of the T-2s by affiliates of the United Tanker Corp. which were financed almost entirely by Chinese investors, although the laws under which they were sold required operation by companies controlled by citizens. Accordingly, the Government seized the vessels at different times during 1951 and 1953 and proceeded against the owners.

Previous Settlement

The settlement in this second group of cases involving surplus tankers followed by several months a previous accord reached between the Justice Department and associates of millionaire Greek shipowner Stavros Niarchos concerning 20 surplus tankships bought under similar circumstances. Other cases are still pending involving nearly 50 other wartime tankers.

Of the six ships involved in the latest proceedings, one, the New London, owned by Arctic Tankers, Inc., was an SIU-manned ship.

New Paper Spurs IBL Pier Fight

Defeated by the narrow margin of little more than 200 votes in the New York dock election the AFL's International Brotherhood of Longshoremen is resuming publication of a weekly newspaper to spearhead its renewed drive on behalf of rank and file dockworkers.

Called the "Waterfront News," the paper will pick up where the "New York AFL Longshoreman" left off. That publication was the spokesman of the AFL in the fight to oust the ILA from the port.

The reason for the revival of the newspaper, its first issue states, is because the "ILA leadership is bent on raw revenge," against the nearly 50 percent of the men in the harbor who are pro-AFL. With the ILA certified as official bargaining agent for longshoremen,

the "Waterfront News" will lead the fight on abuse and mistreatment of rank and file dockworkers by the mob-controlled outfit.

Will Fight Commies

In addition, the publication declares it will fight attempts by the Communist Party to exploit its pre-election alliance with the old ILA and any effort of the old ILA to sell out the membership in the Port of New York. Communist-front outfits were active on behalf of the old ILA in the campaign and have helped finance the leadership of that organization.

What's Going On In Washington?

• Will the US Government set up a system of subsidies for US tramp ships?

• What SIU - contracted company is seeking a subsidy?

• What SIU - contracted company is nearing a merger with another US-flag operator?

For the answer to these questions, read this week's report from your SIU reporter in Washington, whose column appears on Page 7.

The LOG-exclusive column Washington Newsletter appears every issue to keep all Seafarers abreast of Washington happenings that affect your jobs and the American merchant marine.



The SIU-manned Iberville (Waterman) passes under the newly-completed central span of the "Sunshine Skyway" across Tampa Bay between St. Petersburg and Bradenton on the Florida mainland.

Tampa-'St. Pete' Span Opens

TAMPA—for four years, Seafarers entering this harbor aboard SIU-manned ships have watched a series of causeways and bridges creep from the opposite shores of Tampa Bay toward the main ship channel. Last month (September 6) the spanning of the harbor entrance became an accomplished fact when the world's longest continuous over-water bridge, across the channel, was opened to vehicle traffic.

For months now, SIU men have had a "mullet's eye" view of construction of the "Sunshine Skyway's" mammoth central span which crosses the main ship channel 155 feet above the surface of the bay and provides a horizontal clearance for ship traffic of 800 feet between the two giant 250-foot towers that support it on either side of the channel.

World's Longest

The new "Sunshine Skyway" connects the Gulf Coast resort center of St. Petersburg, on the west shore of the bay, and the mainland city of Bradenton, on the east and to the south of St. Petersburg. Its central span, said to be the world's longest continuous over-water bridge, is more than a mile long. It is the principal link in a 15-mile system that includes 10 miles of causeways and five miles of bridges.

The Skyway, completed at a cost of \$21,500,000, shortens the highway driving distance between St. Petersburg and points south on the Florida mainland by 49 miles. To touring motorists, it offers the added advantage of unusual and sweeping views of seascape on the sparkling Gulf of Mexico with its bays, keys and islands just outside of the mouth of the bay.

To St. Petersburg, the famed "Sunshine City," it means the end of a waterbound existence. Situated on a peninsula bounded on the east by Tampa Bay and on the south and west by the Gulf of Mexico, St. Petersburg was the "end of the line" for motorists. If they wanted to visit St. Petersburg and then continue on to Gulf Coast resorts to the south or to Miami and Key West, it was necessary either to make the long trip around the bay, through Tampa, or to avail themselves of a tedious ferry crossing.

Uninterrupted Drive

Now, motorists may follow the Gulf Coast Highway from the northern boundary of Florida to St. Petersburg and continue their journey uninterrupted across the "Sunshine Skyway" to Gulf and Atlantic points on the South Florida mainland.

Tourist-wise St. Petersburg is capitalizing on the bridge in another way. Public parking, picnic, bathing and boating facilities will

be provided on the causeways. The five miles of bridges have catwalks for fishermen over "some of the best fishing waters in Florida," St. Petersburg boasts. Someone even

took the trouble to figure out the bridges and causeway vantage points will accommodate 30,000 fishermen at once without danger of snarling lines or tempers.

BME Votes On Officials

Members of the SIU-affiliated Brotherhood of Marine Engineers began voting today in a two-month ballot for their union's officers. This is the second general election in the BME since the union was granted autonomy by the SIU of North America at its convention last year.

There are seven offices at stake in the election and 12 candidates on the ballot. The incumbent president, Wilbur Dickey, has been nominated without opposition and is assured of re-election. Other posts open are two vice-presidents, a treasurer and three executive board members. The execu-

tive board seats are non-salaried positions.

Also on the ballot is a proposed amendment to the BME constitution which would extend the term of office from one to four years. The amendment will have to be approved by two-thirds of the engineers voting to go into effect.

All members of the Union receive their ballots via the mails. The voting period ends on November 30, and new officers will be sworn in on January 1, 1955.

'Right-To-Work' Law: Union-Busting Tool

Flushed with their success in three states this year, supporters of the anti-union "right to work" laws have set their sights on five more state legislatures. High-powered, expensive, propaganda drives and behind-the-scenes wirepulling already feature activity in the states of Maryland, Ohio, Missouri, Oklahoma and Washington.

Nor do the "right to work" boys intend to stop there. With 17 states in their trophy room and possibly more coming, they intend eventually to push for enactment of a Federal law along the same lines. If that ever happens, the future would be dark indeed for all trade unions and union members.

The American Federation of Labor has described the "right to work" drive bluntly as "a serious threat to the future of our movement" and "designed to destroy unions."

The Old 'Yellow Dog'

What is a "right to work" law? Despite its catchy title it's simply the reverse of the old "yellow dog" coin. The "yellow dog" was a very popular union-busting device of 25 years ago until it was outlawed by Congress. It was simple and sweet. All a worker had to do to get a job was sign a contract saying he would never join a union. No contract, no job. That was the "yellow dog."

Today's "right to work" law works the same pitch from a different angle. Under the law, a union is simply not permitted to sign any contract which requires all or any of the workers covered by the contract to be union members. In other words, as the law is twisted by its backers for popular consumption, non-union workers have the "right to work" anywhere, even where there is a union contract in existence. In effect it opens the way to the destruction of the union. In other words: your right to work for less pay.

Once an employer is assured that he can operate with non-union help it is an easy thing for him to bring the old "yellow dog" back. Every replacement he hires he will make sure is someone who is either ignorant of unions or hostile to them—or both. The only thing he can't do is put the old "yellow dog" down on paper. With a union shop of course, he couldn't do this kind of thing since all his employees would either be union members to begin with or would have to join the union after a waiting period.

As I See It . . .

Paul Hall

WHAT'S BEEN SUSPECTED AND FEARED ALL ALONG BY American maritime unions came out into the open this week when Secretary of Commerce Sinclair Weeks made it clear that American shipowners will be permitted, even encouraged, to register their vessels under runaway flags. In answer to a protest, Weeks said that as far as he is concerned, it is Government policy to permit the transfer of a "reasonable" number of Liberty ships. And he added that there was no ceiling imposed on the number of ships whose owners will be allowed to scuttle the US flag and throw US seamen on to the beach.

This same Government official made quite a speech some months ago about what the people in Washington were going to do to strengthen the US merchant marine. It appears now though, that the future of US shipping and the jobs of American seamen count for less in Washington than the opportunity for some shipowners to dodge US taxes and wages.

Already the latest Government giveaway program has taken its toll of 24 Libertys. Although this program is supposed to apply only to Libertys, it's quite clear that any shipowner who cries loud enough will get a friendly hearing in Washington.

For example, the Eastern Steamship Company has just switched its familiar ship to Seafarers, the old excursion steamer Acadia, to a runaway flag. Several oil tankers have gone the same way in recent months. And as Seafarers well know, practically all new tonnage owned by US companies is being registered foreign from the very beginning.

The inroads of the runaways are becoming so serious that they are even damaging the operations of European-flag shipowners. As many Seafarers know from first-hand experience, these operators have a long way to go before they could approach conditions on US ships. Yet, as was reported in your Union's newspaper a few weeks ago, the British have been complaining about the runaway problem. Just recently Norwegian shipowners put up their own beef about the way the Panamanian, Liberian and Honduran-flag tankers have been torpedoing Norway's tanker operations.

It's bad enough that the American-flag operator has had to struggle along for years against this kind of competition without having his own Government add to his difficulties. The seaman on the beach can't eat the speeches and the operator can't fill up his cargo holds with them. All the speechmaking won't help a bit, but a little positive action bottle up that runaway leak will do a world of good.

IT'S BEEN CUSTOMARY EVER SINCE YOUR UNION OPENED its headquarters in Brooklyn for people from the outside to come around and take a look at how we operate. Most shoreside people are quite surprised to learn how a seaman's union functions and having seen the SIU change a lot of their old ideas about seamen.

Last week your Union had a group of visitors that was more unusual than most, since they consisted of 15 European workers who have been brought to this country by the State Department under an exchange program. These people spend a year in the United States working on shoreside jobs, while this country in turn sends a few workers every year to live in foreign countries and become acquainted with the way of doing things.

One of the first things that the Government does when it gets visitors of this kind is to show them around and usually the SIU is picked as one of the stops on the "tour." Your Union is always happy to welcome such visitors so that the outside world can see how Seafarers man the ships and supply facilities for men ashore between jobs.

Once the non-union people in the place of employment form a large minority or possibly a majority of all the people employed, it's easy enough for the employer to turn a deaf ear to the union or simply lock it out.

1921 Lockout Pattern

The whole pattern is a reminder of what happened to seamen's unions in 1921 when the shipowners got themselves a pool of non-union Government trainees and then simply locked out the union men in the old International Seamen's Union. The result was that wages for seamen were sliced in half in the years that followed.

The "right to work" law usually says that it recognizes unions but that a worker is free to join, or not to join a union if he pleases. It's like telling people that taxes are good and necessary to support Government functions but that people are free to pay or not to pay as they please.

Who Is Behind Drive?

Who are the people behind this "right to work" drive and how do they operate? The current campaign in Missouri offers a typical example. Here the Missouri Chamber of Commerce is spearheading the drive. It has raised a \$250,000

slush fund by soliciting contributions from employers. The money is going to full-page newspaper advertisements and other propaganda rapping union security and asking for more contributions. The objective is to get enough citizens to sign petitions to put the proposition on the state ballot.

In most states, the "right to work" crowd operates its wheeled steamroller at the state legislature's session. But in Missouri labor defeated such an attempt last year, compelling the employer group to use a more difficult and expensive approach. In any case there always seems to be plenty of money available from employers. And there is only one reason employers would contribute to such a drive—to weaken or cripple the union movement.

Look To US For Law

Seafarers of course, being covered by Federal labor legislation, are not yet affected by this "right to work" drive. But its backers are hopeful that once they get enough states lined up, they can go down to Washington with a strong argument. And if they do, their target will be the Seafarers and every other legitimate American trade union.

Soviet Sub Build-Up Is Ship Threat

Although Soviet Russia got much of its merchant ship tonnage in the last war from the US, the story is likely to be altogether different if and when there's a new one.

Aside from the fact that much of this tonnage is still under the thumb of Moscow and in the wake of reports that the Russians are buying up wholesale lots of new or almost-new vessels overseas, comes an estimate of what is actually keeping her native ship-building industry so busy these days.

Six Cruisers Per Year

British Admiralty figures indicate that the Soviet shipyards have the facilities to construct at least six cruisers, 60 ocean-going submarines and a flock of small craft every year. In addition, although the Admiralty survey doesn't say it outright, it's obvious that the Russian yards have to be doing something, since it's well-known that the Soviets have been placing large-scale building orders for merchant ships in foreign shipyards.

The reasoning is, therefore, that if they're not building cargo ships behind the Iron Curtain, they must be mighty active building up Navy surface and underwater firepower to put everybody else's merchant fleet out of commission if the occasion for that develops.

20,000-Mile Range

London estimates, moreover, that the Russians can turn out an ocean-going sub with a range of 20,000 miles in six months, compared to the construction time of about 30 months for a modern cruiser. Thus, U-boats are likely getting the big emphasis and the Russians are expected to have about 500 of them within two or three years.

All of this again points up the inferior condition of the US merchant fleet, which would have to defend itself against such a menace.

Florida Carferry Elopes To Panama

KEY WEST, Fla.—Another American-built American-owned, American-operated ship is going into service under the Panamanian flag. This time it is the City of Key West, a converted LSM that will operate as a carferry between Key West and Cardenas, Cuba, and offer further runaway competition to American-flag operations in that service.

The launching of the new ship took place under unusual circumstances. Although technically a Panamanian vessel, the owners had thoughtfully neglected to buy her a Panamanian flag. Instead she was flying red, white and blue bunting. Nor was there any Panamanian representative present at the christening and the ship dripped champagne from the bow to the tune of the Star Spangled Banner and the Cuban national anthem.

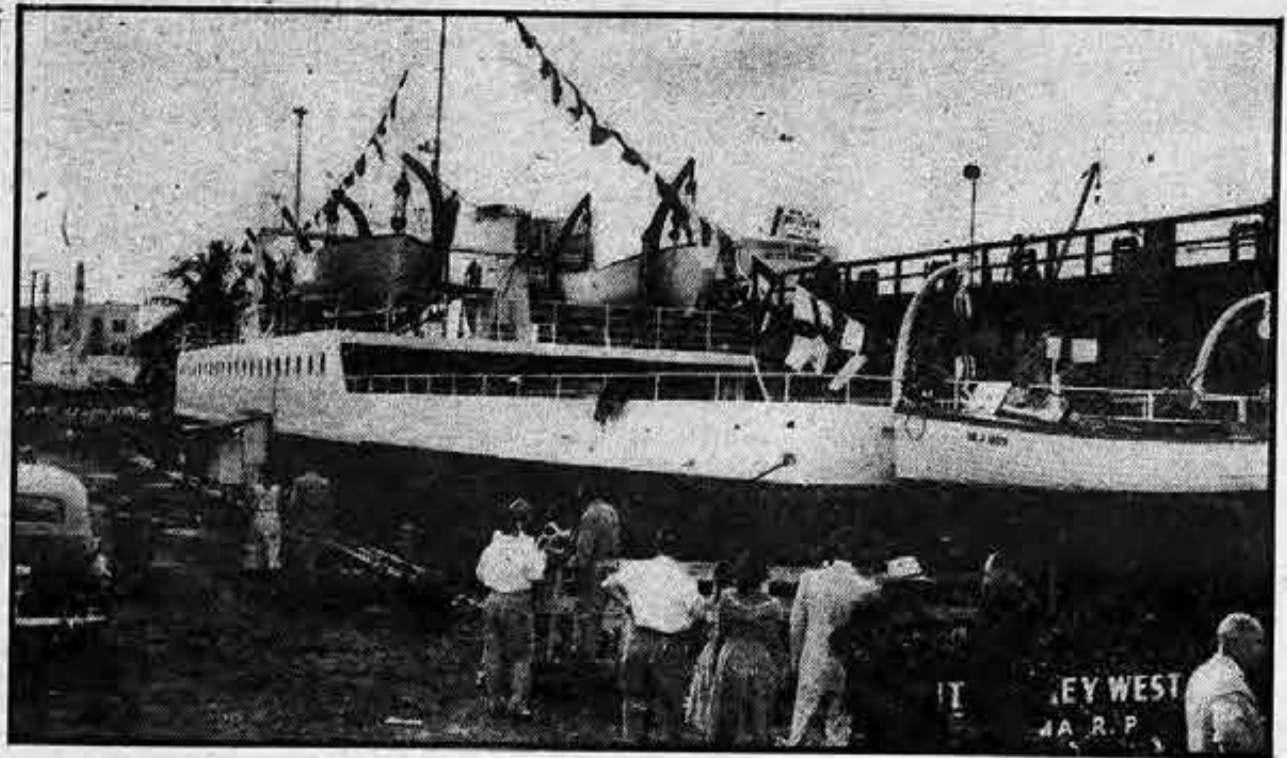
Loyal Panamanian

All of this might tend to produce a state of disbelief in suspicious minds that Panama had anything to do with it. It is on record, however, that after a nominal sum changed hands, the City of Key West swore that she would be a true and loyal Panamanian for the rest of her living days.

Of more interest to Seafarers, and especially to the passengers that ride her, are the City of Key West's seaworthiness and safety provisions. The 203-foot vessel is supposed to carry as many as 250 passengers and 40 automobiles, in addition, of course, to crew personnel. Her lifeboat complement for travel in hurricane waters consists of one motorboat and two Liberty ship lifeboats—total capacity 100 passengers, or far less than the one lifeboat seat per passenger on each side of the vessel that is specified for US-flag passenger operations.

Safety Margin Lacking

Of course, US passengers taking foreign flag ships like this can expect a considerably smaller margin of safety than they will get on a US ship. That goes for fireproofing, ship seaworthiness and other factors affecting safe operation. That is part and parcel of a cut-rate runaway flag operation. The trouble is that many Americans



Recent launching ceremonies for the SS City of Key West, a Panamanian-flag carferry, in that Florida city, featured many tributes to the virtues of that vessel although she is about as unseaworthy in terms of US safety standards as anything afloat. Adorned with red, white and blue bunting in an apparent effort to confuse the celebrants about her real identity as a foreign-flag vessel, the converted LSM boasts less than half the lifeboat capacity required of a US-flag ship.

making use of the service will be ignorant of the registry of the ship.

In this connection, there have been a number of unpleasant incidents recently on foreign flag ships in the ferry service. Just this past month the former SIU-manned Yarmouth, operating under the Liberian flag as the Yarmouth Castle, arrived in Miami with three-fourths of its passenger list ill from food poisoning. Several of the passengers had to be hospitalized.

Quick Name Change

Fearful of the bad publicity, the operators have hastily changed the ship's name to Queen of Nassau, hoping no doubt to identify her with the highly-successful British-flag Furness passenger ships, the Monarch of Bermuda and the Queen of Bermuda. The rechristening of the ship attracted the usual quota of speechmakers, all of whom conveniently forgot about the sick passengers in the hospitals.

Another similar operation, the Nuevo Dominica, ran aground following a general engine breakdown and exhaustion of fuel and water supplies. The Coast Guard and sal-

vage operators had to come to the scene and remove passengers and crew. This ship was formerly the New Northland, which operated efficiently for many years with a Canadian SIU crew before the owners thought they could do better with the rag-tag type of crew

that's normally found on a runaway-flag ship.

In contrast to these mishaps is the operating record of the SIU-manned Florida in the same service. In 25 years the Florida has never run into any serious difficulties.

Seamen's Store Fights India's 'Gyp-Chandlers'

Seafarers are not the only ones who have difficulties with waterfront peddlers and shoreside ship chandlers when it comes to buying gear. Indian seamen too, have had the same kind of worries with the result that the seamen's union in Bombay has been supporting a shoreside stores cooperative.

The store does not cater to the ships, but sells clothes and other items, does laundry and dry cleaning, handles pictures and sells film and repairs clothes. It was organized in 1951 originally, but after

many difficulties was reorganized early this year and is now showing a modest profit.

The store is located in the Seamen's Canteen Building at the Alexandra Dock, Fort Street in Bombay, and is open to all seamen in the port, including Seafarers and other Americans on US ships.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Guard Social Security Rights

Your Social Security rights may be worth as much as a \$40,000 combined insurance policy and lifetime annuity to you. On the basis of the new rates of payments, if anything happened to you, your wife and children could collect as much as \$200 a month. Or when you reach 65, you and your wife can get as much as \$1,950 a year in Social Security payments, and you can still work part time. If you had to buy an insurance-annuity policy from a commercial company which would pay these benefits, it would cost you from \$1,000 to \$1,500 a year for the premiums, depending on your age.

The most important thing for a man and his family to understand, is that Social Security benefits are never paid automatically. If you are entitled to them, you must apply for them.

You should make your family aware, that Social Security does include insurance payments for a family if anything happens to its breadwinner.

Must Work 'Quarters'

Seafarers particularly, because of a certain quirk in the Social Security law and the fluctuating nature of their employment, may be susceptible to loss of rights. To be eligible for family insurance or retirement benefits, you need to be either "currently" or "fully" insured. You are "currently insured" if you have at least some employment in six calendar quarters during the three years immediately preceding death or retirement. Calendar quarters are Jan.-Mar., Apr.-June, July-Sept., Oct.-Dec. Even \$50 of earnings in a calendar quarter, from any employment on ship or shore, gives you credit for that quarter. Or, \$400

earned in self employment in a year, gets you credit for four quarters, as long as you report and pay Social Security tax on self-employment earnings. Once you are "fully insured," you or your family qualify for benefits even if you are no longer working. You are "fully insured" as soon as you have one quarter of coverage for every two quarters that there are between the first half of 1951, and the quarter in which you reach 65, or in which you die. The maximum anyone needs is 40 quarters. Any quarter worked under Social Security since 1937 counts, including Armed Forces service in World War II, or since.

A family man should always make sure he has had a year and a half of some kind of work within the last three years, to keep his wife and kids eligible for the insurance payments, until he has enough quarters at his age, to be fully insured.

Also, if you ever get sick for a long stretch, be sure you apply for the "disability freeze" now allowed. You won't get any cash payments while sick. Congress repeatedly has been urged by the unions to permit Social Security to pay benefits for long disability, but has always refused. But if you do become totally disabled for six months or more, now you can apply to have your earnings record "frozen" during that period, to protect your benefit rights and benefit amount.

New Beneficiaries

Right now the Social Security Administration is seeking some 115,000 widows, 120,000 dependent children and about 5,000 elderly parents, who have become eligible for payments under the new rules. They were previously denied benefits because their breadwinners at that time had not worked sufficiently long under Social Security. Now

they can get the payments if the breadwinners had as few as six calendar quarters of coverage under Social Security. Also, some older retired men drawing comparatively small Social Security checks because their benefits were pulled down by periods of disablement or unemployment, in some cases can have their benefits recomputed under the new regulations. If you fall into any of these groups or know anyone who does, go to the Social Security office in your town, and see if these new rules help you.

Keep a record of your own wage credits, and supporting evidence, to make sure there is no slip-up, or book-keeping error in reporting and recording your credits, either by an employer or the Social Security Administration. You can get your record to date by getting Form OAR-7004, at any Social Security field office, filling it out and sending it to Social Security Administration, Candler Bldg., Baltimore 2, Md. Or just write a letter stating your name and address, date of birth, and Social Security number.

Always give your name to an employer for payroll purposes, exactly as on your Social Security card. Sometimes a man will use a middle initial or name, then later drop it, which increases the risk credits may wind up credited to someone with a similar name.

Be sure your wife has a record of your Social Security number. If you lose a Social Security card, make sure any new one issued you, has the same number as before.

A wife who has dependent children under 18, or is 65 herself, or dependent parents 65 or older, are eligible for monthly insurance payments. But there is also a lump sum death benefit of up to \$255. If you are not married, this is paid to whoever pays your funeral expense, so alert someone to apply for it if anything happens to you.

Cruise Run Again Proves Popularity



SIU hall in New Orleans was a bee-hive of activity one day last week when the Alcoa Clipper, Alcoa passenger ship on the Caribbean run, crewed up after a two-week lay-up for repairs. Here Port Agent Lindsey Williams (far right) calls deck department jobs while Patrolman C. J. "Buck" Stephens examines shipping cards. Job calls for the other departments on the popular run also had eager audience.

Opens Bar—But He's Still SIU

SAVANNAH—Take it from Mervin O. "Moe" Brightwell, veteran bosun, the SIU is tops in maritime for Union representation and a contract that guarantees the best in the way of earnings, conditions and security.

"That is why I am keeping my membership book active," said Brightwell, who opened his own shoreside business in Savannah last June. "My SIU book always will be my ace in the hole."

Brightwell decided to try his hand at operating a neighborhood tavern here after saving enough money during seven months and 11 days of shipping aboard the Robin Locksley (Seas Shipping).

Savings Invested

During his last trip as carpenter, he paid off at the end of a voyage of three months and 29 days with \$2,335.

A typical case, which Brightwell called "an example of real representation," involved collection recently by the Union of \$225 due him in maintenance and cure. Brightwell was having difficulty collecting what was coming to him until SIU Welfare Services and Union representatives in the Savannah SIU branch went to bat for him and achieved a satisfactory settlement of his case.



Savannah SIU Port Agent Jeff Morrison (left) delivers a check for \$225, representing maintenance and cure payments collected by SIU Welfare Services for former Seafarer Mervin O. (Moe) Brightwell.

Top of the News

WESTERN DIPLOMATS DICKER OVER GERMANY—With the collapse of the European Defense Community, western diplomatic leaders are now trying to patch up the pieces and come up with a new plan that will permit German rearmament and at the same time satisfy the French. A meeting of the nine members of the North Atlantic Treaty Organization is now being held in London to consider a variety of plans for dealing with Germany. It's expected that rigid limitations will be placed on the number of troops and military equipment that Germany will be allowed to possess.

US LEADS FIGHT ON RED CHINA IN UN—With the United Nations General Assembly back in session, the Soviet Union again moved for consideration of Red China's membership application. The proposal was voted down by "postponing" the issue until next year with the United States leading the opposition. The Assembly then went on to consider several disputes between colonies and occupying powers in such places as Morocco, Cyprus and the East Indies.

ELECTION PACE STEPS UP—Democratic and Republican big guns are dueling over the fall Congressional election with the Democrats heartened by an upset victory in Republican Maine. Democrat Edmund Muskie won the Governorship and other Republican candidates were hard pressed. The Republican campaign tone as set by Vice-President Richard Nixon was to assail "Trumanism" while the Democrats have been attacking the performance of the Eisenhower administration, and the internal split in the Republican Party.

RUSSIANS DETONATE NEW ATOM BOMB—The Soviet Union announced that it had set off new atom explosions in further tests of atomic weapons. The announcement occasioned no surprise in the US. Meanwhile Australia started mining uranium ore on a large scale for export to the US and Britain.

DC SCHOOLS END SEGREGATION—In accordance with the Supreme Court's decision, schools in Washington, DC, have eliminated segregation between negro and white students, with the change taking place quietly. Difficulties were reported from other areas in the nation, and the Mississippi legislature took steps to abolish the public school system. The Supreme Court is expected to issue further rulings clarifying its intent on how school segregation is to be ended.

ITALY OFFICIAL'S SON ARRESTED—Minister Attilio Piccioni of Italy has resigned to defend his son, Piero Piccioni, who has been arrested in connection with the death of an Italian "party girl," Wilma Montesi, last year. Charges of dope traffic and police corruption are involved in the case, and the police chief of Rome has been ordered to appear for questioning concerning attempts to hush up the case.

CANADIAN OIL SWINDLE CHARGED—A \$5 million oil stock swindle was charged by the New York State attorney general, Nathaniel L. Goldstein, when he asked for a court order to keep four Canadian companies from selling stock in New York. The attorney general identified Gaspe Oil Ventures, Ltd., and Quebec Oil Development Ltd. as the major operations in the swindle. He pointed out that the companies owned lands in areas where 100 years of drilling has failed to produce a drop of oil, yet investors were told that the company had fabulous gushers under development.

STALIN MURDER IMPLIED—Strong evidence that the late Josef Stalin, Russian dictator, was murdered by his associates has been presented in the "New York Times" by its Moscow correspondent, just returned after five years in Russia. The correspondent points to evidence that Stalin was planning a massive purge of his closest associates and was reported by all observers to be in excellent health, just before he was finished off by a "stroke."

Cartoon History Of The SIU

Joint Maritime Action

No. 73



In April, 1950, East and Gulf Coast ship operators decided to take on a major sea union in what observers saw as an attempt to smash the AFL Masters, Mates and Pilots. Meeting the threat, the SIU and other AFL maritime unions lined up squarely with the MM&P and got set for a full-scale shipping tie-up.



Exposing the operators' claims, the Mates challenged their refusal to sign on the same terms agreed to on the West Coast by some of their affiliated outfits. Seafarers pledged full support to the beef, aware that an attack on a sister union, if unchecked, would be followed by attempts against others.



Faced by the combined strength of seamen and all other marine crafts as well as a complete tie-up of the industry, the operators signed up 36 hours before strike deadline on April 22. The new pact gave the Mates several conditions never before obtained and again proved the power of joint union action.

SIU NEWSLETTER from WASHINGTON

The 50-50 permanent shipping law passed by the 83rd Congress will provide enough cargoes to meet the necessities of American tramp operators because Government-sponsored cargo movements are becoming less and less. Therefore, US agencies are studying the matter of whether they should recommend to the next Congress that tramp lines made eligible to receive Government operating subsidy aid.

In the past, tramp operators have held that the Government should subsidize well over 150 tramp ships. However, it is expected that US agencies next year will go along with a modified program to subsidize the neighborhood of about 40 tramp ships.

Other US operators, in general, will not oppose subsidies to tramps provided controls are put in to protect their own operations.

In the past few years, Congress has indicated that it is not in the mood to appropriate more subsidy for American shipping, so that a Congressional fight over tramp subsidies can be expected.

rumors are that Louis S. Rothschild, Chairman of the Federal Maritime Board and Maritime Administrator, will get a higher post in the Eisenhower Administration. The talk is that he will be promoted within the Commerce Department or even to an ambassadorship abroad.

Here's the latest group of American steamship lines aspiring for Government subsidy: Isbrandtsen Co., Inc., South Atlantic SS Co., and States Marine Corporation. Of the three, the most outstanding and suspected is Isbrandtsen, heretofore known in the trade as the aged individualist and opponent of subsidies. The company is expected to apply within the next few months for operating subsidy on around-the-world service going out of US North Atlantic ports, eastward through the Mediterranean, across the Pacific back to the US.

In the case of South Atlantic, this Company actually qualified for subsidy before World War II but refused at that time to give up its foreign-flag agency arrangements in the US Gulf and southeast. However, South Atlantic, after all these years, is pushing once again for its subsidy.

The foreign-flag agency tie-ins of South Atlantic probably will be subject of a separate extensive probe by the Federal Maritime Board. Under existing law, a subsidized line (which South Atlantic is to be) cannot have foreign-flag tie-ins, such as agency arrangements, unless specifically approved by the Government.

Until another company which had hoped for operating subsidy, name—States Marine Corporation, has been appointed berth agency for the subsidized operation of Bloomfield Steamship Company out of the Gulf of the United Kingdom and Continental ports. The Maritime Administration will pass very soon on the option of States Marine to purchase controlling interest of Bloomfield. However, it is not expected States Marine will exercise its purchase option immediately, hence appointment as agent for Bloomfield.

Congress is expected to appropriate money next year to provide detention benefits to seamen who were captured or interned or held by Governments of Germany or Japan in World War II for any period of time after December 7, 1941, during which the seamen were held as prisoner, internee, hostage or in any other capacity.

This is provided for in a bill passed by the 83rd Congress amending War Claims Act. The 1948 War Claims Act did not cover merchant seamen in that the seamen were not captured or detained within the limits specified by the Act or by the Japanese Government. However, Public Law 744, 83d Congress, amended the 1948 statute to include among the eligibles merchant seamen who were captured or interned or held by the German or Japanese Governments during World War II. This new law was enacted in the closing days of the 83d Congress, unfortunately, there was not time to authorize expenditure of the necessary appropriations.

It is anticipated that an appropriate request for money to carry out the new law will be made early in the next Congress, convening in January of next year.

Seamen entitled to detention benefits under the law are those employed as seamen or crewmembers of any vessel registered under the laws of the US, or under the laws of any government friendly to the US during World War II, and who were citizens of the US on and after December 7, 1941.

Applications for the above benefits should be filed before August 1955.

Latest statistics indicate that the merchant fleet of Japan consists of 945 vessels, which includes some 20 passenger ships and about 100 tankers.

The plan of the Japanese Government is to encourage the construction of another 180,000 tons of shipping in the near future.

The action of the Government of Greece to have Greek-owned tonnage return to that flag is proceeding with favorable results.

Among other things, the Greek Government has passed legislation to encourage this flag return, including better tax treatment for shipping under the Greek flag.

There may be a hitch in the Commerce Department program to encourage building of new tankers by accepting older tankers as trade-in. Congress appropriated some \$26,000,000 for this tanker trade-in-build program, and the Government had hoped to purchase up to 100 older tankers in exchange for the building, by private industry, of new and faster ships of modern design.

However, the US Navy had indicated that it would want, for national defense purposes, to have 18 knot speeds put in the 10 new tankers. The hitch is that this is too much speed for many tanker companies. It is expected that the Commerce Department will confer with the Navy in an effort to have this top speed decreased to about 16 knots, which case Commerce hopes to be able to sell the program to the tanker industry.

Your S.I.U. Washington Reporter



In the living room of his home in Tampa, Clarence B. Brundage (left) chats with Mack Patterson, AB. They were shipmates on the Antinous (Waterman).

Disabled Seafarer Lolls In Sunshine

TAMPA—Sunny Florida is a long way from Archangel and it is a lot more comfortable in the winter time, a fact well known to anyone who knows anything at all about geography. Clarence B. Brundage has been both places in the winter.

Now, the 71-year-old retired Seafarer is spending the remainder of his days in Tampa, resting in the shade of his vine-covered porch in the summer and sunning himself on the lawn in the winter—thanks to his weekly disability benefit check from the Seafarers Welfare Plan.

Brundage has plenty of stories to tell, as does any seaman who sailed all through World War II as he did. He sailed FWT and before making his first trip aboard the Norwalk (Eastern Steamship Co.) out of Boston he had done an eight-year hitch in the navy. His last ship before coming ashore to go on the SIU disability roll was the Antinous (Waterman).

In On Invasions
His favorite stories have to do with the ships and the men with whom he sailed during the war. He took part in all of the major European invasions and got in on a few of the big Pacific operations for good measure.

None, however, stands out in his memory like the trip he made in an ill-fated convoy on the Murmansk-Archangel run.

"There were more than 100 ships in that convoy and only six of us came back," he recalled.

"We were on an old lumber ship, the Minator (Waterman). With the engine room back aft, she looked like a tanker. We were a prime target and the German bombers were coming out at us all the time, day and night, in waves of 10 to 25.

Dynamite-Laden
As if the bombers didn't make life interesting enough, the ice breakers which were supposed to be clearing a path for the convoy froze fast, he said. The Minator was one of the ships chosen for ice-breaking duty.

"We had 700 tons of dynamite in the forward hold and every time she would ride up on the ice and bang down, we wondered if it would be the last," he said.

The Minator made it back to the States safely, but it was her last complete voyage. She was the victim of a German U-boat on her next trip out.

Now that he no longer is able to sail, he lives comfortably with his wife in their modest bungalow on his \$25 weekly SIU disability benefit plus his Federal old age benefit. The income, he said, is adequate to meet his needs.

"I don't know what we would do without the SIU welfare benefit," he added.

Who Is This Man?

BOSTON—Efforts to identify a 10-year amnesia victim at the Boston USPHS Hospital were intensified when a newspaper offered a \$500 reward for the positive identification of "Mr. X." The reward was offered by the "Boston Post" after the patient for the first time started responding to questions.

The story of "Mr. X" began on February 11, 1945, when he was brought to the hospital suffering from a serious bone disease.

The bone disease paralyzed him and "Jameson" was also suffering from amnesia.

In recent weeks, "Jameson" has begun to respond. He has considerable knowledge of British navy and merchant marine terms including English sailors' slang.

The mystery man is about 65, six feet tall, slender, brown-eyed and grey-haired.

Any Seafarers who believe they can help identify him are asked to communicate with the editor of the SEAFARERS LOG.



(Boston Post Photo) "Mr. X"

8 Winners At Schools -Via SIU

Three Seafarers and the children of five SIU members prepared to resume schooling in the US and Puerto Rico this month under four-year, \$6,000 scholarships provided by the SIU Welfare Plan.

The eight include the children of four Seafarers who won the 1953 awards and have already completed their first year of schooling paid by the Union benefit plus the quartet of 1954 winners whose educational needs for the next four years are likewise being financed by the SIU welfare program.



Lomas Jimenez



Meyer Goodwin

This year's winners, Seafarers Wallace Simpson, Seymour Wallace and Ed Larkin, and Jack Game, son of Seafarer Eddie Game, led the field of 16 competing for the coveted awards, which were announced in June.

Simpson is attending Stanford University, while Wallace and Larkin are continuing studies begun earlier. Wallace is resuming his pre-medical training at Columbia



Larkin Wallace



Game Simpson

College, NY, after a stint at Long Island University, and Larkin is returning to the Cornell University School of Industrial and Labor Relations. Game is at North Carolina University.

The 1953 scholarship winners, all of whom easily qualified to receive the second year's installment of the \$6,000 award by maintaining above-average grades, are: Elizabeth Lomas, daughter of Seafarer Arthur J. Lomas, attending New Rochelle College for Women, New Rochelle, NY; Charlene Holden Meyer, daughter of Seafarer Stanley A. Holden, attending Richmond Professional Institute, Richmond, Va.; Alma Jimenez, daughter of Seafarer Pedro Jimenez, who is at the University of Puerto Rico's medical school, and Robert Goodwin, son of Seafarer Eugene Goodwin, now attending the Dental School of the University of Oregon.

MARITIME

Completing the first maiden voyage in more than 20 years of a ship built specifically for the St. Lawrence passenger trade, the 22,000-ton liner Saxon is now in service between Liverpool and Montreal. Designed principally for the tourist trade, the Cunard vessel has a distinctive funnel of a unique pear-shaped design. Three representatives of the Mitsubishi enterprises of Japan who came to the US to propose the building of one or more large tankers for the Tidewater Associated Oil Co. in the Far East have succeeded in getting an \$11 million contract for the construction of two 45,000-ton tankships.

British Navy and police vessels recovered a 40-foot tug stolen from Rochester, England, after an all-night search in nearby waters. Police said two men had stolen the tug, worth nearly \$50,000, and had probably headed for the Continent before abandoning her 20 miles from Rochester. Total foreign cargo volume through the Port of San Francisco reached a record post-war high in 1953, according to an annual report just issued by port officials and the Department of Commerce. The 6.5 million short tons was more than 500,000 tons above the 1952 figure.

The Maritime Administration has awarded a contract for the production of a new type marine power plant, known as a free piston gas generator-turbine, to the Cleveland Diesel Engine Division of General Motors. The free-piston engine and several other experimental power plants will be tried out on four Liberty ships to find the best plant to use for the conversion of the war-built ships to present-day needs. An American-built, Panamanian-flag motor tanker, the 14,540-ton Ionian Mariner, is due in Japan shortly for scrapping in tow of the British tug Golden Gate. The 25-year-old vessel suffered a serious engine breakdown last year but the owners decided not to repair her.

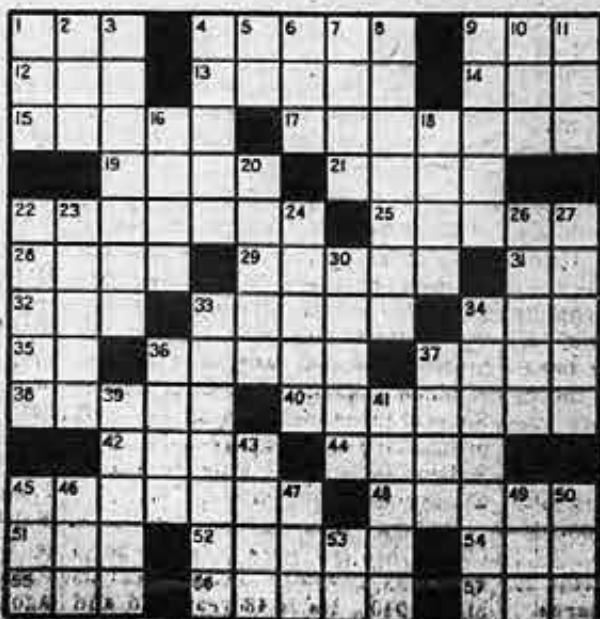
A Coast Guard icebreaker, the West Wind, is still sitting tight fast in the ice of the Lincoln Sea, 450 miles from the North Pole. Although in no special danger, since shifting ice pressure is expected to release the vessel, the West Wind has the problem of a broken blade on one of her propellers. New York's Mayor Wagner has appointed a 12-man group of the city's financial and maritime leaders to help promote the Port of New York and guide its future development. No labor representative is included on the panel, although the Mayor said he may appoint one later.

The Danish-built A. P. Moller Co. cargo ship Sally Maersk has made her maiden appearance in New York as the 63rd ship in the Moller fleet. The 9,700-deadweight-ton motorship is fitted to carry both liquid and bulk cargo at a speed of 18 knots. A feature of the new vessel is a separate cabin for each crewmember at the stern of the ship. The 3,197-ton British freighter Grosvenor Mariner was reported safe in Communist-held Foochow last month after defying a Chinese Nationalist warship's warning not to enter the Chinese mainland port. The ship was en route from Shanghai to Foochow to pick up a cargo.

A report on Port of New York ship activity during August revealed that more than twice as many foreign-flag ships—527—arrived during the month compared with American-flag ship arrivals—230. The Government closed Venezuelan ports and airports to ships and planes from Trinidad in mid-September following an outbreak of yellow fever on that island ten miles from the Venezuelan coast. US shipyards scattered on all coasts will feel the first real spurt of activity in many months following the awarding of Government contracts for the repair of 13 ships in the reserve fleet. Funds for the program were authorized by Congress this year to help keep skilled shipyard labor on the job.

The Seafarers Puzzle

- | | | | |
|----------------------|----------------------|---------------------|--------------------|
| ACROSS | DOWN | 11. Western outfit | 34. Member of crew |
| 1. Texas—in Re- | 1. What Musial | 16. Mr. Slaughter | 36. Lengthy |
| 4. Where Donald | 2. The Wallaba | 18. Existed | 37. Russian river |
| 9. Nautical initials | 3. Fish that cling | 20. Places to sit | 39. Recover from a |
| 12. Gorilla | 4. Apple juice | 22. Untrue | 41. Member of deck |
| 13. French river | 5. Bone | 23. Sora | 43. Plays court to |
| 14. A good outfit | 6. Meadow | 24. Hits | 45. Corrupt |
| 15. Toned down | 7. River in France | 26. Export of Spain | 46. High note |
| 17. Belgian port | 8. Radio hook-up | 27. Observed | 47. Main hatch: |
| 19. \$1 bills | 9. Employers | 30. A major crime | 48. Kind of cargo |
| 21. Jug | 10. Title of respect | 33. Norwegian ex- | 49. Chowed |
| 22. Commotions | | port | 53. Rupee: Abbr. |
| 25. —Welles, actor | | | |
| 26. An exclamation | | | |
| 29. Having knowl- | | | |
| 31. Behold! | | | |
| 32. Letters of | | | |
| 33. Unadorned | | | |
| 34. In good shape | | | |
| 35. Compass point | | | |
| 36. Endures | | | |
| 37. Reside | | | |
| 38. Fielder's mis- | | | |
| 40. Recovered from | | | |
| 42. No ifs,—or buts | | | |
| 44. Not any | | | |
| 45. Important sea- | | | |
| 46. Island of about | | | |
| 47. W long. | | | |
| 48. Everything | | | |
| 49. India's Prime | | | |
| 50. Minister | | | |
| 51. A hobby of | | | |
| 52. Seafarers | | | |
| 53. 24 hours | | | |
| 54. German ship | | | |
| 55. Born | | | |



THE INQUIRING SEAFARER

Question: What do you think is the best unlicensed job aboard ship? (Question asked in Savannah SIU hall.)

Lucius A. Dewitt, steward: Night cook and baker is the best job on the ship. It provides time off in foreign ports. At sea, you are through with your work by 10 PM, or a little after, and can be off until the next day. In your home port, you are on day work and can go home nights.



Charles W. Thompson, FWT: Electrician or pumpman are the top jobs. Not only is the pay good in these ratings, but as an electrician, there is only one man over you, the chief engineer. I've sailed on tankers and I know the pumpman has good pay and good conditions, too.

James E. Brannen, MM: I had rather sail fireman-watertender than any other rating. I sailed wiper before transferring to the steward's department and I once sailed FWT for five days when we were short-handed. I hope to sail in the engine department again when shipping picks up.



William T. Cooper, FWT: I've been sailing since 1947 and I think the oiler has the best job. He has weekends off in port and is not confined to the ship as much as some of the other ratings. Of course, the fireman makes more OT, but money isn't everything. I like a little recreation.

Edward F. Cetti, bosun: The electrician has the best deal. He makes more money and has a skilled trade that can be used ashore. I wouldn't swap jobs, though. I sail bosun sometimes, but I prefer sailing as AB. I like the work and there isn't so much responsibility attached to it.



Daniel O'Donnell, OS: Deck maintenance is the best job. You are off every night and can go home when you are in port, which is an advantage over the regular watch standers. It is more like a regular job ashore; put in your eight hours and your time is your own from then on.



MEET THE SEAFARER



CHARLES L. STEVENS, Steward

Most people would hardly consider a broken leg a turning point in their careers. But for Seafarer Charles L. Stevens it worked out just that way. The injury finished off his activities below decks as a member of the black gang and resulted in his switch to the steward department.

Today, the 57-year-old Seafarer is chief steward on SIU ships and is quite satisfied with his occupation. The job, he points out, makes no great physical demands on him, so he expects to be able to keep at it indefinitely.

Portuguese Native

Despite his English-sounding name, Stevens is a native of Portugal and spent the first 17 years of his life in the Portuguese capital, Lisbon. In 1915, he left the little European country to seek his fortune and came to the United States.

"I was a legal immigrant," he said, "for which I am very thankful today. Of course it was a lot easier to get a visa in those days." Stevens became a full-fledged citizen of the US in 1926 and has been living in the States ever since.

Stevens first started sailing in the black gang with the old Fall River Line, whose excursion runs are nostalgic remembrances to many an old-time Seafarer. Then in 1917 he went to work on Panama Canal Company ships that were being used as Army transports. He was torpedoed twice in that war, was bombed in World War II, but none of his mishaps at sea were as serious as the automobile accident that laid him low in 1925.

Skidded On Ice

A skid on an icy road did the damage and for the next 2½ years Stevens was laid up part or all of the time. When he was able to return to work, he stayed ashore holding various jobs as a cook in restaurants, and hotels. Finally in 1935 he decided to go back to sea. With his bad leg, he could no longer make it up and down ladders or

do other heavy work in the engine room. Instead, he put his experience as a cook to work and signed up in the galley.

Stevens got his Union book on May 16, 1940, and two years later got his endorsement as chief steward. From that time on he has sailed regularly as chief steward on a variety of SIU ships.

When World War II broke out, Stevens was aboard the West Kyska on a lend-lease run to Russia. German bombers attacked the ship and he caught a piece of shrapnel in his left leg. "The only reason it happened," he said, "was because I was foolish enough to be out on deck watching the action instead of being where I belonged." He went through the rest of the war unscathed.

Sails Any Runs

Stevens' most recent SIU ship was the Frances of Bull Lines. Unlike some chief stewards, or other ratings for that matter, Stevens has no particular preferences as to companies or runs. He agrees that some companies are a lot easier for a steward to deal with when it comes to requisitions, but doesn't care who he works for. "I've found that if you put up a fight on the requisitions when you have to, you get the support of the crew and the Union, and the company has to come through. With a couple of outfits it means battling with the port steward all the time but you can get results."

Stevens is married and while ashore between trips makes his home in New York's Greenwich Village section. At one time, back in 1948, he came off a nine months trip with a good-sized payoff and decided he would like to open a little neighborhood eating place so he could stay ashore.

Before he got through though, he says, the place had eaten up the payoff and more. Since then, he says, he has been content to let the shipowner worry about profit and loss while he sticks to the business of running a galley department.

LABOR ROUND-UP

A New Jersey committee has recommended repeal of that state's public utility anti-strike law by a vote of eight to one. The committee, appointed by Governor Robert Meyner, said that strikes have increased since the law was first passed in 1946. Instead of restrictive laws, the committee suggested that the state rely on traditional collective bargaining methods for settling disputes.

Last ditch efforts are under way in the New York metropolitan area to hold off a possible strike of 30,000 truck drivers. Negotiations between trucking companies and 11 locals of the International Brotherhood of Teamsters buckled down to around the clock bargaining sessions to avert the strike. Contracts had already been extended a full month to permit more time for negotiations.

New meetings are scheduled between the AFL Air Line Pilots Association and American Airlines over the dispute which led to a 24-day pilots' strike recently. The core of the dispute is that certain of the company's transcontinental flights were running 8½ hours, and the union contended it was haz-

ardous to make men work more than eight hours on a flight.

The giant CIO Steelworkers Union indicated a "decided coolness" to its parent organization at its Atlantic City convention. No CIO officials were invited to speak at the meeting, and rumors were that the Steelworkers will eventually part company with the CIO and go independent. The rift developed after Walter Reuther of the United Automobile Workers won the presidency of the CIO.

Several persons were injured in a clash between pickets and strikebreakers at the Square D Company in Detroit. A strike has been on at the plant since last June, under the leadership of the United Electrical Workers, independent. Although the union has been ousted from the CIO as Communist-controlled, the strikers have the backing of Detroit organized labor.

CIO Textile Workers have asked for ten cents an hour increase for 10,000 employees of the American Viscose Corporation, reversing a trend in the industry during which wage cuts or renewals without increases were the rule.

SEAFARERS LOG

October 1, 1954

Vol. XVI, No. 20

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

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Room For Ambition

That standardized American dream about accumulating a stake and then buying a piece of property or a small business for future security is now reality for many men in the SIU. There was a time, of course, before the Union took a hand, when seamen lived a hand to mouth existence—and sometimes the hand didn't have much in it for the mouth either. This was the traditional way of life for seafaring men before Union conditions and Union contracts enabled them to hold up their heads and changed their trade from a dumping ground to a desirable way of making a living.

The majority of professional seamen are content to work their trade and use their earnings to assure themselves the comforts of life. Those who have other ambitions find by going to sea they can accumulate the necessary "nut" in the form of hard cash. So we see them going into business, buying farms and homes and in other ways utilizing their seagoing as a means of accomplishing their aims in life.

Choice Of Candidates

The record number of 78 qualified candidates for 49 posts open in this year's SIU elections is vivid proof of the membership's active participation in the workings of the Union. It is also a tribute to the Union's simplified nominating procedure whereby each candidate may nominate himself without having to get off a ship and appear at a meeting. This procedure was purposely designed to make it easy for any member of the Union to run for office if he so desired.

The number of candidates would have been even higher were it not for the fact that some applicants failed to submit proof of seetime or specify the post for which they wanted to run. On such matters, the Union constitution is very specific.

It's been traditional practice in the SIU to encourage the membership to run for Union office. Full participation is assurance of democracy in Union affairs and also gives the voter a chance to choose the best possible candidate for a given job. Once the credentials committee report has been acted on and the ballots prepared, the next step will be for every SIU member to exercise his right to vote for the candidates of his choice.

The World Over

Long-time complaints about waterfront peddlers and ship chandlers aren't confined to the US. Indian seamen too have found it necessary to protect themselves by establishing their own supply store for personal gear.

So far it seems, nobody has sued the Indian seamen's union for doing so, probably because the seamen's own store has been a small and struggling operation. If it becomes successful, it is likely that the Bombay blood-brothers of our Stateside waterfront dealers will put up a similar fuss.

It's bad enough when the "gyp-chandlers" soak the working seaman here in the States, through their excessive prices and shoddy goods. Those who do so to Indian seamen, however, should have especially uneasy consciences, because the Indian seafarer has a constant struggle on his hands to keep body and soul together.

Just as seamen everywhere have a common bond, it seems that those who prey on seamen are pretty much the same the world around. We hope for the seamen's sake, that Indian seamen make good in their cooperative venture.

Forewarned

The foreign-flag transfer trend continues unabated with the growing carferry service out of Florida the latest hot-spot. A new carferry, the City of Key West, was recently christened as another runaway operation in that service.

Here is one phase of the transfer problem that directly concerns the American public, for the City of Key West and other runaway-flag ships in the service carry mostly American passengers. Since these outfits are always at great pains to conceal their foreign registry, it would be a good idea if the public were informed that these ships simply do not meet American-flag standards as to safety, ship construction and manning scales. The American traveler who takes these ships does so at his own peril.

LETTER of the WEEK

Asks Breakdown Of Messman Jobs

To the Editor:

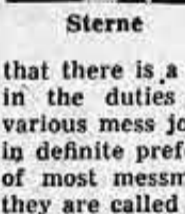
It is my conviction that wherever possible the Group 3 steward jobs should be broken down into the particular jobs called for. And I also believe that the definitions of "messman" and "utility" should be clarified, since they appear to have been altered in recent years.

Now these might seem like trivial issues, especially to men who are not in the steward department. But I think that any improvement in our working conditions, however slight, is well worthwhile. And let's not forget that the satisfactory standards we enjoy today are the sum total of many small changes.

The average seaman, I think, might point out that the various mess jobs all call for the same rating and provide the same pay, and that therefore a messman should be able to perform any of the duties required.

But I would like to point out that there is a world of difference in the duties pertaining to the various mess jobs, and this results in definite preferences on the part of most messmen toward the job they are called on to do.

Sterne



Five Kinds Of Jobs

Breaking down the various mess jobs, I think we find five distinct kinds: 1) the waiter (saloon and crew messman); 2) the pantryman; 3) the galleyman; 4) the bedroom steward (steward's utility), and 5) the passenger utility.

Now, the waiter has contact with the people he serves, but the pantryman is behind the scenes, cut off from the give-and-take of personal contact. It is easy to see that a "good mixer" would prefer the personal contact, while another man might prefer to remain in the background. And it is also easy to see that each man would be more content if he could have the job of his choosing.

I know some men who prefer galley jobs, while others I know have little use for the potato-peeling and pot-walloping chores involved. I also know men who consider a steward utility job a plum worth hoarding an ancient shipping card for, while others find that sack-making and sanitary engineering chores go against their grain.

I think the solution to this problem is fairly simple. Through a little cooperation between the steward, company personnel man and dispatcher, the jobs could be specifically designated and listed accordingly on the board.

I think that such a change wouldn't impose any strain on those involved, and that the benefits would far outweigh the inconveniences in the paper-work department. The results would make for more harmonious and efficient food-handling teams, and in turn make for more smoothly-running ships.

Anyway, that's the way I see it. Myles C. Sterne



Vote of Thanks

THE SHIP CHANDLER - INSPIRED attack on the SIU Sea Chest for putting an end to the victimization of seamen by unscrupulous slopchest suppliers has found Seafarers quick to reply in defense of the Union-owned operation.

Among crews going on record in defense of the Sea Chest against a Government anti-trust suit is the gang on the Steel Surveyor. The crew here expressed itself as completely satisfied with the slopchest supplied by the SIU Sea Chest and hopes "it may continue to the further benefit of our Union brothers."

In the process this crew really got to the heart of the matter, because in the long run there is no answer to the kind of slopchest supplied by the Union corporation other than another slopchest equal to it in quality and competitive in price.

A SUGGESTION THAT COULD

be taken to heart by many crews is one offered by Seafarer Robert P. Marion, currently on the Alcoa Cavalier. Marion proposed that crewmembers take better care of the ship's library, the books and reading matter put aboard by the SEAFARERS LOG for the crewmembers' leisure-time relaxation.

Marion, who sails in the steward department, has been an SIU member for nearly ten years. He joined in the Port of New York on December 15, 1944. The 30-year-old Seafarer is a native of Pennsylvania.

SEAFARERS HAVE A FINE

reputation for coming to the aid of their brothers in trouble, particularly in family emergencies. Up in Boston recently one of the brothers needed help in the form of blood donations for his sick wife. Several brothers at the Boston hall promptly answered the call: John Rubery, George Williams, Tom Cummings and C. Meloon.

Rubery, who was on the Orion Comet his last time out, has been a Union member since back in May 1940. He is 48 years old and

sails in the deck department. Williams, a North Carolina native, joined the Union this year in Baltimore.

SEVERAL SEAFARERS

AROUND headquarters were, and are, busy on elected headquarters membership committees. The last meeting chose a six-man credentials committee which passes on the qualifications of candidates for office in the SIU.

Chosen for this committee by their Union brothers were W. Reidy and A. Velasco, steward departments; J. Levin and W. S. McDonald, deck department; and P. Mitchel and C. King for the black gang.

Another committee that recently completed its job was the monthly membership admissions committee. The last one had on it Frank Lamberti, R. McCarthy, R. Gedding, William M. Todd, Theodore Goodman and Allen Friend.

THE WORKINGS OF SIU

membership-elected committees amply demonstrate Union democracy in action, and one of the best examples of this is the weekly financial committee elected every Friday in all ports to go over the records of each branch.

A recent such committee in Baltimore was composed of Seafarers G. R. Suit, R. T. Milton and Peter Losado. This trio performed its duties well and noted every expenditure by the Baltimore branch, even down to an item of 70 cents "for fuses." Little things mean a lot, as the committee members noted.

Suit, an AB who now lives in Houston, Texas, was born in that state 33 years ago and joined the SIU in Jacksonville in 1941. Milton, who also sails on deck, shipping as bosun, threw in with the SIU ten years ago in Norfolk. He hails from Mobile and was born in the state of Georgia in 1902. Losado, FWT and a resident of Baltimore, became 53 years old on Sept. 15 and was born in Puerto Rico. He joined the SIU 13 years ago last month in New York.



Goodman

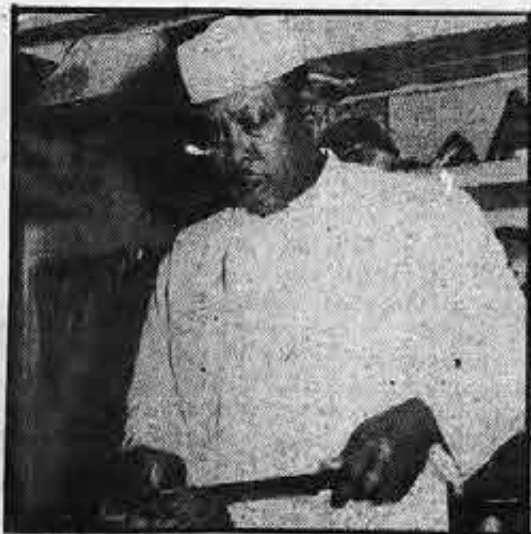


As each SIU ship completes its voyage the Union's shoreside machinery swings into action. Union representatives go aboard to take care of the payoff and settle beefs on the spot. The shipping hall fills calls for replacements for the new sign-on. Those crewmembers who are leaving the ship pack their gear while others keep the plant going so the ship can handle cargo and the galley force can ready the next meal. Soon the ship, in this instance the Robin Sherwood on the South African run, will head to sea again, all squared away as the new crew takes over and elects delegates for the coming voyage.

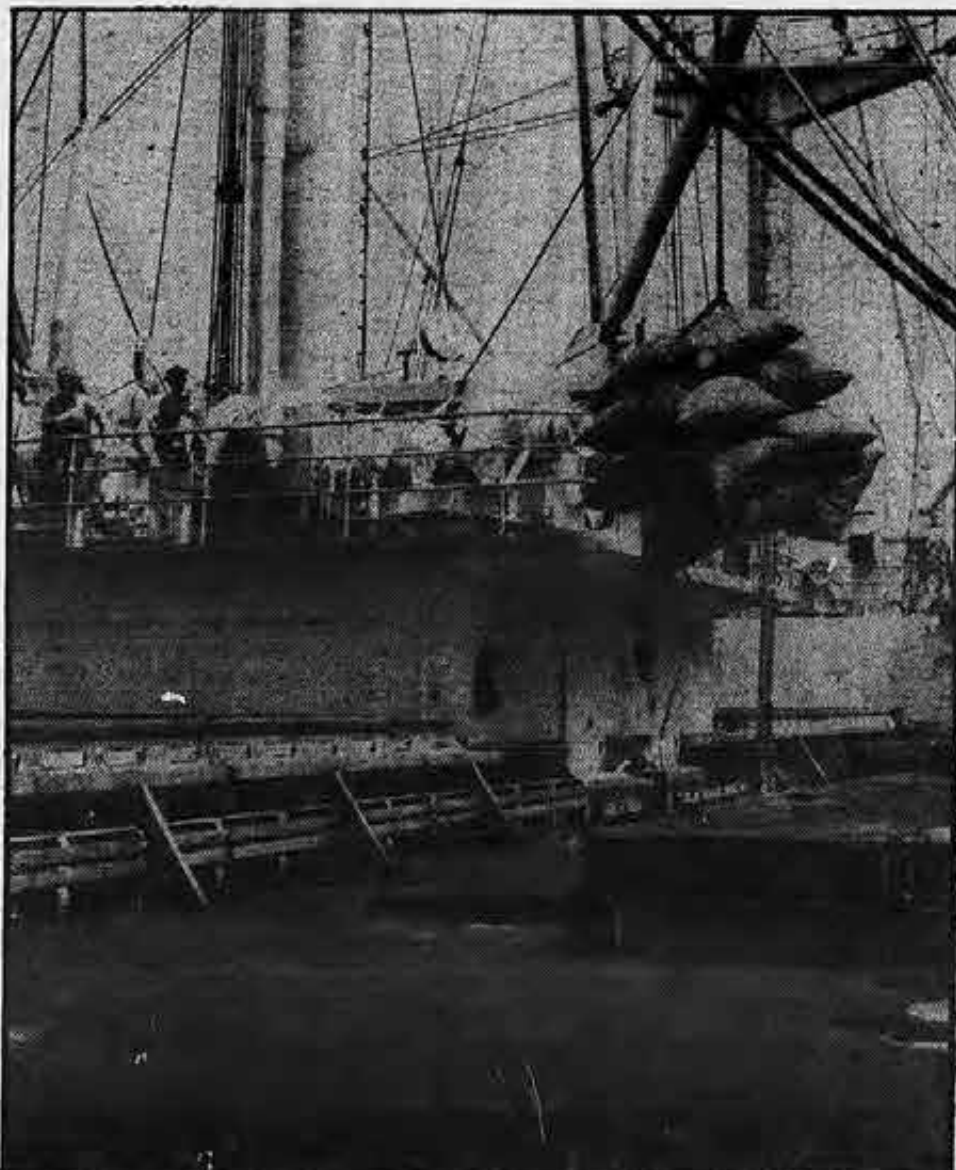
End of a Trip . . .



Still on duty, Ray Brault, electrician, tests a motor winding.



Chief cook Oliver Thompson prepares chow for next meal.



Up on deck, ship unloads cargo from its African run and then takes on new cargo offerings for the outbound voyage.



Messman Ray Galarza counts out dishes for next meal's set-up.



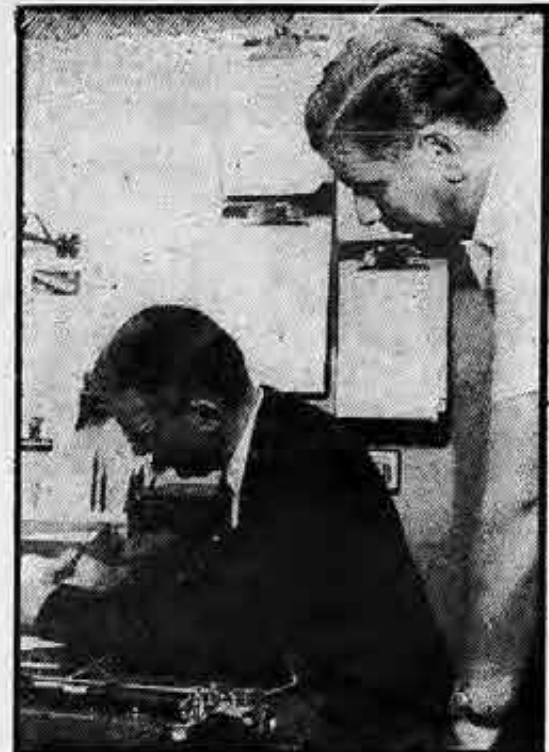
Union patrolmen head up gangway to handle payoff and beefs.



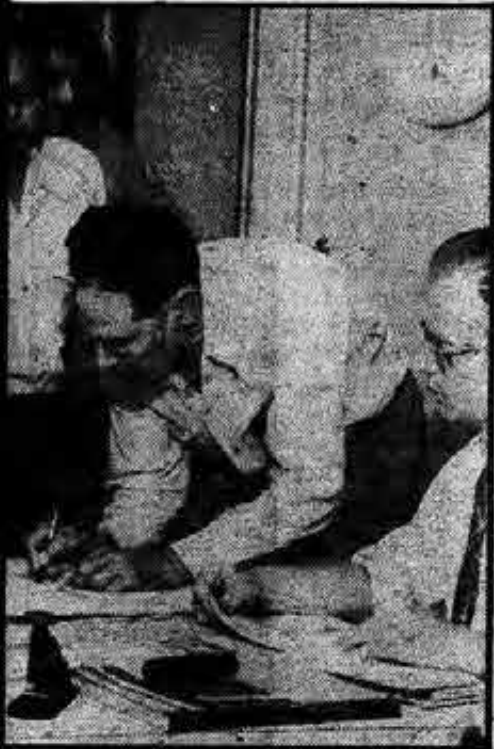
Contract is studied to dispose of some disputed OT.



Ship's crew holds last meeting with patrolman before payoff.



Patrolman (standing) and company rep check overtime sheets.



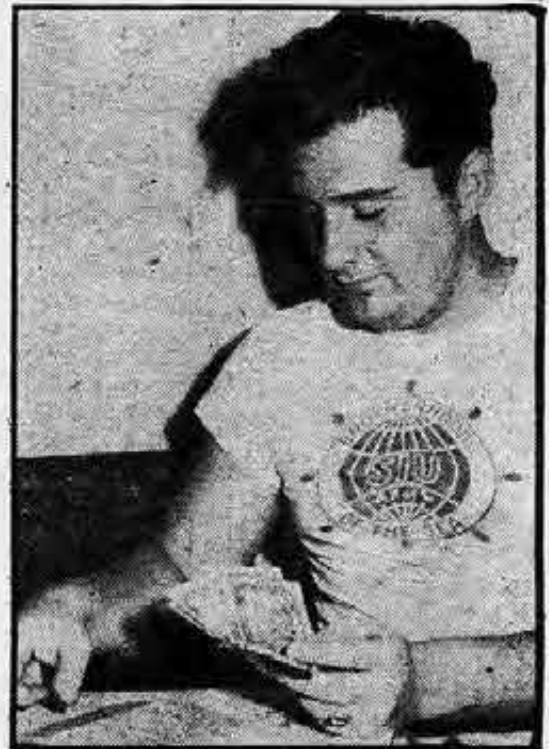
Crewmembers sign off and receive their official discharges.



Retroactive pay due under contract is issued at the payoff.



Customs officer goes through crewmembers' declarations.



Seafarer Anthony Tursi counts the cash rewards of the trip.



Seafarer Joe Roll grabs a fast shave before heading shoreside.



Robert "Andy" Anderson cools off under a refreshing shower.



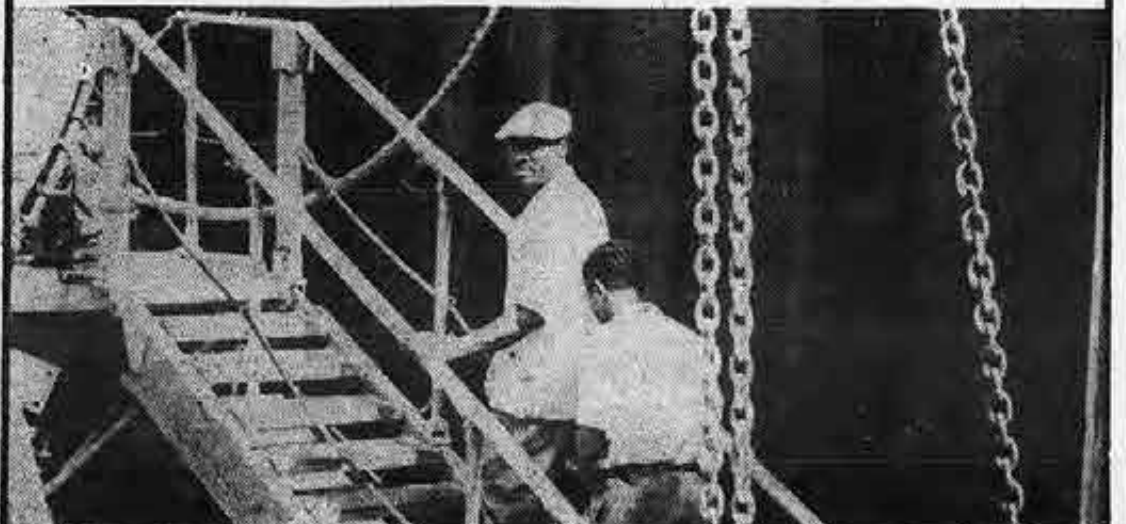
On way off ship, Crawford meets and greets his replacement, F. Adkins, who was dispatched to job from the Union hiring hall.



Gear all packed, Bill Crawford is all set to close up and leave.



Al Piontek, ship's delegate, posts minutes for the next crew.



Two more replacements go aboard to complete ship's complement as she prepares to weigh anchor and head for South Africa once more.

PORT REPORTS

Boston:

Evangeline Reported En Route To Florida

We haven't been exactly booming up in the Hub but shipping has been doing fairly well and we are hopeful that the coming cold weather will provide further pickups on the tanker runs.

We had four payoffs for the period of this report and three sign-ons. Paying off were the Queenston Heights (Seatrade); Logans Fort (Cities Service); Evangeline (Evangeline); and Ann Marie (Bull); The Queenston Heights, Logans Fort and Ann Marie signed on on continuous articles.

Our in-transit ships were in fair number with the Southern States (Southern); Steel Advocate, Steel Designer (Isthmian); Iberville, Gateway City and Chickasaw (Waterman) calling at this port.

The payoff of the Evangeline put an end to her regular summer run to Nova Scotia, and we are happy to report that for the third year in a row the ship operated without any serious beefs of any kind. Delegates in all departments certainly are to be commended for the fine job they did in holding beefs down to the vanishing point.

Right now, the ship will go into lay-up for necessary repairs and overhaul. The current rumor is that the ship will sail in December on the Florida cruise run. This is a very good possibility as we understand it but there is nothing definite on it yet.

Welcome Home

We were happy to welcome back the Queenston Heights to its old run, Portland to Venezuela. This past summer the ship had been running regularly into Montreal. The boys on board were glad of the change, since the ship is a "home away from home" for a lot of local Boston Seafarers. This vessel has a reputation as a happy ship which is justified by the fact that there is fine cooperation at all times between officers and men and beefs seldom amount to anything.

On the beach are a few of the men who just got off the Evangeline after a pleasant summer. They are: W. Prince, P. Vroom, P. Norton and J. Scully.

James Sheehan
Boston Port Agent



San Francisco:

2 Payoffs Take Crews, Keep Bookmen Moving

Shipping in this port during the past two weeks has been very good, with more men shipping than were registered. During this period we had two payoffs that took full crews and six in-transits that took quite a few men off the beach. Although there are still quite a few men on the beach, bookmen have been moving steadily.

The ships we paid off during the last two weeks were the Young America (Waterman) and Ocean Lotte (Ocean Trans.). The Young America signed on and so did the Kyska (Waterman).

In transit were the Massmar and Yorkmar (Calmar); Alcoa Pointer

(Alcoa) and Afoundria, Yaka and Raphael Semmes (Waterman).

Joined Union In '42

For our SIU man of the week we have selected Seafarer S. L. Woodruff, who is better known to his friends as "Woody" Woodruff. He sails in the engine room in all ratings, hails from Geary, Okla., and joined the SIU in New Orleans in 1942, after having been with the MFO. He thinks the SIU has the best welfare set-up in maritime, and is especially enthusiastic about the vacation pay. In fact, he says the vacation pay he has gotten through the SIU has been the first in his 25 years of going to sea.

Oldtimers on the beach here at the present time are J. Kackur, R. G. Vance, J. L. Nicholson, O. Powell, R. E. Palmer, J. E. Eubanks, R. Montcalm, C. T. Nangle, E. S. Schroder, A. Kessen, H. Arlinghaus and H. Krohn.

Marty Breithoff, Acting
San Francisco Port Agent



Savannah:

Shipping Stays Good; Southland Pays Off

Shipping here has been good during the past two weeks with the Southland (South Atlantic) paying off and signing on and the following in transit: Peninsular Mariner (Waterman); Carolyn (Bull); Robin Sherwood and Robin Mowbray (Seas Shipping); Steel Surveyor (Isthmian); Southland (South Atlantic); and Seatrains Georgia and Louisiana, which each called here twice.

The Southland had a very clean payoff and credit for a bang-up job can be given to the ship's delegates. These are Billie Darley, ship's; J. C. Laseter, deck; William J. Morris, engine, and R. F. Fields, steward.

Sea Chest Praised

For our SIU man of the week we have selected E. B. McAuley who sails as FWT and oiler. McAuley, who joined the SIU in 1943, thinks one of the best things about the Union is the Sea Chest. For years, he says, the waterfront parasite "took" the seaman. But now, thanks to the Union, a man can get decent gear at a fair price aboard ship.

Besides McAuley, men on the beach include J. H. Maxey, J. F. Lee, A. L. Fricks, F. G. Wesley and C. West.

Jeff Morrison
Savannah Port Agent

New York:

Standby Jobs Call For Day's Work, Too

Shipping in this port remained pretty much the same as in the last period: not booming but not too slow. Three ships went into temporary lay-up, the Robin Hood (Seas Shipping), Ocean Betty (Ocean Transport) and the Wacosta (Waterman). To balance these off, however, three ships came out of lay-up and took full crews. These were the Mankato Victory (Victory Carriers), and the Rosario and Angelina (Bull).

In connection with the laying up of the Robin Hood, however, there is a point that has to be brought to the membership's attention. The Union was successful in getting the company to take a 21-man standby gang to work the ship while she is laid up as a result of assurances that we would furnish them with competent men who would do a fair day's work. In turn, we were told that if it worked out okay on this one, Robin would follow the same practice on any future lay-ups.

Important Job

So, after explaining to the membership the importance of doing a good job, we shipped the men down. However, we then ran into the damndest headache we have had for a long time.

The company's port captain began calling us the next day to complain that some of the men wouldn't work, that they found two men sleeping when they were supposed to be working and that men were quitting every day, some of them without even completing the day's work.

Some of the men even said they were not told they had to put out a day's work when they went down there. The result was that the company began raising hell and threatening to lay off all hands and get a shoreside gang to do the job. But we finally talked them into ordering more men and promised to straighten things out.

So we shipped more men for the jobs, and things have gone pretty smoothly since then. The only kink was when one of the replacements went up first thing and asked for the day off. You can imagine what he was told.

Could Mean Other Jobs

With ships laying up every day the Union would like to get more of the companies to use our men for standby work. It's a good deal for some of the men who are waiting to ship, but if the word gets around that this is the manner in which some of our people perform the job we certainly can't expect

the operators to give us a break on this work.

Therefore, the Union urges all hands that when they see one of these standby jobs on the board, they shouldn't throw in for them unless they intend to go down to do a job and stay there until it's completed.

Nineteen Payoffs

In the past two weeks we paid off a total of 19 ships, signed 8 on foreign articles and serviced 13 in-transit vessels.

Ships paid off included the following: Kathryn, Beatrice, Edith (Bull); Steel Flyer, Steel Advocate (Isthmian); Robin Doncaster, Robin Kettering (Seas Shipping); Northwestern Victory (Victory Carriers); Alexandra (Carras); Ocean Betty (Ocean Transport); Bents Fort, Paoli, Chiwawa (Cities Service); San Mateo Victory (Eastern); John Kulukundis (Martrade); Seatrain Georgia, Seatrain New Jersey (Seatrain); Seatiger (Colonial), and Val Chem (Valentine).

Signing on were the Steel Worker, Steel Admiral, Steel Seafarer (Isthmian); Peninsular Mariner (Waterman); Greece Victory (South Atlantic); Robin Sherwood (Seas Shipping); San Mateo Victory (Eastern) and John Kulukundis (Martrade).

The following were the ships in transit: Elizabeth (Bull); Seatrain Savannah, Seatrain Louisiana, Seatrain Texas (Seatrain); Alcoa Runner, Alcoa Pegasus, Alcoa Pointer (Alcoa); Steel Admiral (Isthmian); Alamar, Portmar (Calmar), and Maiden Creek, Gateway City and Arizpa (Waterman).

Claude Simmons
Asst. Sec'y-Treas.



Philadelphia:

Crew-Up Of Hastings To Improve Shipping

Shipping in this port has been slow during the past two weeks, due mostly to Calmar ships paying off in Baltimore and entering the shipyards there to install conditioning systems in their holds. However, we expect the Hastings (Waterman) to crew up again at the end of this week and this should improve the situation. Also, the Calmar conditionings should be completed in the not-too-distant future so we should again have a share of these payoffs.

During the last report period we paid off the Hastings (Waterman), Republic (Trafalgar) and Winter Hill (Cities Service), and signed on the Republic and Winter Hill. We also serviced ten ships in transit.

A. S. Cardullo
Philadelphia Port Agent

Lake Charles:

GS Tankers, Val Chem Call And Take On Men

Way down here in the swamps of southwestern Louisiana things are moving along very nicely although shipping has been a little on the slow side, with 35 men registered and 23 shipped during the last report period.

Calling in here during these last two weeks were the French Creek,

Bents Fort, Paoli, Logans Fort, Chiwawa, Winter Hill, Council Grove, Bradford Island and Contigny, all of Cities Service, and over in Orange, Tex., we had the Val Chem (Valentine Tankers), which has a fine group of SIU men doing a bang-up job on her.

We shipped a few men to each of the above ships so things were not too bad.

At our last meeting here on September 22, the pumpmen took over with Brother "Whitey" Pritchett serving as chairman and Brother J. Mitchell serving as recording secretary. Both men did a fine job.

Cheer Tanker Facts

When the announcement was made that some of the tanker companies have signed the new contract there was much loud whooping and cheering, and now the members are waiting for Cities Service to sign up so they can start to collect that back pay. Some of the tankermen will have considerable amounts coming.

For our Seafarer of the Week we nominate Brother Steve Senak, who rode Atlantic Refining Company ships through to the end of that drive and did a very good job for us all during the campaign. Senak comes from Illinois and sails in the deck-department. He has just completed an offshore run on one of the Cities Service tankers, on which he did a fine job as ship's delegate, and is now waiting for a good coastwise run.

On the labor front here all is quiet with the exception of one small beef that the Building Trades Council has with one of the contractors, but we believe it will be squared away by the time this is in print.

That's about all except to say that the hunting season has opened, and some of the boys are trying to bag a few birds, and we are also looking forward to the circus coming to town.

Leroy Clarke
Lake Charles Port Agent

A & G SHIPPING RECORD

Shipping Figures September 8 to September 21

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENGINE	STEW.		DECK	SHIP.	ENGR.	
Boston	18	9	12	39	13	11	15	39
New York	146	113	125	384	116	99	93	308
Philadelphia	28	18	20	66	8	10	3	21
Baltimore	82	64	55	201	92	86	88	264
Norfolk	3	9	8	20	3	5	1	9
Savannah	30	19	26	75	15	14	17	46
Tampa	10	15	24	49	8	5	3	16
Mobile	75	72	74	221	21	23	23	67
New Orleans	91	74	119	284	81	54	103	238
Galveston	32	25	20	77	20	15	12	47
Seattle	28	23	10	61	25	22	17	64
San Francisco	25	33	32	90	40	35	38	113
Wilmington	15	24	10	49	8	4	3	15
Totals	543	498	535	1,516	450	393	411	1,247

Don't Send Your Baggage COD

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

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

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

PORT REPORTS

New Orleans:

Red Tape Is Hurdled, Hall Gets 'New Look'

The New Orleans hall is finally getting a face lifting after hurdling more red tape to get the job done than they have in Washington. Not only do you have to get a city permit to get work done, but since the hall is in the famous Vieux Carre you have to get a permit from the Vieux Carre Association to do any work on the outside of the building.

Members coming to New Orleans will notice that the canopy over the front door has been removed, due to a truck knocking it down and our not being able to replace it as it was illegal, according to the association. The cementing work will be complete shortly and the sign painting will start soon to complete the face lifting of the front to go along with the recent inside paint job.

Since our last report shipping has been good here and is expected to remain that way for at least another two weeks. The Alcoa Clipper (Alcoa) crewed up after being in drydock for two weeks. Most of the original crew went back to their jobs on the Clipper, but we were able to ship 15 new men to jobs that were not filled by former crew members. If the same trend is followed on the Alcoa Cavalier, it will be a further aid to shipping here.

The Alcoa Pioneer has been laid up for more than 10 days and is expected to take a full crew soon.

Job Situation Aided

Another break in the job situation was provided when the AFL Machinists' and Boilermakers' locals here called the SIU hall for 44 men to work on the Alcoa ships that were in drydock. This was a big help to some of the brothers. We expect to have more job calls from these unions in the near future as they were more than well pleased with the high quality of work turned in by the men shipped to the Alcoa shipyard work.

The men who went out on this work knew that future jobs depended on their ability, so they turned to in typical SIU fashion and got the job done. They deserve to be commended for building a good record in this respect.

Friends and former shipmates of Duska "Spider" Korolla will be pleased to learn that he has been discharged from the USPHS hospital after a long stay and given a "fit for duty" slip. "Spider" was in the hall to register the day he was discharged from the hospital and hopes to make a job soon.

We also are happy to report that James "Red" Gleason and James H. Bales have been discharged from the hospital and pronounced fit for duty.

Among those recently admitted to the hospital are Gilbert "Big Mamou" Piersall, Andrew Harvilla, Clarence "Red" Cobb, Leonard Kay, Marcus Evans and Vincent Michel. We hope these brothers will be well and ready to ship again soon.

Samuel Cope and Oscar Madere are reported to be recovering in good shape after recent surgery and are looking forward to being able to come to the hall to get their names on the shipping list.

During the last report period we laid off the Alcoa Clipper and Al-

coa Pioneer (Alcoa); Steel Director (Isthmian); Del Mundo, Del Mar and Del Santos (Mississippi); Chickasaw and Antinous (Waterman), and the Compass (Compass). The Del Mar, Del Sol, Del Mundo and Compass signed on.

Ships that called in transit included the Alcoa Patriot, Alcoa Corsair and Alcoa Polaris (Alcoa); the Steel Surveyor (Isthmian); Del Sol and Del Mundo (Mississippi); the Seatrains Georgia and Louisiana (Seatrains Lines); Arizpa, Claiborne, Monarch of the Seas and Morning Light (Waterman), and the Margaret Brown (Bloomfield).

Lindsey J. Williams
New Orleans Port Agent

Galveston:

Ships And Jobs Scarce; Outlook Not Exciting

Shipping out of this port is really in the doldrums with nothing in sight promising much in the way of relief. In the past two weeks we had just three payoffs and one sign-on, with 16 in-transit ships giving us most of our action.

Our payoffs were the Fort Hoskins and Government Camp (Cities Service) while the Margaret Brown (Bloomfield) paid off and signed on again.

Ships touching this port in transit were: Seatrains Texas, Louisiana, New Jersey and New York (Seatrains); Seatiger (Colonial); Del Mundo (Mississippi); Lone Jack, Bradford Island, Fort Hoskins (Cities Service); Bienville, Arizpa, City of Alma (Waterman); Alexandra (Carras); Steel Recorder, Steel Surveyor, Steel Director (Isthmian).

While shipping action was light on these vessels, they had their good points too since they came in clean with just a few minor beefs that were squared away without difficulty.

On the beach with us here is E. C. "Pappy" Hill, who was vacationing for the past two weeks up in Oklahoma, while Brother P. Lusk is also looking for a scow after attending Mexico City college for the past two months.

On the beach in the hospital are Brothers William Walker, M. A. Plyler, D. R. Fisher, B. F. Grice, A. N. Salas, J. Arras, W. Currier, B. C. Seal, E. A. Hellman, C. B. Young and I. J. Torre.

Keith Alsop
Galveston Port Agent

Mobile:

Shipping Stays Poor As Lay-Ups Continue

Shipping in this port during the past two weeks has been bad, with some 65 men shipped to regular jobs and 93 to relief jobs in and around the harbor. During this period we had 13 payoffs; 5 sign-ons and 5 ships in transit, but out of the 13 payoffs we had 5 of the Waterman C-2s lay up for an indefinite period.

Waterman is planning to put two of the eight ships now laid up back into service during the next couple of weeks. However, two other Waterman ships due in here during the next two weeks—the Citrus Packer and Maiden Creek—are due to go into lay-up, so there will still be eight ships in idle status waiting for cargo or charters.

There were no major beefs at any of the payoffs here, but we did have one beef on the Wild Ranger (Waterman). On this ship, instead of having a day man replace a watch stander who was missing, the mate used the deck cadet instead, and as a result we had an overtime beef of over \$300 which was collected and divided among the deck department men who normally would have done the work.

Getting Unemployment Pay

Since the Waterman fleet has been laying up in this port, we have had quite a few requests from members on how to go about collecting unemployment compensation. First, each crewmember laid off should get a notice from the company stating why he was laid off; second, each member who applies for unemployment compensation should make sure that in the last fiscal year preceding his application he has worked at least 20 weeks for the company or companies he is making his claim against.

These two steps are mighty important, and members' unemployment claims will be processed more quickly and correctly if they follow them.

For our Seafarer of the Week we nominate Brother Gibson Coker, who is married and has two children, makes his home in Mobile and ships steadily out of the area as bosun or deck maintenance. His last ship was the Claiborne on the Puerto Rico



Coker



Hill

run. A member of the Union since 1943, when he joined in New York, Coker has seen many of the Union's gains made and his favorite is the vacation plan since, he says, it assures a man that he will be able to draw his vacation pay no matter how many companies he has worked for.

A few of the oldtimers now on the beach here are Frank Edmonds, J. Dimas, L. G. Hanson, D. Harrison, N. Davis, J. Williams, W. Brown, W. Kyles, P. R. Simmons, J. Karlson and B. Faulk.

Cal Tanner
Mobile Port Agent

Baltimore:

Shipping Shows Rise But Don't Rush, Boys

Shipping in this port picked up somewhat during the past two weeks, but it can still be considered only fair so we are not advising a stampede here as there are still plenty of men on the beach to take care of the jobs that are available.

During the last two weeks we had the following ships pay off:

Lone Jack (Cities Service); Steel Rover, Steel Admiral and Steel Flyer (Isthmian); Arlyn (Bull); Bull Run (Petrol Tankers); Northwestern Victory (Victory Carriers); Trojan Seaman (Troy); Fairland (Waterman); Portmar (Calmar), and Santore, Chilore, Baltore, Feltore, Cubore and Venore (Ore).

Signing on were the Azalea City (Waterman); Pennmar (Calmar); Steel Rover and Steel Flyer (Isthmian), and Chilore, Santore, Feltore, Cubore, Venore and Baltore (Ore).

Ships In Transit

In transit were the Alcoa Pointer and Alcoa Roamer (Alcoa); Robin Doncaster and Robin Kettering (Seas Shipping); De Soto, Maiden Creek and Iberville (Waterman); Suzanne and Mae (Bull), and Steel Flyer (Isthmian).

In the USPHS hospital now are Coley Crockett, Elmer Lamb, Vincenzo Russo, Einar Hansen, Jesse Brinkley, James Connor, Jessie Clarke, Thomas Cunningham, Edward Neamans, Kenneth Humphrey, Edison Brown, Julius Kekete, Frank Paylor and Samuel Mills.

Earl Sheppard
Baltimore Port Agent

Seattle:

Sea Unions Picket In Protest On Transfers

Shipping has been nothing to blow your top about out here but it has been holding up fairly well because two of our Libertys came out of lay-up. We had both the Amersea (Blackchester) and the Amerocean (Amerocean) coming out and taking full crews for a wheat run to Brazil out of Seattle. The future looks pretty encouraging because the Seacomet II (Ocean Carriers) is supposed to come out shortly and load for another Far East run while the Seacoral (Coral) will load lumber for the East Coast.

All of the unions out here including the deck and engine officers, radio operators, the NMU and our West Coast affiliates are pretty hot under the collar over Maritime Administrator Louis Rothschild's action in approving the transfer of two more US-flag Libertys.

Five-Day Picketline

Since the ships were docked at Todd's Shipyard and the Ballard Oil Docks here, eight maritime unions, including the SIU, put up picket lines on them to protest the transfers. We had the line on for five days. Unions participating were: Masters, Mates and Pilots, Local 90; NMU, Seattle branch; American Radio Officers Association, Seattle branch; Marine Engineers Beneficial Association, Local 38; Marine Firemen's Union; Sailors Union of the Pacific and Marine Cooks and Stewards, AFL.

It's quite clear to everybody except Rothschild that everytime he approves one of these transfers he is making it that much tougher for the remaining ships under the American flag.

One Payoff

The two Libertys coming out of lay-up were our only sign-ons. We had one payoff here, the Cecil N. Bean of Dry Trans. In-transit ships were the Afoundria and Raphael Semmes (Waterman); Alcoa Planter (Alcoa) and Yorkmar (Calmar).

With the meal ticket system going into effect out here, the membership has gone on record to patronize the Kilowatt Restaurant because of the fair treatment the management and the employees have given the Seafarers and the decent prices on their menu.

Oldtimers on the beach include H. Parks, M. Olson, J. Barton and J. Goude. In the marine hospital at the moment are C. G. Archer, B. Bork, W. J. Fick, R. J. Heilig, E. H. Harrell, S. Johannessen, R. L. Morrow, V. K. Ming, W. M. Pennington, R. L. Welch and O. R. Ware.

Jeff Gillette
Seattle Port Agent

SIU HALL DIRECTORY

SIU, A&G District

BALTIMORE	14 North Gay St. Earl Sheppard, Agent	Phone 4-3440
BOSTON	276 State St. James Sheehan, Agent	Phone 4-1040
GALVESTON	21st & Mechanic Keith Alsop, Agent	Phone 2-8448
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	Phone 4-8113
NEW YORK	675 4th Ave., Brooklyn Ren Rees, Agent	Phone 9-9800
NORFOLK	127-129 Bank St. S. Cardullo, Agent	Phone 4-1083
PHILADELPHIA	337 Market St. T. Banning, Agent	Phone 7-1635
SAN FRANCISCO	450 Harrison St. Marty Brethorn, Agent	Phone 3-5475
SAVANNAH	1209-1811 N. Franklin St. Ray White, Agent	Phone 8-1393

WILMINGTON, Calif.	505 Marine Ave. Ernest Tulley, Agent	Terminal 4-3874
HEADQUARTERS	675 4th Ave., Bklyn	SECRETARY-TREASURER Paul Hall
ASST. SECRETARY-TREASURERS	Joe Algina Joe Volpian William Hall	
HONOLULU	16 Merchant St. Douglas 2-8383	Phone 5-8777
PORTLAND	522 N. W. Everett St. Beacon 4-356	Phone 2-5999
RICHMOND, CALIF.	337 5th St. Hyacinth 9-8800	Phone 2-8383
SAN FRANCISCO	450 Harrison St. Douglas 2-8383	Phone 2-8383
SEATTLE	2505 1st Ave. Main 2-290	Phone 2-290
WILMINGTON	505 Marine Ave. Terminal 4-3131	Phone 4-3131
NEW YORK	675 4th Ave., Brooklyn Sterling 8-6671	Phone 8-6671

Canadian District

MONTREAL	896 St. James St. West Plateau 8161	Phone 8161
HALIFAX, N.S.	128 1/2 Hollis St. Phone 8-8911	Phone 8-8911

FORT WILLIAM	118 1/2 Syndicate Ave. Ontario	Phone 3-3221
PORT COLBORNE	103 Durban St. Ontario	Phone 5591
TORONTO, Ontario	272 King St. E. Empire 4-5719	Phone 4-5719
VICTORIA, BC	617 1/2 Cormorant St. Empire 4-531	Phone 4-531
VANCOUVER, BC	285 Main St. Pacific 7824	Phone 7824
SYDNEY, NS	304 Charlotte St. Phone 6346	Phone 6346
BAGOTVILLE, Quebec	20 Elgin St. Phone 545	Phone 545
THOROLD, Ontario	52 St. David's St. CANAL 7-3262	Phone 7-3262
QUEBEC	113 Cote De La Montague Quebec	Phone 2-7078
SAINT JOHN, NB	177 Prince William St. NB	Phone 2-5232

Great Lakes District

ALPENA	133 W. Fletcher Phone 12-81W	Phone 12-81W
BUFFALO, NY	180 Main St.	Phone 1-0147
CLEVELAND	734 Lakeside Ave., NE Phone: Main 1-0147	Phone 1-0147
DETROIT	1038 3rd St. Headquarters Phone: Woodward 1-6857	Phone 1-6857
DULUTH	531 W. Michigan St.	Phone: Main 2-4110
SOUTH CHICAGO	3361 E. 92nd St.	Phone: Kooz 8-2918

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.



At the left, Seafarers Lars Nielsen (left) and Walter Schlecht, off the Steel Fabricator, pose at Cherry and Company in Bombay with the proprietress, Mrs. D. Parkes. At the right, some of the objects d'art which the shop sells are examined by (l-r) DM Slipsey, ch. elect. Adamson, steward Martin and second mate Salami. Shop specializes in selling souvenirs and curios of wood, brass and ivory.

Macy's Basement Has Nothing On Shop In Bombay, SIU Bargain Hunters Find

There are many things in this world which don't live up to their advance notices. But his isn't true of a certain souvenir and curio shop in Bombay, India, reports Seafarer Lars Nielsen of the Steel Fabricator (Isthmian).

This shop is Cherry and Company, which specializes in Indian articles made of brass, wood, and ivory. And, as far as price and service are concerned, the place is all it's cracked up to be, Nielsen reports in behalf of his fellow crewmembers. The interest of the Steel Fabri-

cator crew in the shop was first aroused by a letter written to the LOG last March by Charles Collins, delegate on another Isthmian ship, the Steel Admiral.

That letter — in which Collins praised the prices and service in the shop—so interested the Steel

Fabricator men that they resolved to see for themselves the next time they were in the Indian city. And what they found was that Collins' praises had not been sung for nothing.

"We are happy to state," Nielsen now writes the LOG, "that we visited this concern and were delighted with the excellent behavior, cordial attitude and charming manners of the proprietress, Mrs. D. Parkes. This lady gave us all possible assistance in purchasing all sorts of articles which we wanted for our comfort.

Articles Called 'Superior'

"The articles we purchased at Cherry and Company," Nielsen writes, "were decidedly of superior quality, and nowhere else in the city of Bombay could we obtain such articles at such a remarkably reasonable price.

"Unlike other shops in Bombay, we found that in this one no undue pressure or persistence was exhibited either by Mrs. Parkes or her salesmen. On the contrary, they made every effort to make us feel right at home and at ease, and to browse around all we wanted to without disturbance."

The address of the shop is 2, Annes Chambers, 3, Carnac Road, Bombay 1. The place is recommended to all of their fellow Seafarers by the Fabricator crewmen.

Another Seafarer, Louis Hale, who has made many trips to the port, in a recent report to the LOG also echoed the crew's sentiments as to the quality and prices of the goods.

LOG-A-RHYTHM:

Sea Voices

Gordon L. Peck

Tell me not a seaman's lot is dirty and dull and hard,
That his back is bent and his pay is spent at the turn of a greasy card.
That the seas that roll from pole to pole only death and despair foretell,
That his roll is blown and his hopes are flown in some foreign dockside hell.
Through gale and breeze I have sailed those seas where the mermaids and tritons play,
I've burned out my guts and been rolled by sluts in the fever that lasts a day,
In the sober morn many oaths I've sworn to cut, out women and booze,
But two months at sea work wonders with me and I can't seem to quit when I choose.
'Neath the Southern Cross where the whitecaps toss and the moon sparkles right out loud,
There's a different kind of joy, I find, than comes wrapped in a satin shroud.
Where the dolphins play and the Milky Way's like a barrel of diamonds that broke,
The worries of Man and his money-mad clan seem remote, half unreal, and a joke.
So when I'm on the beach and home's within reach and I'm tempted by comfort and ease,
There's a maddening lure I can never endure in a whiff of the salt sea breeze.

Quiz Corner

- (1) Is Los Alamos in the US famed as: (a) the site of a Texas battleground, (b) a national park, (c) an atomic laboratory and testing ground?
- (2) What is the number which when added to 1,000 gives a higher result than if it were multiplied by 1,000?
- (3) What young girl led the French army against the English in major war?
- (4) The quotation "He leadeth me beside the still waters" is from: (a) Lincoln's Gettysburg Address, (b) the 23rd Psalm, (c) Winston Churchill's latest book about World War II?
- (5) Seafarers should know this one. Which two South American countries have no seacoast at all?
- (6) A man has a total of \$5.90 in nickels and dimes. If the number of dimes is one less than half the number of nickels, how many of each does he have?
- (7) What roads in Virginia are always wet?
- (8) What famed American writer and lecturer lost her sight, hearing and speech at the age of 19 months?
- (9) According to the US Constitution, how many members are included in the President's cabinet?
- (10) Is an anemometer used: (a) to test the blood, (b) to measure the velocity of the wind, (c) to measure the depth of color?

(Quiz Answers on Page 17)

OFF WATCH

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

Stamp collectors specializing in US issues still have a chance to obtain a first-day cancellation of the new 20-cent special delivery stamp which will be released Oct. 13 in Boston. The design of the stamp, which will be printed in blue in sheets of 50, shows a special delivery letter being delivered hand to hand to the recipient. Collectors may send a limited number of self-addressed envelopes with a money order to cover the cost of the stamps desired to the Postmaster, Boston 1, Mass., for first-day cancellation. Remember that each envelope must bear a 3c or 6c stamp to prepay the postage, since special delivery stamps alone are not valid for postage.

Seafarers who dabble at carpentry when home ashore have probably found the quarter-inch drill a handy tool for all kinds of jobs. Now a new inexpensive attachment for the portable electric drill enables you to saw, rout and drill lumber, plyboard, plaster, plasterboard, masonite and leather. A short drill bit at the end of the tool makes the hole, and the stick-back surface enlarges or routs it. The attachment comes in two sizes: 2 3/4 inches long at \$1.50 and 4 1/2 inches long at \$1.80. If your hardware store doesn't have it, write Benrich, Box 64, Dept. PP, Jamaica 35, NY.

A LOG reader passes on this

Pick Up 'Shot' Card At Payoff

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

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

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

workshop tip from "Better Homes and Gardens" which others may find useful. In tight places where you can't swing a hammer, you can drive a nail with a C-clamp. Start the nail by pushing the point into the wood with pliers. Adjust the clamp so that the flat gripping head will press against the nail-head to force it into the wood and slowly tighten the screw. To avoid damages to the wood, slip a scrap of wood or a putty-knife blade under the screw.

Those who are in the market for a not-too-expensive 35 mm camera for limited picture work may find the \$36.95 Paxette, a German import, just about right. The camera has automatic film transport and shutter cocking, plus double-exposure prevention, built-in extinction-type exposure meter with a corresponding exposure scale on the \$6.95 eveready case, depth-of-field scale, film rewinder and body release. It is equipped with a f/2.8 45mm Kalaplast lens and synchronized Pronto shutter with speeds to 1/200th of a second and bulb plus a built-in self timer. Interstate Photo Supply Corp., 28 West 22d Street, New York, NY, is the importer.

An item for the seafaring-philatelist who may be ashore in Philadelphia these days is a special stamp exhibition which opened last week at the National Philatelic Museum, Broad and Diamond Streets, to mark the 25th anniversary of the State of Vatican City and the current Marian Year. The display will include the entire collection of Francis Cardinal Spellman of New York, the show's sponsor, as well as material sent by the Vatican Postal and Philatelic Museum and entries by others invited to loan portions of their Roman States, Vatican and "religion" stamp and cover collections. The exhibit will be carried over through Nov. 2, 1954.

A pocket level with a pocket clip, described as "handy as a fountain pen" for the home craftsman, is being marketed by Stanley Tools, and retails at under \$1. The five-inch level, weighing less than an ounce, is made of heat-treated aluminum tubing, has machined flats on the sides and a solidset proved glass with bubble set true to the working surface.

Cold Beer Helps Make For A Warm Time In Yokohama



Obviously enjoying their shore leave in Yokohama are these SIU crewmen. At Yokohama Seamen's Club are (l-r): Clifford Eubanks and Norman Phillips of the Mother M.L. (Eagle Ocean) and Jimmy Williams, Joe Logan and Pedro Villaboi of the Pelican Mariner (Bloomfield). At the right is Jimmy Knight and his attractive Japanese wife, Michiko.

In Spain It's 'SI, SI' For Seafarers—See?



Helping promote Spanish-American relations among the local señoritas are these crewmembers of the Transatlantic (Pacific Waterways), shown here during a recent stop in Bilbao, Spain. Left to right are J. Rogers, wiper; J. Landron, DM; W. McBride, bosun; Bill Doran, OS; Robert Leavy, OS, and Francisco Agosto, Jr., chief cook. Photos were sent by Tom Maynes, who says he also had a good time.

Letters In Bottle Take Their Time —But They Get There Just The Same

It may take a little longer than modern-day postal deliveries—or even the Pony Express—but the mariner's time-honored method of sending letters in bottles is still good. This is reported to the LOG by O. S. Flynn, former crewmember of the SIU-contracted Strathbay (Strathmore), who discloses that ten letters "posted" in a bottle off the coast of Brazil last January, were delivered to their recipients within three months.

Just to make sure everything was legal, Flynn says, the Strathbay crewmen enclosed money to cover the cost of postage for the letters. They also enclosed a book written by Jack London, and then tossed the bottle overboard, at a point approximately 700 miles west of the Brazilian coast, on last January 8.

On February 22—six weeks later—the bottle was found just off the Brazilian coast by an unidentified fisherman who brought it to the American consular agent at Sao Luis, Brazil. He sent the letters to Belem, Brazil, where the American consul sent them to the US Navy Hydrographic Office in Washington, DC. From here they were

forwarded to the original addresses.

Used For Many Years

In a letter commenting on the incident, the Hydrographic Office points out that "for many, many years, drift bottles containing messages have been used to determine and verify the circulation of oceanic waters, and as late as the turn of the 20th Century, the drifts of bottles thrown overboard by mariners were the principal means of determining the sets and drifts of ocean currents.

"However," the office points out, "the data derived by this means were only general and not altogether reliable, due to the many variable forces influencing the passages of the bottles. In recent years more scientific and precise methods for the determination of ocean currents have been developed."

Crewmen Mark Labor Day At Sea Services

The SIU crew of the Seacloud (Seatraders) may have been all at sea at the time, but this didn't prevent them from duly observing the Labor Day holiday, reports ship's delegate L. S. (Johnny) Johnston.

Bound for the Far East, the crew decided that since they couldn't parade or otherwise note the occasion ashore, they would do so by holding a shipboard meeting.

And so, Johnston reports, a meeting was held at the No. 5 hatch and a number of the brothers gave talks on Labor Day and what it means. At the conclusion of the talks, the members all voted to send their best regards to all Union brothers and officials on this day dedicated to labor.

Ship In Poor Shape

When the crew was first sent to the ship from the Mobile hall on August 20, Johnston says, they found it to be quite a mess. In fact, Johnston says, the ship was in the worst shape he'd seen since 1936, with a "messhall which looked like the fire room of a coalburner" and all the rooms and passageways in about the same shape.

The ship looked so bad that some of the men wanted to immediately return to the hall. But cooler heads prevailed, and the crew went into a huddle and decided to let the skipper know in no uncertain terms that "an SIU ship is a clean ship."

As a result of this firm stand, the crew made plenty of OT per man for cleaning, and also got new inner spring mattresses and an agreement to start sougeeing and cleaning for the rest of the year.

"This," Johnston says, "is a good example of how working men can improve the conditions under which they work and live through firm, collective action.

"Thanks to such action by its SIU crew, the Seacloud is becoming a decent ship to live on, and I think this collective action symbolizes the real spirit of Labor Day."

The SPORTS LINE

By Spike Marlin

Right now as this is being read the Cleveland Indians and the New York Giants are locked in valorous battle for the baseball championship. It seems strange indeed not to see a Yankee uniform on the field, but the presence of the Giants in the contest makes it a partial New York affair for the sixth straight year.

On the face of the won-lost record they compiled, the Indians would rate as all-time terrors, having won more ball games than any other ball club in history. However, a second look should convince that the Indians, while a good team, are no super ball club. Their astonishing total of games won was rolled up against one of the weakest second divisions the American League has had in years. Against the only ball clubs that offered a stern test, New York and Chicago, Cleveland was only a .500 performer.

Good Retreads

The Indians' success stems more than anything from adroit use of pitchers by manager Al Lopez. By spotting Bob Feller and Art Houtteman against second division ball clubs he got the most mileage possible out of these retreads. And that policy enabled him to reserve his big three, Lemon, Wynn and Garcia, against the two contending clubs where he at least got an even break out of them.

The lamentable weakness of the AL's second division is emphasized by the fact that the runner-up Yankees also won over 100 games, more incidentally, than they won in any of their five preceding championship seasons.

Staggered Through

On the other side of the fence, the Giants showed a good deal of early strength, but there were times in the later stages when they were distinctly wobbly. However, whenever Milwaukee and Brooklyn came close, the Giants

had enough strength to stand them off, which is where it counts.

As series contenders the Giants have two obvious drawbacks. The club leans too heavily on relief pitching with only Johnny Antonelli reliable as a nine-inning pitcher. And it has two All-America outs in the line-up, 2nd baseman Williams and catcher Westrum. With these men and the pitcher bringing up the rear, it puts a heavy burden on three or four ballplayers to deliver all the runs.

Cleveland's strong pitching, above all, has made the Indians distinct favorites to take the series. If the Indians are to be taken, it will require some more superhuman feats by Willie Mays and very sound pitching by the veteran Sal Maglie.

On The Afoundria



Aboard the Afoundria (Waterman) during a Far East run, popular Seafarer Percy Boyer (front) poses with a couple of his shipmates. Photo was submitted to the LOG by Nick Wuchina.

Seafarer Sam Says



GALLEY CLEANINGS

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

Recalling the life and good times aboard the SIU ships he sailed on for over four years as chief cook, Seafarer Antonio Goncalves, now a GI at Fort Myer, Va., has taken time out to submit a couple of recipes which he found to be "the favorites of many Seafarers during my career with the SIU."

Goncalves, who originally hails from Portugal and entered the service last spring, apparently had an "in" on French-style dishes, because "Vichyssoise" is one of several recipes from over the other side of Pyrenees Mountains which he submitted.

"Vichyssoise" is a French-style potato soup originally made in the town of Vichy, famed for its mineral springs.

To make it, here's what you need: ¼ lb. butter, 24 leeks (white part only), 6 onions, 2 gallons chicken stock, sprig of parsley, 5 celery stalks, 12 large potatoes, 6 cups heavy cream, and salt, pepper, nutmeg and Worcestershire sauce to taste.

Mince the onions and cut the leeks fine. Melt the butter in the soup pot and add leeks and onion. Cook very slowly until the mixture is tender but not brown. Add

the stock, parsley, celery, sliced potatoes and seasoning, and cook until the potatoes are tender.

Put everything through a very fine sieve and add stock if necessary. Stir in cream before serving. If evaporated milk is used in place of heavy cream, the soup should be thickened slightly with a roux made of butter and flour. "Roux" is the culinary term for a mixture used for thickening soups and sauces.

"Vichyssoise" is also favored when cold and in this case should be well-chilled before serving. Top with a delicate sprinkling of finely chopped chives or parsley just before serving. (Serves 48.)



SIU Sea Chest Service Hailed

To the Editor:
The story in a recent issue of the LOG about how the chiseling slopchest operators have bulldozed the Government into filing a monopoly suit against the SIU Sea Chest really burns me up. These characters really have nerve to beef. They've been getting away with everything but murder for as many years as I can remember.

I remember one time I bought a pair of shoes from one of these waterfront operators who was handling the slopchest on the ship and the first time we hit more than a mild sea the bottoms almost came off. Those shoes must have been put together with glue, and lousy glue at that.

Made It His Fault

When I beefed about it I was told I must have done something wrong with them because "they were first quality work gear." That ended that, and I was out six bucks and still needed a pair of work shoes.

Thanks to our Union, that's been changed and we now get even more than we pay for from the Seafarers slopchest on the ships. The stuff is top rate, the prices can't be beat and when something goes wrong with an item we know we can get a fair shake.

The only thing that is a "monopoly" about the SIU slopchest service is that it seems to have cornered the market on the best gear and still gives it to us at a low price.

Good riddance to the old days when the slopchest operator had us under his thumbs and milked us for "new, first-quality gear" that was just second-hand junk cleaned up a bit.

Joe Hudson

Grateful For Aid Given In Injury

To the Editor:
I am writing this because I want the members of the SIU to know how grateful I am for the wonderful treatment which the SIU Welfare Services Department gave me when I was hospitalized recently after suffering an accident on the Gateway City.

When I was hurt while working in the storage room, I got in touch with SIU Welfare Services and they gave me temporary assistance which enabled me to sign off the ship and begin to get out-patient treatment at the Staten Island marine hospital.

Seafarers Donate Blood

Later on I had to enter the hospital for an operation and all during this time I received the regular SIU hospital benefit of \$15 a week, and Welfare Services also got five Seafarers to donate blood to me.

Words can never express my gratitude about this wonderful service to someone who is not a bookman or even a permitman in this great Union, although I was a strong union man in other fields

LETTERS

before I started sailing out of San Francisco and Seattle in 1952. I want all the members to know I will never forget this, and I will always be ready to help the SIU no matter where or when I am called on.

Isaak Bouzin

Blood Donation Records Sought

To the Editor:
In the September 3 issue of the LOG I read an interesting article about the fine blood donor record which the SIU has, especially at the Staten Island USPHS Hospital. This is very true, but I would like to cite an experience I had at this hospital.

I was a patient in this hospital from June 16, 1954, to July 2, 1954, for a hernia operation, and five days after my operation my doctor asked me to donate a pint of blood because I had the right type for another patient they had.



Salazar

I donated a pint of blood and on August 13, when I had come back to the outpatient clinic for treatment of my right hand and elbow, I decided to ask the hospital for a certificate showing my blood donation.

No Record Kept

Well, to make a long story short, I was sent from one office to another until finally, in the last office, I was told that the hospital doesn't keep a record of blood donations.

In my opinion, our Union should ask the hospital to keep such a record and give certificates to the men who donate blood. We don't expect any real reward outside of the knowledge that we have helped a fellow human being, but I think it would be good if we who have given blood at least had a certificate to show for it.

Luis Salazar

Lady Landlubber Likes The LOG

To the Editor:
I enjoy reading the LOG and would like to let you know how a landlubber feels about a seaman's paper.

The port reports are especially interesting and full of information, and I also like the articles explaining the work of the Welfare Services Department.

My one complaint is that I can never solve your crossword puzzles but I guess they are for true seamen. I also like the Quiz Corner. It helps me write questions for radio quizzes and I have lots of fun with it.

Thanks a million for your friendly and really informative paper.

(Mrs.) Gabrielle Umsted

Del Norte Story Worth Repeating

To the Editor:
In reading our ship's newspaper, the "Del Norte Navigator," I came across an article by Wilson Montero, and I think a few sentences from that article bear repeating for the benefit of other SIU men, such as:

"If a union is only as good as its members I'm sure that the SIU ranks with the best. Everyone I've spoken to has been ready to give me advice on how to make my work easier. . . . Now that I'm a member of the SIU I want to tell the world I'm proud of it."

Incidentally, Montero tells me his father gets copies of the LOG regularly at his bar, "Sharkey's Bar," in Norco, La.

Forrest C. King



King

LOG Perpetuates Memory Of Son

To the Editor:
I am writing this to thank the SIU for the death benefit I received after my son, Henry A. Currier, passed away last July 19. I would also like to express my appreciation to the Union for its wonderful letter of consolation.

I hope you will continue to send me the SEAFARERS LOG, as reading it makes me feel my son is still out there with his shipmates.

(Mrs.) Marie Jennings
(Ed. note: You will continue to receive the LOG regularly.)

LOGs Remind Her Of Dead Brother

To the Editor:
This is the first chance I have had to write you about my brother, George (Dusty) Espalla, who died in Mobile, Ala., last January 16.

I want you to know that reading the LOGs, which come to me regularly, makes me feel close to my brother.

Marie Le Gault

Operation Due, He Gets Blood

To the Editor:
I hope you will print this letter in the LOG because I want to thank Mickey and the rest of my Union brothers who have donated nine pints of blood to be given if I need it when I am operated on for a floating disk in my back.

This is a major operation and I have a 50-50 chance of coming out of it paralyzed from the waist down. But I have great confidence that my doctor will bring me out of it so I can go back to sea, and I also have confidence that all my

Union brothers will stand by me.

Waiting To Ship Again

I am waiting and praying for the day I can start shipping again because I sure miss the feel of a ship under my feet and the good times I used to have with my SIU buddies. It's been 29 months that I've been laid up and the call to go back to sea is getting stronger every day.

I would also like to have the LOG mailed to me so I can keep up with the Union's activities.

William (Smoky) Grabenauer
(Ed. note: Your name has been added to the LOG mailing list.)

Holding Card Can Cost Job

To the Editor:
After 13 years of sailing with the SIU, I thought I at least knew how to throw in my card for a job. But recently an incident occurred which has me wondering if I know the shipping rules, and I'd like some clarification.

While waiting for the 4 o'clock call one day at headquarters, I noticed a card thrown in for an AB job, which is in Group 2. This card was older than mine, so I held back. But when the dispatcher announced that the card thrown in was in Group 1, I immediately threw my card on the desk and asked for the job, since I was registered in Group 2. The dispatcher said it was too late as my card was not on the desk.

I always thought a man shipping in the group he was registered in had preference over a man shipping in another group, but in this case I lost the job.

I might add that later the man who got the job offered to let me have it, but I declined because the dispatcher told me I was wrong.

Fred T. Miller

(Ed. note: The shipping rules provide that a job shall remain open for three calls by the dispatcher. If a man does not throw in his card in that time, the job can be given to a man registered in another group.)

Happy To Sail After Army Duty

To the Editor:
I'm returning to sailing in the Union again after serving in the Army and I want to say how happy I am to again be an active member of our fine organization—the SIU.

Please print this in the LOG to explain my absence during the last two years to my old shipmates.

I hope to be meeting some of them soon again.

I'm registered at the Norfolk hall and am hoping to ship out soon.

A. Edsel Panton

Welfare Set-Up Gets His Thanks

To the Editor:
I would like to express my appreciation for the many fine services I have received through our Welfare Services Department, such as the recent maternity benefit which my wife and I received after the birth of our daughter.

I would also like to make mention of the wonderful spirit of help and cooperation shown by the men of the SIU. I know what it means to be in a hospital in a foreign country with bronchial pneumonia and have my shipmates and delegates visit me to see if there was anything I needed.

Having been a seaman for the past 13 years, and having been all over the world, I've found that there is no seamen's organization anywhere that can begin to compare with the SIU.

I would also appreciate it if you would put my home address on your mailing list as my family certainly enjoys reading the LOG while I am away.

Bob Ladd

(Ed. note: Your address has been added to the LOG mailing list.)

LOG's Even Read In Atomic Plant

To the Editor:
I am now working at the Oak Ridge atomic plant in Tennessee, and through an ex-SIU seaman working with me I have seen the SEAFARERS LOG and hope you will put me on your regular mailing list as I certainly enjoy reading this fine newspaper.

From 1939 to 1946 I was with the Army in the Canal Zone, doing guard duty on ships of all types and nationalities that passed through the canal. In fact, I was on the last Japanese ship to pass through the canal before the war started. So you can see that news of ships and seamen is of great interest to me.

S. R. Thornton

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

'Moon's' Death Touches 'Pop'

To the Editor:
I have just gotten back to Saug Harbor after two more months in the Staten Island hospital. I sure was sorry to hear that "Moon" Kouns is no longer with us. Omar Khayyam was right when he said of man that "he is but a tent in which he takes his one day's rest, a Sultan to the Realm of Death addressed."

I get a little restless here and sometimes knock off a few original jingles which I hope you will be able to use in the LOG sometime.

James (Pop) Martin

Burly

One Man's Meat . . .

By Bernard Seaman



... DIGEST of SHIPS' MEETINGS ...

ROBIN KETTERING (Seas Shipping), July 4—Chairman, L. Nagle; Secretary, R. T. Whitley. Discussion on fan in laundry, and on serving milk three times a day. Men were asked not to take things from the ice box that do not belong to them.

STEEL CHEMIST (Isthmian), July 16—Chairman, Dutch Kefer; Secretary, Frank A. Keller. Ship's delegate reported that the payroll went very smoothly. Most of the repairs were taken care of. \$5 was donated to the Merchant Marine Library. The steward was asked for ash trays. Discussion was held on issuing clean linen, and a satisfactory arrangement will be made with the steward.

SEATRAN NEW JERSEY (Seatrains), July 15—Chairman, John Monast; Secretary, Herman Kirk. Motion made and carried to advise the negotiating committee that the crew would like to have the time off on the Seatrains extended until one hour before sailing. Motion made to air condition messhall or to increase ventilation, and motion was passed. There was a complaint about the mate working.

CANTIGNY (Cities Service), August 1—Chairman, V. Symanski; Secretary, M. G. Oshtram. Treasurer reported donations of \$4 to ship's fund increased same to a total of \$45.50 on hand. Repair lists have been submitted and some of the repairs have been completed with the rest to be taken care of in the shipyard. Brothers were urged to clean out the washing machine after using it.

STEEL FABRICATOR (Isthmian), July 21—Chairman, J. M. Hand; Secretary, T. F. Martens. Ship's delegate requested the cooperation of all brothers and asked that they stop talking behind one another's back and work together. The ship's awning has not been taken care of. Motion made and carried that repair lists be turned in now so that all minor repairs may be made before arrival. If at

all possible, crewmen would like plastic pillow covers for the hot run. Discussion held on washing machines. Since both machines are in need of repairs and both were bought by former crews it was deemed advisable to put in for one new machine.

STEEL SEAFARER (Isthmian), June 21—Chairman, J. B. Garrison; Secretary, A. Thorne. Suggestions made to keep screen doors shut in port. Crewmembers were asked to keep some cigarettes to smoke instead of selling all of them. A little more cooperation was requested in using garbage cans.

July 25—Chairman, Roland Leneve; Secretary, Allan Thorne. Ship's delegate spoke to the chief mate about having the laundry soiled and the showers and toilets painted. The chief mate said he would take care of this when he got the chance. Repair lists were distributed to delegates and department heads. They were asked to get same in early so that the repairs can be started. Chief cook says more reefer space is needed for

about low pressure on drinking fountains. Steward department was given a vote of thanks for good chow and fine service.

ROBIN TRENT (Seas Shipping), August 1—Chairman, Martin Laas; Secretary, J. H. Henning. Disputed overtime to be taken up with the patrolman. Motion made and carried to ask the hall for stewards coming aboard to insure sufficient quantity and quality for the next trip. Further discussion criticizing the food, menu and the chief cook using suet for cooking purposes. Vote of thanks offered to the ship's delegate for helping to provide the ship with an excellent library. Repair list to be posted on bulletin board.

August 6—Chairman, J. M. Henning; Secretary, Martin Laas. Repairs only partly completed. The chief mate stated that the policy of the company is such that painting the living quarters of unlicensed personnel is done only once a year. The captain instructed the engine department messman to have only one bottle of ketchup and one box of toothpicks left out for the use of three tables. Motion made and carried that the delegates go to the storerooms and iceboxes before arrival to United States to take inventory in order to prove that the vessel was inadequately provisioned for the voyage. All hands were asked not to throw any cigarette butts on the deck. Delegates will check and report to the steward how many new coats are needed in each department.

QUEENSTON HEIGHTS (Seatrains), August 1—Chairman, R. Murphy; Secretary, G. Dwyer. Motion made and accepted that delegates make out repair list. Discussion on getting a sufficient supply of cots. Further discussion on past and future behavior on ship.

EVELYN (Bull), no date—Chairman, A. Bryant; Secretary, D. Livingston. Wiper will take coffee down in engine room for black gang. Ship's delegate will see chief mate about port hole screens. TV set needs repairing and a TV repairman will be down to fix same and show the crew how to operate the set. Ship's delegate stated that he thinks a patrolman should



have a talk with the captain and remind him he is no God and is only a human being, and crew is the same and expects to be treated as such. Ship's delegate to contact Union hall for library and also Merchant Marine Library for books as crew is in real need for reading material.

ELIZABETH (Bull), August 22—Chairman, S. Felt; Secretary, C. J. Oliver. Ship's delegate asked for a little more cooperation in cleaning the laundry. Motion made and carried that all delegates see the patrolman about storing the ship in the proper way before sailing. Chairs need varnishing in the crew messroom. Discussion on installation of larger fans in rooms.

SEATRAN NEW JERSEY (Seatrains), June 24—Chairman, Norman Kirk; Secretary, John Menast. The mate has been giving the bosun and gang a hard time. Improper ventilation in the crew's messroom, and it appears that the blowers are not functioning. This will be taken up with the patrolman upon arrival. A vote of thanks to the officials for getting us the raise in pay, retroactive to October 1.



VAL CHEM (Valentine), July 27—Chairman, Richard V. Gelling; Secretary, Bever Waits. Suggestion made that linen be changed the day before entering port and that the radio be fixed while in shipyard. Same to be paid for out of ship's fund.

JOHN B. KULUKUNDIS (Marine), July 10—Chairman, Jack Prococi; Secretary, Clarence Faust. Balance in ship's fund \$3.09. Ship's delegate elected.

STEEL SEAFARER (Isthmian), August 22—Chairman, Allan S. Thorne; Secretary, M. Krommel. Repairs on the repair list have been taken care of. Ship's delegate will try to get a new washing machine in New York. Motion made and carried that remainder of ship's fund be turned over to repatriated SIU seaman as there will be a few days before he gets his money. Arrangement made for more coffee to be brought up as engine room has been running short. Members cautioned to leave rooms clean.

ROBIN HOOD (Seas Shipping), August 22—Chairman, Juan Reyes; Secretary, Louis D. Guelnitz. Requests that booms be lowered and secured before leaving Capetown. This request was refused by the chief mate and captain despite reminder of previous incident of broken boom collar. While at work on deck and relieving watches, various members of the crew were attacked and bitten by passenger's dogs. Discrepancy between price tags on some articles and that charged by slopchest to be brought to the patrolman's attention. Vote of thanks given to steward department for good service and well prepared menus.

OCEAN ULLA (Ocean Transportation), August 9—Chairman, D. Giangiardano; Secretary, R. Hernandez. All beefs while in Puerto Rico to be turned over to the patrolman when ship arrives in New York. Crew mess refrigerator is in a useless condition and should be replaced. No catwalks were built aft and forward to climb over deck cargo. The mate was continuously complaining all during the trip that he could not give out any overtime, but every time the crew did any

overtime work he was continuously watching the clock.

ROSAIO (Bull), August 22—Chairman, A. Montemarano; Secretary, J. Evans. Ship's delegate reported everything normal with information from the captain about regular draw next trip. Deck delegate asked for cooperation from the crew in keeping the laundry clean.

SAN MATEO VICTORY (Eastern), August 19—Chairman, Ed Taylor; Secretary, Leo Bruce. Washing machine needs a new roller and the tub leaks. Steward was asked to have more variety for the night lunch. Laundry to be kept clean by steward department and the engine and deck departments will alternate in keeping the laundry clean.

STEEL MAKER (Isthmian), August 31—Chairman, E. G. Tesko; Secretary, T. S. Manks. Master refused use of the lifeboat to crew. Only one door will be kept open in port.

CALMAR (Calmar), August 15—Chairman, Chuck Hestetter; Secretary, Henry Katagowski. All repairs were taken care of in shipyard. Washing machine was fixed up and extra fans were put in every room as per agreement. Suggestion made that medical supplies be checked in first port. A discussion was held on various happenings aboard ship. Stores were brought down as requested in the daytime. Thanks again to our officials at headquarters for straightening this out for us.

KATHRYN (Bull), August 9—Chairman, C. A. Androsen; Secretary, Mike R. Zelionska. Crew elected ship's delegate at this meeting. It was suggested that the washing machine be fixed. Crew would like more of a variety in the baking.

BIENVILLE (Waterman), Chairman, Charles Demars; Secretary, James B. Elliott. Fresh water and double bottom tanks were cleaned and coated. Washing machine has been replaced. Vote of thanks extended to the steward department for the meals and serving of same. Crew in need of foci'le door keys.

SEATRAN GEORGIA (Seatrains), August 15—Chairman, A. Gowder; Secretary, J. Moore. Request made to obtain better type of spam for breakfast. Discussion about previous motion on washing machine repairs; new wringer already installed. Ship's delegate to see the chief engineer about rusty water used for washing. Ship's delegate expecting library from patrolman in very near future.

78 Vie For 49 Offices

(Continued from page 3)

Whitney, Keith (Honolulu) Winsley.

The 49 official posts at stake in the election are the same as those that were voted on in 1952 with one small change in the headquarters line-up. Instead of electing six joint assistant secretary-treasurers, three will be chosen on the basis of their respective shipboard departments and three will be joint. The proposal to fill 49 posts was made in the secretary-treasurer's report to the membership on August 11 and was approved by the membership in all ports at meetings of that date.

Members of the six-man credentials committee elected at the headquarters membership meeting of Sept. 22 are: Walter Reidy, Paige Mitchell, Albert Velasco, Jacob Levin, William McDonald, Charles King.

Quiz Answers

- (1) (c) an atomic laboratory and testing ground.
(2) One.
(3) Joan of Arc.
(4) (b) the 23rd Psalm.
(5) Bolivia and Paraguay.
(6) 60 nickels and 29 dimes.
(7) Hampton Roads, one of the finest natural harbors in the world, including the ports of Norfolk, Portsmouth and Newport News.
(8) Helen Keller.
(9) None. The cabinet is not provided for in the Constitution. It has grown on the basis of precedent and the requirements of the executive branch of the Federal Government. It now has ten members.
(10) (b) to measure the velocity of the wind.

Puzzle Answer

BAR COLON USS
APE ISERE SIU
TAMED ANTWERP
ONES EWER
FURORES ORSON
ALAS AWARE LO
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ERROR SOBERED
ANDS NONE
BELGIUM SAMOA
ALL NEHRU ART
DAY ESSEN NEE

PERSONALS

R. E. Jackson
Roy C. Bru
Contact C. Paul Barker, at 709 Carondelet Bldg., New Orleans, regarding illness of Duska (Spider) Korolia aboard Golden City.

Jerrell L. Neel
Friends of this man are requested to get in touch with him at R. q. R. 390 Dixieview Motel, Elizabethtown, Ky.

Harry C. Scott
Contact Mrs. Louella Scott, Box 922, Cordova, Alaska.

Bubba Beal
Get in touch with Donald E. Griffie, Box 711, Menard, Ill.

Eugene Wilson
Get in touch, as soon as possible, with your mother at 508 W. Mannheim St., Philadelphia.

Robert H. Bullock
'Red.' 8-1? EWT on the Feltore, wishes you to write him at Box 411, Baltimore, Md.

Sidney L. Wilson
Mrs. L. Wilson wishes you to write her at Box 207, Bruce, Miss.

James McGuffey
Your wife is anxious to hear from you. Contact her at Apartment B, 505 Adele St., New Orleans, or call Raymond 4018.

Alexander James
Mike A. Viera
Harry N. Schorr has snapshots he wishes to send you. Write him c/o SS Bull Run, Mathiasen Tankers, Public Ledger Bldg., Philadelphia 6, Pa.

Tom Richardson
Contact Tore Wickstrom at 1035 S. Beacon St., San Pedro, Calif.

Raymond Reid
Contact Local Board No. 18 Dunn County, 143 Main St., Menomonie, Wisc. It is going to reclassify you if you do not report.

William G. Ryan
Pick up your gear at the Isthmian Steamship Co.

Warren E. Frye
Urgent you contact your family or sheriff's office, Dare County, NC.



stores. All tables must be set up in messroom.

IBERVILLE (Waterman), July 30—Chairman, Charles Lee; Secretary, Rudolph Tuthris. All previous beefs were taken up and settled to everyone's satisfaction. Discussion on man in steward's department who had fouled up. It was decided that this crewmember be brought before the payoff patrolman. There is no ice available during mealtime. The steward was asked not to accept any stores unless they were brought on board by SIU shore gangs or regular men in the deck department. Shore-side workers have been bringing stores aboard. The ship's delegate asked that regular men who take garbage aft take it themselves and not to rely on others as this practice usually brings about a filthy fantail.

COMPASS (Compass), July 25—Chairman, Pete Plascik; Secretary, Ken Drisen. Vote of thanks given to Pete Plascik, steward, and his department for really putting out good chow. There were some questions and answers pertaining to the ship and its next port of call.

ORION COMET (Oil Carriers), July 18—Chairman, W. O'Connor; Secretary, W. O'Donnell. Ship's delegate reported on water analysis in Ceylon. It was suggested that men clean up after night lunch. Hoarding of linen must be stopped. Repair list requested before arrival in shipyard in Japan. Ship's delegate will see about ordering spare cots. Soap is ship's property and is not to be taken ashore. There was a discussion on the washing machine and safety equipment. Report by delegate on next draw in Japan.

STEEL MAKER (Isthmian), July 31—Chairman, E. G. Tesko; Secretary, Tom Gordon. Ship's delegate stated that the agreement on American money for draws in foreign ports goes in effect on ship's signing on July 7 so it does not apply to this ship. Unauthorized persons are to be kept out of the crew alleyway. Iron door to be kept closed leading from galley deck to engine room. Deck department showers and toilets need painting in addition to the rest of the steward department rooms.

DEL SOL (Mississippi), July 12—Chairman, Joseph Blanchard; Secretary, William R. Cameron. Ship's delegate elected.

RAPHAEL SEMMES (Waterman), July 24—Chairman, William Logan; Secretary, Edward Robinson. Motion made and carried to start a ship's fund and have each crewmember donate \$1 at first draw on West Coast. Bosun talked on throwing garbage overboard and not on deck. Ship's delegate discussed care of washing machine and crewmembers were asked not to overload it. He will see the chief

NOTICES

Thomas Lindsey
Contact the baggage room at SIU headquarters or the Railway Express office in San Francisco. Your baggage was sent to San Francisco and is unclaimed there. It will be disposed of by Railway Express unless they are notified otherwise.

Norman I. West
Frank Cogswell
Pick up your baggage checks in the baggage room, SIU headquarters.

The following men are asked to contact the SEAFARERS LOG office at SIU headquarters to pick up Coast Guard discharges and other papers and personal articles which are being held for them: Aubry L. Sargent, Jacob Elizondo, Samuel Curtis, Joseph Francis Dahkoski, John M. Thompson, Heber R. Guymon, Samuel Langham, William John Donald, Bill Baten, Albert Edward McKinstry, Angel C. Diaz, Americo Medeiros.

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

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

Form with fields for NAME, STREET ADDRESS, CITY, ZONE, STATE, Signed, TO AVOID DUPLICATION, ADDRESS, CITY, ZONE, STATE

Furniture Store Barks Its Shins

A New York credit furniture store that tried a fast shuffle on a Seafarer's wife was forced to pull in its horns after SIU Welfare Services got on its tail. As a result, the Seafarer's family got its deposit back and was able to get out of an installment contract that would have cost them a considerable sum in interest.

The dispute arose after Mrs. Benjamin Mignano put a deposit down for some furniture at an installment house. After waiting a few days for the furniture to come, Mrs. Mignano put in a call asking why it hadn't been delivered. She was informed then

that it couldn't be sent until she paid some more money first.

Read Fine Print

Then on reading the fine print of the installment contract and figuring things out, she discovered that the interest payments under the contract actually doubled the sale price of the furniture. But when she called the store and

asked for her deposit back the store refused a refund.

Her next step was to visit Welfare Services at headquarters. Welfare Services put in a call to the store with the inevitable result. Mrs. Mignano was invited to come down and pick up her refund right away—no questions asked—and that was that.

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:

Beverly Gordon Burford, born July 26, 1954. Parents, Mr. and Mrs. Gordon Tinsley Burford, Amherst, Virginia.

Shirley Ann Pino, born July 30, 1954. Parents, Mr. and Mrs. Beltran Pino, 1519 Polymnia Street, New Orleans, La.

Norman Glen Geno, born July 30, 1954. Parents, Mr. and Mrs. Norwood Geno, 1121 Old Shell Road, Mobile, Ala.

Larry George Barnes, born August 27, 1954. Parents, Mr. and Mrs. William J. Barnes, Irvington, Ala.

Alfred Jordan, born July 8, 1954. Parents, Mr. and Mrs. Jimmie Jordan, 717 S. Cedar Street, Mobile, Alabama.

Timothy Harold Buckless, born August 9, 1954. Parents, Mr. and Mrs. Clarence H. Buckless, 253 State Street, Mobile, Ala.

Jennifer L. Bridges, born July 2, 1954. Parents, Mr. and Mrs. Robert Bridges, General Delivery, c/o Lylees, Port Wentworth, Ga.

John Antoniou, born August 15, 1954. Parents, Mr. and Mrs. Aggelis Antoniou, 116 Linwood Street, Somerville, Mass.

Laurier Joseph Arbec, Jr., born May 29, 1954. Parents, Mr. and Mrs. Laurier J. A. Arbec, 47 Plymouth Street, Springfield, Mass.

Victor Roland Kothe, born June 19, 1954. Parents, Mr. and Mrs. August R. C. Kothe, 149 East State Street, Baton Rouge, La.

Hugh Levelle Stewart, III, born August 22, 1954. Parents, Mr. and Mrs. Hugh Stewart, Jr., 2404 Calow Avenue, Baltimore, Maryland.

Richard Dwyane Faircloth, born April 23, 1954. Parents, Mr. and Mrs. James L. Faircloth, 2718 Mill Street, Crichton, Ala.

Mary Ann Duggan, born August 21, 1954. Parents, Mr. and Mrs. Alfred Duggan, 653 Riverside Street, Portland, Maine.

Linda Yvonne Reinsch, born August 14, 1954. Parents, Mr. and Mrs. Stanley Reinsch, 1917 22nd Street, Galveston, Texas.

Robert Eugene Hull, born August 17, 1954. Parents, Mr. and Mrs. Howard K. Hull, 5515 36th Avenue, NE, Seattle, Washington.

Laura Leigh Vasquez, born August 28, 1954. Parents, Mr. and Mrs. Telesforo Vasquez, 620 SW 126th Street, Seattle, Washington.

Kaylin Sue Harr, born July 17, 1954. Parents, Mr. and Mrs. Sidney

Harr, 120½ Logan Street North, Texas City, Texas.

Robin Arlene Rawlings, born August 18, 1954. Parents, Mr. and Mrs. James H. Rawlings, 312 First Avenue South, Texas City, Texas.

Walter Wayne Jones, born August 14, 1954. Parents, Mr. and Mrs. Walter Jones, 224 1st Avenue, Texas City, Texas.

Jaun Alan Lorents, born June 2, 1954. Parents, Mr. and Mrs. John Lorents, 990 Bronx Park So., Bronx, NY.

Rose Frances Chuong, born July 15, 1954. Parents, Mr. and Mrs. Ah Fah Chuong, 127 Allen Street, New York, NY.

Danny Gonzalez, born August 21, 1954. Parents, Mr. and Mrs. Mariano Gonzalez, 55 E. 110th Street, Apartment 9, New York, NY.

Mark Joseph Gunnells, born August 16, 1954. Parents, Mr. and Mrs. Lloyd Gunnells, 1231 Bloomfield Street, Hoboken, N.J.

Manuel Lawrence Hoffman, born August 17, 1954. Parents, Mr. and Mrs. Eugene Hoffman, 2732 St. Ann Street, New Orleans, La.

Philip Perez, born August 16, 1954. Parents, Mr. and Mrs. Pedro Perez, 168-69 92nd Road, Jamaica, LI, NY.

Judy Ann Phifer, born August 20, 1954. Parents, Mr. and Mrs. Robert D. Phifer, 745 Lincoln Place, Brooklyn, NY.

Francis Joseph Pinkowski, born August 17, 1954. Parents, Mr. and Mrs. Frank Pinkowski, 1318 Spring Garden Street, Philadelphia, Pa.

James Michael Sumpter, born July 31, 1954. Parents, Mr. and Mrs. James Walter Sumpter, 4215 Holly Grove Street, New Orleans, La.

Louis Ernest Tilley, born August 9, 1954. Parents, Mr. and Mrs. Louis O. Tilley, Route 602, Welch's Trailer Park, Laurel, Md.

Leon Joseph Wetzel, born June 13, 1954. Parents, Mr. and Mrs. Lloyd J. Wetzel, 2107 N. Miro Street, New Orleans, La.

Connie Yvonne Fillingim, born August 23, 1954. Parents, Mr. and Mrs. William Fillingim, 619 Sixth Avenue, Chickasaw, Ala.

Charles Fleck, born September 1, 1954. Parents, Mr. and Mrs. Jerome C. Fleck, 23-30 Broadway, Astoria, NY.

Agar Clifton Thomas, born August 22, 1954. Parents, Mr. and Mrs. Samuel B. Thomas, PO Box 453, Thomson, Ga.

Jamie Benedict, born August 20, 1954. Parents, Mr. and Mrs. John Benedict, 1115 Bellecastle Street, New Orleans, La.

Cheri Kay Hill, born June 30, 1954. Parents, Mr. and Mrs. Claud J. Hill, 58 E. 58th Street, Savannah, Ga.

Sharon Lee Alleluia, born August 28, 1954. Parents, Mr. and Mrs. Luigi J. Alleluia, 105-35 84th Street, Ozone Park, NY.

James Francis Xavier Crawford, born August 26, 1954. Parents, Mr. and Mrs. Crawford, 350 43rd Street, Brooklyn, NY.

Benjamin Valles, born August 8, 1954. Parents, Mr. and Mrs. Isidoro Valles, 229 Union Street, Brooklyn, NY.

Jackie Gail Burke, born August 11, 1954. Parents, Mr. and Mrs. Jack E. Burke, 658 B. Garden Homes, Savannah, Ga.

Maxine Sue Paul, born August 31, 1954. Parents, Mr. and Mrs. Louis B. Paul, 200 Sycamore Drive, Florence, South Carolina.

Gilbert Louis Callahan, Jr., born August 12, 1954. Parents, Mr. and Mrs. Gilbert L. Callahan, 1001 7th Avenue, Gretna, La.

Robert Kehrlly, born August 22, 1954. Parents, Mr. and Mrs. Robert Kehrlly, 814 9th Street, Port Arthur, Texas.

Raymond Guitson, born September 5, 1954. Parents, Mr. and Mrs. Frank Guitson, 309 E. 92nd Street, New York, NY.

Terry Dolan Fillingim, born September 6, 1954. Parents, Mr. and Mrs. Tommy Ray Fillingim, 717 6th Avenue, Chickasaw, Ala.

Olga Esther Lopez Perez, born July 19, 1954. Parents, Mr. and Mrs. Geraro A. Lopez, Calle Miliones 35, Bayamon, Puerto Rico.

Robin Pamela Leslie-Lee Bullard, born August 1, 1954. Parents, Mr. and Mrs. Ralph Bullard, 313 E. 54th Street, New York, NY.

Toni Jean Alfano, born June 3, 1954. Parents, Mr. and Mrs. Biaggio Alfano, 721 Madenville Street, New Orleans, La.

Roselee Ventre, born September 4, 1954. Parents, Mr. and Mrs. Vincent Ventre, 132 29th Street, Brooklyn, NY.

Sandra Emily Alida Scully, born August 5, 1954. Parents, Mr. and Mrs. Adrian L. E. Scully, 4720 Dryades Street, New Orleans, La.

Mary Lee Sikes, born August 4, 1954. Parents, Mr. and Mrs. Harold Sikes, 28A Memorial Drive, SW., Atlanta, Ga.

Patricia Kay McIntyre, born September 3, 1954. Parents, Mr. and Mrs. John B. McIntyre, 83 Island City Homes, Galveston, Texas.

Toni Ann Daniel, born September 2, 1954. Parents, Mr. and Mrs. Winfred S. Daniel, 416 E. Macon Street, Savannah, Ga.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 7-13-54 To 9-24-54

No. Seafarers Receiving Benefits this Period	1084
Average Benefits Paid Each Seafarer	\$9.76
Total Benefits Paid this Period	64,841.14

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	7435.00
Death Benefits	4988.12
Disability Benefits	1825.00
Maternity Benefits	7800.00
Vacation Benefits	42,833.02
Total	64,841.14

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	512,376.00
Death Benefits Paid Since July 1, 1950*	1,057,400.34
Disability Benefits Paid Since May 1, 1952*	58,370.00
Maternity Benefits Paid Since April 1, 1952*	287,900.00
Vacation Benefits Paid Since Feb. 11, 1952*	1,708,700.12
Total	5,619,646.46

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	702,017.95
Vacation Welfare	585,337.18
Estimated Accounts Receivable	206,345.00
Vacation Welfare	151,110.00
US Government Bonds (Welfare)	1,980,707.82
Real Estate (Welfare)	942,916.57
Other Assets - Training Ship (Welfare)	119,060.97
TOTAL ASSETS	4,727,486.49

COMMENTS:

During the month of August the Plan paid out eighteen DEATH BENEFITS, making a total for the year, as at the end of August, of 137. The Plan also paid out eight hundred and seventy hospital benefits making a year to date total as of August of 7319. The amount of Maternity Benefits paid for the month of August was thirty-two, which gives the Plan a year to date total of 341. There were thirty-five DISABILITY BENEFITS paid during the month, which gives a year to date total of 936.

Al Kerr

Submitted 9-27-54 Al Kerr, Assistant Administrator

Sails Three Ships, Gets SIU Benefits 4 Years

Although he had sailed on only three ships under contract to the SIU, David McIlreth has just completed a four year hospital hitch during which he received his hospital benefits week in and week out with-

out a break. McIlreth is one of many working seamen who have benefited from a hospital benefit of unlimited duration.

McIlreth's troubles began while he was aboard the Dorothy in October, 1950. The ship ran into a storm of hurricane proportions. McIlreth, who was just going on watch at the time was badly injured and suffered paralysis of his arm and neck.



McIlreth

Subsequently, while under treatment at the Staten Island Public Health Service Hospital doctors discovered that he was also suffering from a lung infection. He was transferred to the Manhattan Beach Public Health Service Hospital, where he stayed under treatment until he was discharged recently as an outpatient.

McIlreth is hopeful that he will

be certified as fit for duty again after a period of treatment as an outpatient.

"I certainly am thankful," McIlreth said, "that the SIU set up the hospital benefit under the Welfare Plan in such a way so as to take care of fellows like myself. It was a relief from strain and worry to know that I would be getting the money, week in and week out for as long as I was in the hospital.

Getting the benefit, he pointed out, made for peace of mind, and gave the doctors an easier job when it came to treatment. Along these lines he had high praise for Dr. Roy E. Whitehead and Dr. Randall Hess, both of the Manhattan Beach staff.

McIlreth, who holds all ratings in the engine department as well as a 2nd assistant's license, has been going to sea since 1941. He hopes to return to sailing just as soon as that precious "fit for duty" slip comes through.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



Shipmates of Seafarer William Sargent will be happy to learn that he is up and around now and out of the hospital although he still has a cast on his broken leg. Sargent is the brother who was hurt while on the Show Me Mariner and carted off to a German hospital where he was expected to stay for several weeks if not months. Fortunately though, a heads-up ship's delegate notified headquarters of his plight, with the result that he was hustled back to the States in a hurry where he wanted to be.

Not So Fortunate

Another Seafarer who was not quite so fortunate is Hussein Ahmed. This brother, who was OS on the Robin Trent, had a leg injury over in East Africa. Judging from the information at hand, it appears that the matter was not properly taken care of so by the time the brother got back to the States, infection had set in. The result was that the leg had to come off in the hospital.

This kind of thing points up the difficulty that a man has on ships in getting proper treatment for injuries. Sometimes because of the delay in getting to a marine hospital, injuries can turn out to be far more serious than they might seem at first.

Seafarer Arthur R. Kavel, off the Mary Adams, had to check in recently for treatment of a diabetic condition. A couple of other Seafarers, Ira Sault and Charles Cantwell, were readmitted recently and both may be operated on shortly. Cantwell broke his leg on the Elizabeth and the doctors want to see how it has healed up and whether any surgery will help him recover fuller use of the leg.

Another broken leg case, (there seem to be a flock of them recently) is Brother Fredrick Hauser. He slipped on the sidewalk one of those rainy days we've been having in town recently. At first he was taken to the Columbus Hospital but was transferred to Staten Island. Hauser was an oiler on the Robin Hood last trip out and usually works out of Seattle.

Seafarer Florencio Letie off the Suzanne is recuperating from injuries he received at the galley when the ship took a sudden roll. He was second cook aboard her and lives in Roxbury, Mass. Seafarer Joe Stanton of Philadelphia is laid up with a broken pelvis suffered in an auto accident. Stanton was asleep in the car at the time and a friend of his was driving when the first thing he knew they were in a wreck.

Seafarers In Hospitals

- VA HOSPITAL LONG BEACH, CALIF.**
James W. Simmons
- USPHS HOSPITAL FORT WORTH, TEXAS**
Edward J. Toolan J. R. Alsbrook
- USPHS HOSPITAL DETROIT, MICH.**
Tim Burke
- JACKSON MEMORIAL HOSPITAL MIAMI, FLORIDA**
William Gregory
- USPHS HOSPITAL NORFOLK, VA.**
James Armstrong Russell Jackson
Earl T. Congleton George Lechler
C. R. Flowers P. Spinney
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
Henry J. Childs C. D. Anderson
Thomas Dawes M. Medusoglu
Bernhard Eerman Charles Neumaier
Benny Foster George Noles
Olav Gustavsen Joe Perziera
Glenn Hines Robert Rivera
Isadore Levy W. Singleton
Wilfred McLaughlin P. S. Yuzon
- USPHS HOSPITAL NEW ORLEANS, LA.**
Thomas Ankersen John Kennedy
William Aplin Cecil Kerrigan
James Bales E. G. Knapp
Charles M. Bean Leo Lang
William Brewer Jesse M. Lyles
Charles Burton Oscar F. Madere
Owen Butler D. McCrary
Sebastian Carregal William Moore
George W. Champin John C. Rehn
S. Cope W. E. Reynolds
Robert W. Croto Edward Samrock
Emile Davies John Sanders
Serio M. Desoso Henry Sosa
Joseph Dionne J. D. Thomas
Thomas Fields Lonnie Tickle
B. D. Foster J. E. Ward
Nathan Gardner Ernest Webb
George Graham Aubrey Williams
Roy M. Green V. Zambito
James H. Hudson
- USPHS HOSPITAL SEATTLE, WASH.**
Joe Baer Sverre Johannessen
Bernard Burke G. Rosson
Howard R. Harvey David Sykes
- USPHS HOSPITAL GALVESTON, TEXAS**
Warren Currier Charles Silcox
John Donaldson Adam Slowik
Walter Edwards Stanley J. Smith
Duane R. Fisher William J. Smith
Benjamin Grice I. J. Torre
Karl Hellman Richard Wilburn
W. Laffoon Charles B. Young
Murray Pfler
- USPHS HOSPITAL STATEN ISLAND, NY**
Isaak Bouzlin Ervin Crabtree
George Coleman Estuardo Quencea

- France DeBeaumont Perfecto Mangual
John J. Doherty Vic Milazzo
Delaware Eldemire Harold J. Moore
George W. Flood Harvey W. Morris
David S. Furman Leonard G. Murphy
Horace B. Gaskill Raymond Myers
Estell Godfrey T. Papoutsoglov
Eard B. Goosley Jose Rodriguez
Flemming Jensen Matti Ruusukallio
Vincent Jones Luis Salazar
Noral-Jorgensen Charles Sanderson
Klement Jutrowski William G. Sargent
Santo S. Lanza James Waldron
Nils Lundquist
- USPHS HOSPITAL MANHATTAN BEACH, NY**
Fortunato Bacomo Kaarel Leetmaa
Frank W. Bemrick James R. Lewis
Claude F. Blanks Arthur Lomas
Robert L. Booker Francis F. Lynch
Thomas Bryant Joseph McGraw
Joseph G. Carr Archibald McLaughlin
Hongee Choe David McInreath
John J. Driscoll Frank Mackey
Bart E. Guranick Eugene T. Nelson
John B. Haas George Shumaker
Thomas Isaacs Robert Sizemore
John W. Keenan Henry E. Smith
Ludwig Kristiansen Harry S. Tuttle
Frederick Landry Renato A. Villata
James J. Paylor Virgil Wilmoth
- USPHS HOSPITAL BALTIMORE, MD.**
Steven Boides Samuel Mills
Edmond Cain Frank Paylor
Jesse A. Clarke Eugene Plahn
Franklin Gilman Vincenzo Russo
Gorman Glaze Clyde Ward
Einar Hansen Robert Wingert
Jimmie Helfer Edward Yeamans
Elmer Lamb
- USPHS HOSPITAL BRIGHTON, MASS.**
Frank Alasavich William F. O'Brien
John M. Herrold Andrew J. Snider
- FORT HOWARD HOSPITAL BALTIMORE, MD.**
Delvini R. Brodeur
- VA HOSPITAL BALTIMORE, MD.**
Anthony Malello
- USPHS HOSPITAL SAVANNAH, GA.**
Paul B. Bland Jimmie Littleton
W. H. Gilbertson J. T. Moore
William C. Lee John H. Morris
Albert W. Lima Randolph Shedd
- USN HOSPITAL KEY WEST, FLA.**
Edwin Davis
- VA HOSPITAL MIAMI, FLORIDA**
Lionel McLaughlin

Hq, SIU Welfare Team Up On Beef

The close teamwork between SIU Welfare Services and the SIU headquarters staff in handling a beef growing out of an injury was well-illustrated by recent events aboard the Pennmar. As a result, the Calmar Line ship is now under the command of a chastened skipper, and two injured Seafarers are getting their full due.

The difficulties on the Pennmar arose out of the insistence of Captain "Windy" Gayle on interfering with the work of the deck department and being casual about well-

established safety practices. For one thing, the crew complained, he sent a man over the side to plug up scuppers while the ship was at sea. But the incident that brought the whole business to a head was the captain's insistence

on rigging an oversize stage for two ABs to work on.

The ABs had been assigned to sougee the forward part of the midships house. Normally when Seafarers go up on a stage they rig it themselves, with the idea being that the man on the stage is the one who should set up his own rigging. The stage then is usually inspected by the mate or bosun.

In this instance though, the skipper insisted on rigging a monster of a stage, 25 feet long. Apparently the theory was that the ABs would get twice as much work done in half the time since the stage would not have to be shifted as many times. In practice, the 25-foot stage is far too cumbersome and difficult to handle than the normal stage of around 12 feet in length.

The result was that when the ship took a roll, both ABs were spilled. One of them was pitched off the stage altogether and was severely injured. The other one fell in between the stage and the bulkhead but was able to grab with one arm and hold on.

Both men, who came off the West Coast, were put ashore in Panama for treatment and then repatriated to New York by error. Here headquarters and Welfare Services took over. Headquarters went to bat with the company, with the result that the skipper is expected to act more discreetly from now on. In any case, headquarters will keep a sharp eye on the skipper's performance from now on in. Welfare Services on its part saw to it that the men got the necessary medical care, their full payoffs and transportation money back to the West Coast. It also took up the beef with Calmar's insurance claims agent, pointing out the faulty working conditions on board the ship.

At last report, the men were headed back home and the company was bracing itself for a stiff lawsuit.



SIU representative Herman Troclair presents \$490 hospital check to Seafarer Ernest H. Webb now at New Orleans USPHS hospital. Money had been chasing Webb around in series of hospital transfers.

Lump Sum Hosp. Benefit Is Seafarer's \$490 Kitty

NEW ORLEANS—Good news in the form of a check for \$490 in accrued SIU hospital benefits was delivered here this week to Ernest H. Webb, FWT, who said he will use the money "to live on until I am able to go back to work."

The check represented weekly SIU hospital benefits at the rate of \$15 a week, plus the annual \$25 Christmas gift to hospital patients, which Webb missed in a series of transfers between the Jacksonville Naval Hospital and the USPHS hospitals at Savannah and New Orleans.

Webb's left leg was amputated just above the knee. He lost the limb, he believes, as the result of suffering frozen toes on his left foot while working as oiler aboard the San Mateo Victory (Eastern

Steamship) on a North Atlantic voyage in the early spring of 1953.

Water was pouring into the shaft-alley of the San Mateo Victory from a leaking stern gland, Webb said. He had to work in icy water while attempting to tighten packing to reduce the flow of water into the shaftalley.

His foot was examined at a German hospital and he was pronounced fit for duty. On his return to the US, however, the foot became so painful that he again sought medical attention. Examination revealed gangrene had set in under a toenail and it eventually became necessary to amputate his leg to stop the spread of infection, he said.

"Our hospital benefit is wonderful," Webb said when he received the check. "I don't know what I would do without it. I expect to be discharged from the hospital soon. I'll go back to my home in Jacksonville and I am sure that with careful budgeting I can get by until I learn to walk well enough on my artificial leg to go back to work."

3 Months Young



Diane Marie Layko is now old enough to hold \$25 bond SIU sent her along with \$200 benefit. Dad is Seafarer Robert Layko of Baltimore.

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.

FINAL DISPATCH

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

George L. Brownell, 52: Brother Brownell died on August 8 of natural causes at his home in New Orleans. One of the first members of the SIU, he joined in Baltimore in 1938 and sailed in the deck department. Burial took place in

Watertown Cemetery, Lapeer, Michigan. Surviving is his mother, Mrs. Frank Willets of 915 Madison Street, Lapeer, Michigan.

John Howard Johnson, 47: Brother Johnson died on May 6 in New Orleans as a result of gunshot wounds. His last ship was the Chickasaw (Waterman). Surviving is his widow, Mrs. Vera Smith Johnson of Lee Road, Covington, La.



Star Spangled Business

American business firms spend millions of dollars every year in advertising (the cost is tax deductible) their support of the "American Way of Life" and their undying devotion to building a better America. They often picture themselves as "misunderstood" people who really have the interests of their employees at heart, but those bad, bad unions are keeping the two apart. Actually, however, when the "American Way of Life" conflicts at any time with a chance for some business guys to use a loophole and pick up a fast buck, they suddenly take a much different attitude (not advertised).

Picture in your mind what your reaction would be if the following were to take place under the "American Way of Life."

A group of American businessmen move into your town



and erect a large factory using materials and workers they have picked up at low cost in a foreign country.

Then they make an arrangement—with Government approval—whereby they pay no American taxes nor conform to the American building codes and building inspection laws.



Following this they use in their factory only those workers they brought with them, pay them \$1 a day and feed them low quality food while quartering them in crowded, sub-standard barracks. This they are able to do by virtue of their approved freedom from minimum wage laws, health laws and labor laws.

The firm then goes into production, sells its products abroad at a slightly lower price than other US companies, with the result that legitimate firms are quickly driven out of business and their American employees laid off.

If this happened, you say, you'd blow your top and demand that these guys be pulled in for attempting to smash the American standard of living. Well, brother, its happening—not once, but in scores of cases—and you can save

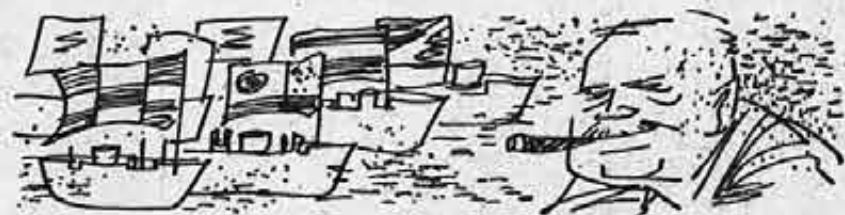
your breath because it has the full approval of the US Government.

Who are they? They're a sizable number of American shipowners. With the band playing the Star Spangled Banner and their claims that this is "good for America" they're putting their ships under foreign flags while they keep control of the vessels. They're arranging to hire foreign



low-cost crews, escape American wages, taxes and ship safety laws and then heading those same ships directly into US ports to compete directly with American-flag ships. Ironically, the ships they are transferring were sold to them at bargain basement rates by the Government and these companies still owe the Government millions of dollars.

This may not be taking place on main street in your town, but it is having just as much effect on you as if it were. American shipyards are idle, American seamen are unem-



ployed and hundreds of companies related to American shipping are laying off personnel.

So, the next time someone tells you that the unions are ruining the country, tell them about the Star Spangled Businessmen.