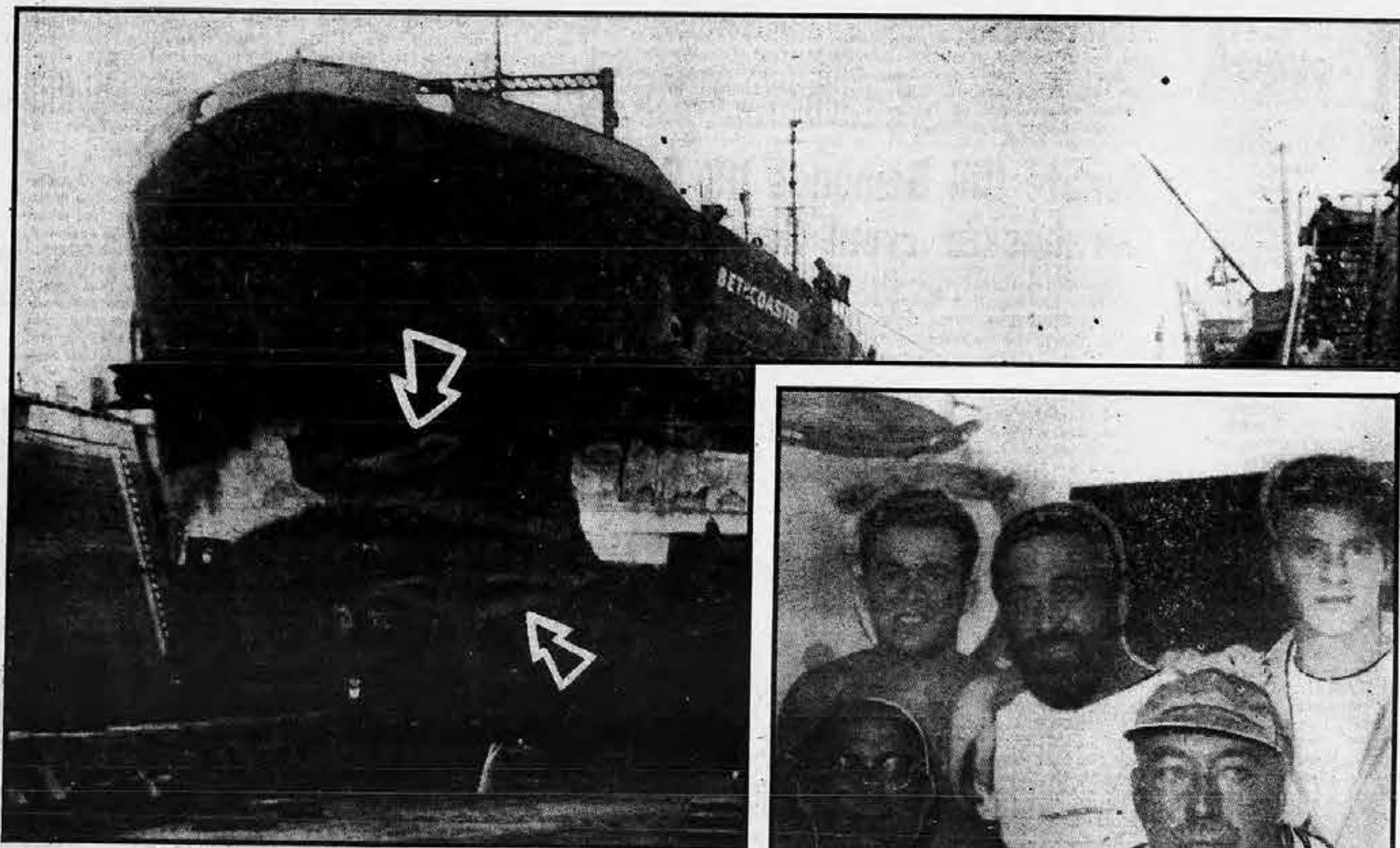


SHIP UNIONS AGREE ON JOINT PROGRAM

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Vacation Pay Tops \$3 Million

Story On Page 3



Shows Bruises. Arrows in top photo point to two gashes ripped in the bow of the Bethcoaster, Calmar coastwise LST, following a collision in NY harbor with a small tanker which sank afterwards. Only slight injuries were reported, all on the tanker. (Story on Page 3.)

Back In Harness. Once-blinded Seafarer Phil Pron (rear, left) smiles happily at crew get-together on the Strathport, his first ship since he resumed sailing. Others shown (front, l-r) are: F. Rocafort, M. Sikorsky; (rear), Pron, S. Frank and W. King. Pron was ashore for three years. (Story on Page 8.)

MCS-AFL, Bryson Union Set For Stewards Vote

SAN FRANCISCO.—A collective bargaining election to settle the dispute over stewards department representation on West Coast ships has been set for February 10. The election has been ordered by the National Labor Relations Board as an outgrowth of a two-year fight by the Marine Cooks and Stewards-AFL, an SIU affiliate, to oust the Communist-dominated National Union of Marine Cooks and Stewards (independent). The NUMC&S is the last shipboard stronghold of the once powerful Communist waterfront section in US maritime.

A third party to the dispute is Harry Bridges' International Longshoremen's and Warehousemen's Union which has chartered a "stewards department" in its union. The ILWU group is considered as nothing more than a substitute for NUMC&S. In case the latter group should lose out, Bridges would then be in a position to snipe at MCS-AFL through his "steward department."

Bryson Indictment

Complicating the election picture is the fact that Hugh Bryson, president of the NUMC&S, is under indictment on perjury charges. The charges deal with Bryson's non-Communist affidavit filed with

the National Labor Relations Board.

Should Bryson be convicted, it would disqualify NUMC&S from using the facilities of the Labor Board. However, it is not expected that Bryson will go to trial before the start of the election in February.

All of this raises the question of what would happen if Bryson were convicted of perjury after the election was over.

Joint Hiring Hall

At present, because of the dispute, all stewards departments on West Coast ships that are part of the Pacific Maritime Association are being manned through a joint hiring hall which registers members of both unions.

Up until now, the NLRB has not recognized the Bridges stand-by "stewards department" in its arrangements for the election. Bridges, however, has declared that his union would petition for a place on the ballot along with NUMC&S and the MCS-AFL. He has stated further that if his stewards division is defeated in the vote, he would withdraw from the field.

The decision to hold an election was made after a meeting of MCS-AFL and NUMC&S officials with the Labor Board, in San Francisco, along with PMA representatives. Bridges' men showed up for the meeting but were barred from the

proceedings on the ground that they were not official parties to the dispute.

All stewards who are working as of February 10 will be permitted to participate in the voting. The maximum number who would be eligible is 6,000 but the total is expected to fall short of that figure because there will be men on the beach at the time the voting starts.

The men will vote both by mail ballot and on the spot. The large passenger vessels will be voted by the NLRB when they hit port, but other ships will have to send in their ballots through the mails. This arrangement was ordered by the local NLRB representative.



John Arabasz left, new SIU Welfare Services Department representative in Baltimore, gets briefed on matters by Sy Miller, right, Unfon attorney, Al Kerr, Welfare Plan trustee, standing, and Walter Siekmann, SIU Director of Welfare Services.

Open Balto SIU Welfare Office

The SIU Welfare Service Department expanded its services this week with the opening of a full-time office in the Port of Baltimore, even before the new hall for Seafarers shipping through that port is opened. In the interim, separate office space is being maintained at the old hall, at 14 North Gay Street.

Creation of a regular Welfare Services Department exactly 18 months ago followed within weeks the extension of coverage under the SIU Welfare Plan to include first-time maternity and disability benefits. Since then, the services provided by the department have faced so heavy a demand that it became obvious that

the headquarters office would have to branch out.

Office Already Open

Thus, the new Baltimore office is already operating and will swing over to the new hall when it is completed and open for business. It will work in conjunction with Welfare Services in New York, while at the same time providing efficient, on-the-spot service on a full-time basis for men shipping out of Baltimore.

Appointed as a full-time SIU Welfare Services representative for the port is Johnny Arabasz, who will be returning to Baltimore after a stint as port agent for the Port of Wilmington. Arabasz, a one-time SIU organizer in the Isthmian drive, had been a patrolman in Baltimore previously.

The new office will handle the same wide range of problems and detail work which the Welfare Services Department has been dealing with for the last year and a half, with Walter Siekmann at the helm as Welfare Services Director.

One statistically-minded head-

quarters employee estimated that the department handled one case every seven minutes of every working day since it was established in July, 1952. This embraced both advice and investigation of questions and claims regarding immigration, draft and personal family problems, legal assistance, and especially the day-to-day problems of Seafarers in the hospitals or those making claims for various benefits.

On-The-Spot Service

Considering the variety of problems handled in New York, a great deal of them emanating from other ports in the District, it is expected that the new Baltimore office will be able to provide on-the-spot service on many matters that would otherwise be channeled to headquarters first. Arabasz will also make regular hospital visits and personally deliver benefits to Seafarers in the area.

Seafarers shipping out of the Baltimore hall are urged to take advantage of the new service, which will be expanded on a full-time basis to other ports as the need develops.

Mag Article On SIU Gets In 'Record'

The Readers Digest feature article about "The Amazing Seafarers Union" has been inserted into the Congressional Record by Brooklyn Congressman Abraham J. Multer. The January 6 edition of the Record carries the full text of the Digest story, which appeared originally in the September, 1953, issue.

The article describes the operations of the SIU and its internal structure. It emphasizes the shore-side facilities maintained or under construction in the various ports, as well as the operations of the Union hiring hall and the democratic procedures of the SIU.

Copies of the article are available in reprint form in headquarters and the Union's outposts.

Senate Bill Demands US Save Cornhusker From Scrap Heap

A proposal that the disabled Cornhusker Mariner be cut and sold for scrap is being fought vigorously by Senators Dennis Chavez (Dem., New Mexico) and Allen Ellender (Dem., La.). The two Senators have introduced a resolution that would stop the Federal Maritime Board from offering the vessel for sale.

The ill-fated ship was on its third voyage under the Robin Line when it was blown onto rocks during a severe storm in Pusan, Korea, harbor, last July. All crewmembers were rescued from the ship which had to be cut in half as tugs were unable to pull her off. The difficulty arose from the fact that the saw-toothed rocks had penetrated deeply into the bottom.

Stern Hauled Away

The stern of the vessel was hauled into Sasebo, Japan, where it was last reported that a false bow would be fitted to the vessel. Now the FMB has apparently given up the idea of repairing it, although, the two Senators charge that \$600,000 has been spent in

salvage operations thus far. Pointing out that the ship originally cost \$9½ million, Senator Chavez said that an investment of \$2½ million could restore the vessel to seaworthiness. To sell it for scrap, he said, means an estimated loss to the Government of better than \$7½ million.

Union Has Cable Address

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

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

German Students Visit Headquarters



Left to right, Alfred Boeckmann, Helmut Arnsburg and Ruediger Koch, all of Germany, inspect Welfare Services poster while on recent visit to SIU headquarters. Three are among 35 European students studying labor-management relations at Manhattan College under auspices of federal Foreign Operations Administration.

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Sea Unions Draft Maritime Plans



Seafarer Robert Sipsey, right, and Headquarters employee Bill Mitchell, hold sign between them acknowledging the seaman's receipt of an SIU Vacation Plan benefit check which boosted the benefit fund total over the \$3 million mark. Sipsey has collected three times under the SIU Vacation Plan set-up, which will mark its second birthday shortly.

Pioneer SIU Vacation Set-Up Hits \$3 Million In Payments

The distinction of receiving an SIU Vacation Plan benefit check which boosted the total money paid out of the fund to \$3 million, fell to Seafarer Robert A. Sipsey last week. The 27-year-old AB, a native of Flushing, NY, was paid the benefit in the New York hall after he paid off his last ship, the

Lewis Emery, Jr., (Victory Carriers) in San Francisco.

Winding up nearly two years of SIU Vacation Plan benefits, the Plan hit the third million milestone with the payoff to Sipsey on his third such vacation benefit claim. Sipsey has been sailing for 13 years, ever since he was a young boy on Swedish ships. He has been sailing with the Union since 1942, shipping with the SIU all through the war and to all points of the globe carrying supplies for the military.

Second Anniversary

Approaching its second anniversary, the Plan is preparing to start shelling out to the members of the Union the fourth million in payment under the welcome benefit plan. It all started on February 11, 1952, and the nearly-two-year-old baby is mighty healthy and flexing its dollar benefits.

When the Plan began, SIU officials estimated that the rate of benefit payments in any one year would approach the \$2 million mark. After paying off \$1.8 million at the close of the first year, the money payments are closing in on the same mark for the second consecutive time.

First-Time Vacation Pay

The revolutionary Vacation Plan, a first in maritime, provided vacation pay for many Seafarers for the first time. Prior to the Union Plan, it was necessary for the men to stick with one company for many months in order to qualify for payments of any kind in the vacation field. All that was changed when shipowners began kicking into a central kitty administered by the SIU. That way a Seafarer could work any length of time for a number of companies and still collect vacation benefits every 90 days rather than waiting six months or a year as in the past.

Present maximum payment under the Vacation Plan is limited to \$140 a year, but that ceiling can be raised at any time in the future on the basis of operator payments into the Plan. Currently, shipown-

ers kick in 65 cents per day for each man under the last contract signed.

Sipsey is typical of the many Seafarers who have collected more than once under the Plan. In the nearly two years of operation, it has been nearly impossible to estimate the number of men to be paid by the Union, because many of them have been paid two, three and even more times. Seafarers are quick to take the opportunity of cashing in on their vacation benefits at the end of 90 days instead of waiting around for many months longer and collecting their money

in a lump sum.

One of the newer features of the Vacation Plan, added in the last year, makes it possible for Seafarers to file their applications by mail. In that way, men can get their checks faster, almost as soon as they hit the beach after paying off. The Plan is supervised by a six-man board of trustees, three appointed by the Union and three representing the participating shipowners.

All records of the plan are carefully maintained by a battery of IBM machines which are foolproof in operation.

President Hails USPHS Services, Silent On Future Of Hospitals

WASHINGTON.—The US Public Health Service came in for high praise from President Eisenhower in a special health message to Congress this week, but although the Chief Executive singled out virtually every other phase of the USPHS program for special mention, he failed to say a word about the vital hospital program, which seems fated to die at this session of Congress.

Since last summer, the USPHS hospital program, which has provided free medical care for seamen since 1798, has been the target of Administration money-slashers who have been driving for "economy" since the new Administration took over in 1953.

As a result, at the prodding of Budget Director Joseph M. Dodge, Mrs. Oveta Culp Hobby, secretary of the newly-created US Department of Health, Education and Welfare, has indicated that all but three of the USPHS hospitals, which treat specialized diseases only, will be closed this year. The President's message gave no sign that he opposed the move, despite his laudatory comments on the USPHS program.

The omission of any reference to the future of the USPHS hospitals, in the light of what Mr. Eisenhower

did say about other phases of USPHS operations, left the question of the fate of the hospitals still further up in the air. The occasion of the President's health message was expected to bring some White House comment on the furor stirred up among maritime unions and throughout the shipping industry over the proposal to end the 155-year-old program of free medical care for seamen. Instead, it gave no hint of what the Administration proposed to do on the issue.

Referring to the "health and related programs" of the Department of Health, Education and Welfare, the President declared: "These programs should be continued because of their past successes and their present and future usefulness. The Public Health Service, for example, has had a conspicuous share in the prevention of disease."

Mr. Eisenhower then recited

Joint Action Set By AFL, CIO In Capital

WASHINGTON—A comprehensive program designed to revive and strengthen the US merchant marine has been adopted by a conference of all non-Communist shipboard unions in the maritime industry.

Meeting in the nation's capital on January 18 and 19, the 50 delegates present agreed to push the program by setting up a permanent legislative committee to meet regularly on legislative problems facing maritime. Its first meeting is set for January 27.

Further arrangements were made on this score when delegates elected a committee of two consisting of Harry Lundberg, president of the SIU of North America, and Joe Curran, president of the National Maritime Union, to meet with President Eisenhower in the near future and take up maritime problems with the nation's Chief Executive.

Spoke for All Seamen

The broad scope of the conference, dealing as it did with a wide variety of subjects, was in itself overshadowed by the very fact of the meeting. It was the first time that all the non-Communist seagoing maritime unions in the industry had ever gotten together to draft a common program of action. And since the National Union of Marine Cooks and Stewards is the only sea-going union left still under the thumb of the Communist waterfront apparatus, it meant that for all intents and purposes the conference spoke with one voice for all the nation's union seamen.

All told, 14 separate unions representing approximately 130,000 seamen participated in the conference. Their recommendations included a demand for Government aid to coastwise and intercoastal shipping, a 100 percent rule on carriage of Government cargoes, return of American-owned ships

to the American flag, an end to competition from MSTs, maritime representation on the Interstate Commerce Commission, easier citizenship terms for alien seamen, the closing of Government-supported officer training facilities such as Kings Point, and several others.

The delegates also agreed that the group should meet again six months from now to determine how their proposals have been working out and take any further action necessary to deal with maritime problems.

US Ships Target

In its official report, the meeting pointed out that at the end of every major international crisis, the American merchant marine has been a target of both foreign shipowner interests and domestic ene-

(Continued on page 17)

NY River Crash Gashes Bow Of Calmar Vessel

A small harbor tanker was sunk and two gashes ripped in the bow of the SIU-manned Bethcoaster when the vessels collided in New York's East River. Six of the seven crewmembers of the tanker F. A. Verdon were slightly injured but nobody was hurt on the Bethcoaster, an LST.

Collected More Than Once

The 3,343-ton Bethcoaster, which is operated by the Calmar Steamship Company, was on its way down-river from New Haven, Connecticut, to Baltimore when the accident occurred. The Verdon, a 768-ton ship, was headed up-river to West Haven. As the two vessels were passing each other near the Williamsburgh Bridge, they collided. The Verdon started to go down rapidly but a passing tug nosed it toward shore where it was secured just before it went to the bottom. The injured crewmembers were taken off the Verdon and transferred to Gouverneur Hospital for treatment.

Meanwhile the Bethcoaster was taking water through a good sized gash in her port bow. However, she managed to proceed under her own steam to anchorage off Staten Island, and then limped into Bethlehem's Shipyard at 56th Street, Brooklyn, for a repair job.

A Coast Guard investigation is underway to determine the cause of the collision, but no report has been issued as yet.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: January 27, February 10, February 24.

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

(Continued on page 17)

Seafarer Shows Visiting Mayor New York Hall



Seafarer C. A. Carlson, right, looks over the Union constitution with visiting friends from his home town of Himrod, NY. Shown with him are Nelson E. Hanson, Mayor of Himrod and Democratic State Committeeman from Yates County, second from left, his son, Norman R. Hanson, and H. J. Eastley, the Mayor's confidential advisor. Carlson, a deck engineer, entertained them in the New York hall.

Kings Pt. Gets Year's Grace

A one-year breathing spell for the Kings Point Merchant Marine Academy is being requested by the Maritime Administration, as an aftermath of the fierce opposition aroused when it was planned to close the school. The budget for the next fiscal year includes a request, to maintain Kings Point until June 30, 1955. Next year the Department of Commerce promises to cut back Government-sponsored maritime training for officers.

While maintaining Kings Point for another year at an estimated cost of about \$2,500,000, the Government has further cut back training for unlicensed seamen when it discontinued correspondence courses

for an annual saving of \$170,000.

Previously the Maritime Administration had closed the Sheepshead Bay and Alameda, California, training centers, and had proposed the closing of Kings Point. The latter move drew an immediate storm of protest from the school's influential alumni association and Congressmen from the area, with the result that the school is being

kept open for the time being.

Originally, when the Sheepshead Bay center was closed, the Maritime Administration announced that the correspondence courses, which had about 8,000 enrollees, would be maintained and operated through Kings Point. Subsequently, there was a change in plans and the correspondence courses went out the window along with the rest of the unlicensed training program.

Some disagreement was reported within the Maritime Administration as to this decision. Those who favored continuation of the correspondence courses claimed that they could have been made virtually self-supporting by increasing the old \$5 fee to the seamen. The courses had been operating on the basis of a \$5 annual charge to the student with \$11 per student being borne by the Government.

In contrast, Maritime Administrator Louis Rothschild has told Congress that Kings Point students cost the Government \$3,000 a year which means that nearly 200 unlicensed seamen could be serviced each year for the cost of putting one man through one year at the Maritime Academy. Kings Point students take a four year course of study. Rothschild also reported that only 17,000 marine officers are presently employed in the industry out of 110,500 active licenses. Even if a national emergency should break out and every vessel in the reserve fleet be reactivated, only 40,000 officers would be needed.

Kings Point, Rothschild said, was the most expensive officers' school operating, figuring costs per student. The New York State Academy, for example, operates at a cost of \$1,900 a year per student compared to \$3,000 for Kings Point.

Commenting on the latest action, an SIU headquarters spokesman declared: "The SIU has long been on record as opposed to Government training programs for seamen. The Union has always believed it could train men to upgrade themselves when the need arose, as it has done in the past."

"However, it does appear a little ridiculous to shut down the correspondence courses in the name of economy, while at the same time keeping up the expensive Kings Point operation."

BROTHER CHAIRMAN!

Back in the States from Mexico, Seafarer Milburne Darley took charge as chairman of the last Galveston port membership meeting. Darley has been studying at Mexico City College and living in the Mexican capital for the last couple of years.

In his seafaring days, Darley sailed with the deck department. He's a native of the Florida peninsula, being born there 28 years ago, and got into the SIU in the port of Mobile on December 19, 1946.

Another deckhand, Antonio Collella, took care of the recording secretary's job at the same meeting. Collella is out of Boston, being born in Massachusetts December 12, 1916, and joining the Union in the Beantown. He's been with the SIU for about 6½ years now.

The port of Philadelphia had three rank and file members filling its meeting positions last week. John M. Clarke as chairman, Bernard Toner as recording secretary and Vincent L. Stankiewicz as reading clerk. All three are hometown boys, natives of the Keystone State who live in and sail out of Philadelphia.

Clarke, who is with the galley force, has been with the SIU for a little less than a year now, getting his membership in the port of New York on February 10, 1953.

He just reached voting age last October 9.

Toner has been sailing with the SIU in the deck department for about 5½ years now. He's 25 years old. Stankiewicz has been with the Union for quite some time, joining back in the early days on June 15, 1942, in New York. He also sails in the deck department and will celebrate his 31st birthday this coming February 23, one day after George Washington's anniversary.

Savannah's port meeting featured two men from Georgia and a Yankee from way up in Maine in the meeting officer spots. The chairman was Jesse T. Splvey of Mystic, Georgia. A steward department member, he's with the SIU since November 22, 1947, joining in the port of New Orleans.

He's 46 years of age. Ray Nash of Gomer, Georgia, was the recording secretary. He's 30 years old and came into the SIU via the port of Baltimore on March 1, 1946.

The northerner in the Savannah trio, Joseph N. LaPointe, comes originally from Lewiston, Maine, which is about as far "Down East" (or up north) as you are likely to get. LaPointe, who sails with the galley gang, has been a Union member since April, 1949. He's 25 years of age.



Stankiewicz



LaPointe

As I See It . . .

Paul Hall



IT'S BECOME THE COMMON THING IN THE SIU NOW, TO PASS a new milestone marking one or another of your Union's achievements over the past several years. The latest one of these is the fact that the SIU Vacation Plan has shot past the \$3 million mark in cash benefits paid to Seafarers.

By now Seafarers have become used to the idea of collecting vacation money in speedy fashion through their Union's offices. Actually though, the SIU Vacation Plan, which was the pace-setter for the entire maritime industry, hasn't even been operating for two years. The second anniversary is coming up next month.

Before your Union came up with its Vacation Plan idea, it was the belief of people in the maritime industry that seamen would never collect vacation pay because they moved from ship to ship in the course of the year. Many old-time Seafarers can recall sailing for many years without collecting a nickel in vacation pay. The SIU, by having all the vacation pay thrown into a common pool on the basis of a daily payment for each man by the shipowner, made it possible for Seafarers to collect for each day that they spend aboard a ship.

Your Union has also received favorable reports from the membership on the speed with which they get their dough. All reports have it that the system worked out by your Union for handling these payments has worked smoothly at all times, so that there would be the least possible delay for Seafarers.

The important thing about the Vacation Plan though, is that the \$3 million paid out directly to Seafarers would have stayed in the shipowners' hands were it not for the Union's action in negotiating this plan. And through the next few years many more millions will be added to the sum already paid out through this vacation system.



ONE OF YOUR UNION'S PATROLMEN VISITING A SHIP IN THE course of his regular duties came across an unusual beef, one that had an odd twist to it. This beef came from the skipper who was complaining about the food that the stewards department turned out.

Apparently the skipper was pretty insistent about it too, because he gave the patrolman quite an earful of what was wrong with the food according to him, and had the Union representative wondering if there wasn't something serious to the beef after all.

Your Union's representative quickly checked with the crew delegates to find out what, if anything, was wrong with the chow. He found that the Seafarers aboard the ship were quite satisfied with the way she was feeding.

Upon investigating the matter further, the patrolman learned that the skipper's real beef was that he couldn't return to the old two-pot system. In other words he wanted special treatment on the chow, while the galley crew was giving him the same selection as the rest of the crew aboard.

This is a pretty good indication of the kind of change that the Union has brought about in the maritime industry. It wasn't so many years ago that the two-pot system was the common thing aboard merchant ships, with all that it meant in the way of inferior food for the unlicensed crew. In this particular instance, it would seem that the shoe was on the other foot.



SEAFARERS ABOARD THE STONY CREEK

tanker have reported to headquarters that they are planning to buy plaques to commemorate the death of an Air Force crew. The Air Force plane was sent out in the Indian ocean to pick up a crewmember who was seriously ill of polio on board the vessel. However, in attempting to take off afterwards, the Air Force plane crashed with the loss of four lives.

It was the feeling of the Seafarers aboard that some tribute should be paid the memory of these fliers who risked their lives on behalf of the Seafarer. Accordingly, they are making arrangements to send plaques to the families of these men, and to the Air Force group to which they were assigned.

The Stony Creek crew also took the trouble to commemorate the memory of their dead shipmate when they passed through the same area on a return trip. Crewmembers chipped in to buy a wreath which was cast on the waters with appropriate ceremony, as a means of conveying their feelings about the deceased.

Certainly, the crewmembers of the Stony Creek are to be commended for the thoughtfulness they are displaying.

YOUR UNION IS CERTAINLY HAPPY TO WELCOME BACK TO its active ranks brother Philip Pron, who is now shipping again after an absence of more than three years. Brother Pron, it will be remembered, was the Seafarer who lost the sight of both eyes, only to regain it thanks to the donation of a cornea from the eye of a fellow Seafarer, Eric Joseph. Now, after a long period of treatment and recuperation, he is fully fit for duty and able to resume work.

It might be pointed out that Brother Pron's recovery of sight was made possible by the skillful treatment he received from the doctors at the US Public Health Service hospital over in Staten Island, New York. This hospital, like the other Public Health Service hospitals around the ports, would be shut down if some people down in Washington have their way.

It might be asked just how much chance Brother Pron would have had for full recovery were it not for the fact that the services of the marine hospitals were available to him.



Proposed T-H Change Would Aid Maritime

Proposals for amendment of the Taft-Hartley law, as submitted by President Eisenhower, drew a mixed reception both inside and outside of Congress. While organized labor was unanimous in condemning a proposal for Government-conducted strike votes, and other recommendations came under fire, the President's proposals for the maritime industry were seen as strengthening the status of the Union hiring hall.

The President recommended that maritime unions, as well as unions in the construction trades, be permitted to enter into a "pre-hire contract" with employers. This recommendation was based on employment problems peculiar to these industries.

Can Have Standing Pacts

In other words, the President recognized the fact that the unions

can have standing agreements with shipowners before a single crew-member is hired. This is considered tacit recognition of the Union hiring hall system.

Other major proposals in the President's message call for some softening of bans on the so-called secondary boycott and prohibiting an employer petition for a Labor Board election in the course of an economic strike for four months. The latter proposal is welcomed by labor in that it would eliminate what unions consider one of the most vicious features of the Taft-Hartley Act.

At present, if a union goes out on an economic strike, the employer can hire strikebreakers and then petition for an election in which only the strikebreakers would be allowed to vote. Such a procedure would be ruled out under the President's proposals.

Strike Votes

These proposals, and others, have taken second fiddle to the controversial recommendations that the Federal Government run secret ballot strike votes. The President did not make it clear whether such a strike vote should be taken before or during a strike, but a bill introduced by Senator H. Alexander Smith of New Jersey calls for such votes while a strike is going on.

The move was immediately branded by labor as a strikebreaking attempt involving direct Government interference in a Union's strike action. It was also condemned by Congressional circles including Republican Senator Irving Ives of New York, a key Republican member of the Senate Labor Committee.

Ives declared that such a procedure would be unworkable and prohibitive in cost. His position was taken to mean that the Senate Labor committee would vote against such a provision in any amendment of the Taft-Hartley law.

Sea Anchor Serves To Rescue Pup

Seamen will agree that a sea anchor is a useful thing to have around when you are in a small boat, but a couple of shorebound inlanders found a new use for one—rescuing puppies from wells.

This unusual function of a sea anchor was applied in Carlsbad, New Mexico, of all places, a considerable distance from salt water. The puppy in question had fallen down a dry well, 38 feet deep and nine inches wide. All rescue attempts had failed until Wayne Gregory, a scoutmaster, recalled his scout troop had a number of sea anchors on hand as part of a lot of Navy surplus supplies.

The anchor was baited with bread and milk and lowered into the well shaft. The puppy climbed into the anchor, and was hauled to the surface and rescued.

The only thing not explained by the Carlsbad communique was what the Boy Scouts do with a sea anchor several hundred miles from the ocean.



Longshoremen on the 29th Street, Brooklyn, pier proudly display strike benefit payments received from the AFL-ILA. It was the first time that longshoremen on strike in the port had ever received such benefits.

NLRB Backs AFL Claim Of Dock Vote Intimidation

Another body blow was delivered to the crumbling old-ILA when the New York office of the National Labor Relations Board found that the AFL-ILA had presented convincing evidence of intimidation and other irregularities in the dock vote held last Christmas Eve.

As a result, the NLRB regional office has not issued any decision in the pre-Christmas balloting. Instead it has recommended to its Washington office that an open hearing be held to further determine whether the AFL's charges justify the voiding of the election.

The AFL-ILA scored an important gain on another sector of the waterfront struggle when it secured the reinstatement of an AFL shop steward at a Brooklyn pier after a two-week strike. The AFL charged the steward had been fired for his activity on behalf of the new union. Reinstatement of the steward was considered by waterfront observers as significant proof of the new union's ability to protect its membership.

In addition, the Brooklyn strike was the occasion for another "first" for the longshoremen, when the AFL-ILA paid strike benefits to the men on the pier. It was the first time that longshoremen in New York had ever received strike benefits.

The AFL-ILA had rolled up 7,568 votes in the portwide election in Greater New York, to 9,060 for the old ILA, with 4,405 challenges. However, immediately following the election, the AFL-ILA asked the NLRB to throw it out, charging intimidation and violence

against AFL-ILA supporters and working longshoremen to get them to vote for the old ILA, as well as irregularities in the balloting procedure.

The Labor Board investigated the charges, and in its report declared that there was an atmosphere of organized fear, violence and intimidation. It found that many of the old ILA's professional hoods, including Danny St. John, "Machine Gun" Campbell, Albert Ackalitis, Harold "Sudden Death" Ward, Buster Bell, Tony "Spanish" Calvo and others stationed themselves at the entrances to the polls so that longshoremen had to pass them. There they threatened the voters with physical harm and economic reprisals if they didn't vote for the ILA.

In addition, the Board reported,

numerous assaults, knifings and other violence was committed in the area. "There is . . . evidence," the Board said, "that Ackalitis led a group of men, all of whom wore ILA buttons, past the Brooklyn polling place in full view of the waiting voters, the purpose of which was to assault the AFL representatives who were standing some hundred feet away."

The NLRB report also charged the old ILA with illegal electioneering at the polling places and inside the polls in some instances. When some of the above-named men were found in the polling places many of them refused to leave although they weren't on the voting lists and had no business there.

Another major charge cited by (Continued on page 17)

SUP Starts Paying Pension Benefits To Old-Timers

The Sailors Union of the Pacific this month began paying out monthly pension checks under its brand-new pension agreement with the Pacific Maritime Association, which went into effect January 1, 1954.

Payment of the first pension benefits, scaled from \$65 up to \$100 a month, plus social security, took place at the San Francisco headquarters meeting and other SUP branch meetings around the country. Seventy SUP members have already qualified under the provisions of the pension agreement signed by the union and the shipowners group three months ago. Following the SUP-PMA signing, the SIU-affiliated Marine Firemen, Oilers and Watertenders negotiated a similar agreement.

Have \$800,000 Reserve

Provisions of the pension program, which is being financed initially out of a special \$800,000 reserve fund from the SUP Welfare Plan, enable SUP oldtimers to retire at age 60 with \$65 a month on proof of having worked 20 years in the industry within a span of 25 years. Two hundred days sailing time in a calendar year is counted as one year towards this figure. Payments are scaled upwards to \$100 for retirement at 65.

The new benefit applies only to retirement after October 1, 1953, but is broadened to include retirement as far back as January 1, 1950, when the SUP Welfare Plan went into effect. In such cases, retired members will receive the difference between what they are getting under social security or Federal old-age benefits and \$100. This would amount to about \$30-40 more for these men.

An additional feature of the pension contract is a disability clause under which \$50 a month will be paid out at any age to disabled men with 15 years in the industry within a span of 20 years, plus an added \$10 for each child.

Voluntary Program

However, the pension program is fully voluntary. There is no compulsion to retire at 65 if a man does not want to. Once he accepts the pension, however, he cannot again ship on jobs under SUP jurisdiction. It is expected that some 200 SUP men in all can qualify for pensions at present.

YOU and the SIU CONSTITUTION

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

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

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



Top of the News

TREASURY SOLVES \$160,000 THEFT—The theft of \$160,000 in \$20 bills from the Bureau of Printing and Engraving was solved when a Bureau employee, and several others were arrested with the stolen money in their possession. The theft was discovered because of the lightness of paper that was substituted for the real bills in the packages. The real money apparently went out the front door in a bulky coat with large pockets. The Bureau has long examined all packages leaving the building but now it seems likely that a daily search of each employee will be conducted.

BLIZZARD BLANKETS EAST COAST—A heavy snowstorm hit the East Coast from Maine to Virginia paralyzing much road and rail traffic throughout the area. It was the first major snowstorm of the winter season and came at a time when all of Europe was equally hit by falls which have snowed in thousands of small villages and isolated homes, particularly in Scandinavia and the Alps Mountains.

NAVY OFFICERS ORDERED TO CARRY SWORDS—The Navy has ordered its officers to carry swords once again with their dress uniforms restoring a practice that was discontinued at the outbreak of World War II. The Navy, in its announcement, said that the order was made to restore "prestige" in the service, but others thought it would make Navy officers the butt of many pointed jokes. In order to give swordmakers a chance to catch up with the demand, the order will apply only to the rank of captain and up for the time being.



COMMUNISTS ASK NEW TALKS IN KOREA—North Korean and Chinese Communists have asked the US to resume peace talks that were broken off in December. The talks had deadlocked over the question of whether the Soviet Union should participate as a neutral nation. It is not known when they will get underway again, now that nearly 22,000 anti-Communist UN prisoners have been returned to UN custody.

JET AIRLINER CRASHES—A British Comet jet airliner crashed in the Mediterranean near the island of Elba, killing 35 passengers and crew. As a result, the British have withdrawn all the jets from service to investigate the cause of the mysterious crash which took place in clear flying weather. The Comets have been used on South African and Middle East runs and can do better than 500 miles an hour.

STORM BOILS OVER FARM PROGRAM—A certain Congress fight is seen over President Eisenhower's proposal that parity supports for various farm products be made flexible instead of rigid as at present. The present law calls for price supports at 90 percent of the parity level and is strongly backed by Congressmen from farm areas. It has led to piling up of huge surpluses, as farmers, unable to sell in the open market at better than the 90 percent price, have turned production over to the Government. At present the Government owns \$2½ billions in farm products.

Seafarer's Wife Fights Polio

Seafarer Herbert "Red" Braunstein has known for some time how those nickels and dimes contributed to the March of Dimes in the anti-polio campaign can add up.

Braunstein, whose wife has been confined since Christmas, 1952, for treatment of infantile paralysis, had been donating for years to the annual March of Dimes appeal on the ship, but now he knows at first hand how important the drive is.

For him, at any event, the fact that the anti-polio campaign is the only fund officially endorsed by the SIU membership, has real meaning today, and he's one of its strongest boosters.

The 31-year-old Seafarer, who has been sailing SIU ships for almost ten years, has good cause for his enthusiastic support of the drive against polio. His wife Marguerite has been a patient at Rancho Los Amigos Hospital in Los Angeles since her third week as a polio victim, and even with the heavy medical and hospital fees, which ran \$728.19 per month for the past year, he's been able to keep his head above water, financially.



Braunstein

Foundation Helps

Braunstein points out that the Infantile Paralysis Foundation steps in to bear the bulk of all

Olde Photos Wanted by LOG

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



Mrs. Marguerite Braunstein, wife of Seafarer Herbert "Red" Braunstein, sits in chair and breathes with aid of iron-lung device called a "Monahan" in Rancho Los Amigos Hospital, Los Angeles. With polio victim is daughter Jan, on lap, and sister Ethel Francis.

bills because it is devoted to that purpose. As a result, he periodically pays what he feels he can safely carry, and the Foundation covers the rest of the bill. If not for that, considering the hospital rates and the amount of care needed, he'd have been wiped out long ago.

One of the major activities of the National Foundation involves financial aid to the families of polio patients in meeting the heavy expense of treatment, and much of the funds contributed to the March of Dimes Drive each year goes for that purpose.

Other funds, of course, go into research and development of new equipment for the treatment of polio victims.

Needed Wheelchair

Thus, Braunstein, who sails AB and bosun, stated that when he was caught short and his wife needed a special-built wheelchair that ran about \$285, the Foundation picked up the tab. In his turn, he declared, he's been putting aside whatever he can every payoff in

an effort to pay his way as much as he can.

Can Move Head

Mrs. Braunstein, hospitalized since mid-December of 1952, is completely paralyzed except that she can move her head slightly. Taking advantage of this, she's learned to pass her time by painting neckties, napkins and similar articles by holding a paintbrush in her mouth. Through the aid of a special, battery-run iron lung called a "Monahan," she's been taught to breath by herself and is already able to do so for up to 28 minutes at a time. A hose from the machine leads to a sort of plastic bubble set on her chest, which helps her to breath.

The couple have one child, a daughter, Jan, two and a half years old, who visits her mother frequently, but can't quite understand why her mother can't move about like other kids' parents. Thanks to the efforts of the Foundation, Braunstein hopes she'll be doing that before Jan gets much older.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Keep Up to Date On Insurance

Seafarers who are war veterans and have kept their GI insurance in force should review these valuable policies to make sure they are getting all possible benefits, the choice of beneficiary is up to date, an alternative beneficiary is named, and the method of payment of proceeds from insurance is the most suitable.

This question of how insurance is to be paid to the beneficiary is one that non-vets who have private insurance policies should also think about.

One point for ex-GI's is that there is a bargain in disability insurance available to them. At a small extra cost, any vet who still has his service insurance in force can have a rider attached to his policy assuring him payments in case he becomes totally disabled. Not many men seem to know about this provision because only one out of every 140 who hold Government policies has taken advantage of it.

Any vet whose GI insurance is still in force can have the total-disability income provision added. It will pay \$5 a month for each \$1,000 of GI insurance you carry, if you become totally disabled. A man who has the full \$10,000 GI policy could get enough of the total-disability coverage to pay him \$50 a month if he became totally disabled.

The GI disability-income provision is especially valuable for Seafarers since many commercial companies selling disability insurance accept only white-collar workers, especially those firms which have the lowest prices for this type of insurance. Many other companies charge Sea-

farers and other industrial workers much more for disability insurance than they do white-collar people like bookkeepers.

The cost of the GI disability rider is low. A man with a GI term insurance policy at age 35 would pay \$1.42 a year for each \$1,000 of insurance he carries. On a \$10,000 policy which would pay \$50 a month for total disability, the cost would be \$14.20 a year in addition to the premium for the life insurance itself.

One of the best features of the GI disability insurance is that it is a genuinely non-cancellable lifetime policy. Such lifetime disability riders on insurance policies are rare these days. In fact, the tendency of commercial casualty companies to cancel insurance when a man has suffered even one or two illnesses has become notorious.

Some companies claim to issue "non-cancellable" disability policies. But these have a hidden joker too. They can be cancelled by the company when the policy comes up for renewal if you no longer look like a good risk.

Payments Start After Six Months

The GI disability payments start after an insured person has been totally disabled for six consecutive months. There is no payment for shorter illnesses, as some of the costlier commercial policies provide. However, it's more vital to protect yourself from total disability, which is the real disaster to a wage-earner, than short illnesses.

All a GI policy-holder needs do to add the disability provision is to make written application at the nearest VA office, and furnish satisfactory proof of good health. The VA will provide the necessary physical exam.

In any insurance policy, whether GI or not, you gen-

erally have a choice of optional payments of the proceeds of the insurance to your beneficiaries if you pass away. In GI insurance, for example, there are four optional methods of payment: as a lump sum; in monthly installments for a period of three to twenty years as designated beforehand; monthly installments for life with 120 monthly payments guaranteed, or monthly installments for life with payments equal to the face amount of the policy guaranteed.

The insured person generally has the right to decide or change the form of payment without the beneficiary's knowledge or consent. However, it is desirable to discuss this with the beneficiary, especially if it's a wife with children.

To some extent the answer depends on the wife's business experience. Money left with an insurance company to be paid out monthly usually earns three per cent interest. A business-wise woman might be able to earn more by investing it herself.

One solution is to plan that the money should be paid out during the years when the children are young and the wife needs help most. For example, you could elect to have the money paid to your wife over a period of ten years. With GI insurance, she would thus get \$9.61 a month for each \$1,000 of insurance for ten years.

Or if your children are older and you'd like your wife to have an income for her own use over a longer period, you might elect to have the money paid out over the period until she became eligible for Social Security old-age benefits. For example, if you chose to have the money paid out over 20 years, your beneficiary would get \$5.51 a month for each \$1,000 of insurance.

Sailor Goes Back To Sea



Back in New York, Seafarer Olavi Klivikoski (left) registers at headquarters after returning by plane from Finland, where he landed in October after completing a successful four-and-a-half month crossing of the North Atlantic single-handed in a 30-foot schooner. He made the trip across the ocean in his own two-masted ship, the Turquoise. Dispatcher E. B. Tilley is at right.

Once-Blinded SIU Man Sailing Again

After more than three years out of action because of blindness, Seafarer Phil Pron has just completed his first trip since he went back to sea. His three month-ten day voyage on the Strathport, was, as he put it, "wonderful."

Many Seafarers will recall the story of Pron's recovery of sight, made possible through the donation of a cornea by a fellow-Seafarer, Eric Joseph. Pron and Joseph were in the Staten Island USPHS hospital together when Joseph learned of Pron's plight. Since he had limited vision in one of his own eyes, which was dam-

aged as a result of scar tissue, he volunteered to sacrifice the sight of that eye so that Pron might see again. A corneal transplant proved a success, and after many long months of treatment, Pron was certified as fit for duty again.

Quite a Few Changes

Getting back in harness, Pron said, was a great feeling, although in the last three years he found quite a few changes. All of the crewmembers, with the exception of one oiler, were strangers to him, but they had all heard of him through the pages of the SEAFARERS LOG. He noticed too, that there have been quite a few improvements in working rules and other conditions since his last trip in May, 1950. Not the least of these was the novel experience of collecting vacation pay.

"We had a real good gang aboard," Pron said, "and a good steward's department headed up by Tony Schiavone. It was a fine trip with stops in Karachi, Bombay the Persian Gulf and Algiers before heading for home."

"Christmas and New Year's was spent aboard, with all hands enjoying a pleasant party."

Pron, who began sailing with the SIU back in 1946, after two years at sea, says he certainly regrets the three years that he lost, but is out to make up for lost time now. "I'm hoping," he said, "to catch a ship some day with Eric Joseph and make a trip together. That would be like old times all over again."

Don't Wait, Get Vacation Pay

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

US Okays Sale Of Puerto Rico To Swiss Co.

Reversing his stand of last October, Louis S. Rothschild, Maritime Administrator, last week approved the sale of the Puerto Rico, passenger ship formerly owned by the Bull Line, to a Swiss citizen. The vessel will be transferred to Panamanian Registry.

The 441-foot ship was purchased last year by Nicolo Rizzi, a citizen of Switzerland, for the purchase price of \$500,000, but final approval of the sale was withheld until recently by the Maritime Administration. The sale-transfer had been rejected by the maritime agency at the time of the transaction, but was approved upon re-examination.

Announced plans for the vessel call for it to be operated in the immigrant passenger business, running between Bremerhaven, Le Havre, London and Quebec. It will join another vessel of the company engaged in the same trade, the Arosa Kulm. According to information, the ship is expected to be remodeled from a first-class passenger berth load of 200 to carry between 600-700 passengers.

The Puerto Rico, 7,115-gross tons and 23 years old, formerly operated between New York and the Caribbean ports of St. Thomas, VI, and San Juan, PR. It had been in idle status for almost one year, going into lay-up last March. Attempts to sell the vessel last year resulted in only one bid from a steel company which intended to scrap it, before the Swiss buyer came along.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 1-4-54 To 1-15-54

No. Seafarers Receiving Benefits this Period	1250		
Average Benefits Paid Each Seafarer	73 51		
Total Benefits Paid this Period		91,891	32

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	7,425 00		
Death Benefits	17,805 46		
Disability Benefits	1,375 00		
Maternity Benefits	4,400 00		
Vacation Benefits	60,885 86		
Total		91,891	32

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	430,950 00		
Death Benefits Paid Since July 1, 1950 *	795,030 00		
Disability Benefits Paid Since May 1, 1952 *	29,915 00		
Maternity Benefits Paid Since April 1, 1952 *	208,800 00		
Vacation Benefits Paid Since Feb. 11, 1952 *	2,980,970 57		
Total		4,445,665	57

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	482,233 58		
	Welfare	607,380 23		
Estimated Accounts Receivable	Vacation	238,873 00		
	Welfare	230,498 00		
US Government Bonds (Welfare)		1,979,255 38		
Real Estate (Welfare)		526,530 95		
Other Assets - Training Ship (Welfare)		119,060 97		
TOTAL ASSETS			4,173,822	11

COMMENTS:

Many men when being released from the hospital are failing to file for their hospital benefits within the fourteen day period required by the Plan. Any hospital benefits not received in the hospital should be applied for in writing within fourteen (14) days of discharge from the hospital, to the Administrator directly.

During the month of January so far, the Plan has paid out forty-four (44) maternity benefits. The breakdown of the above was twenty (20) boys and twenty-four (24) girls.

Submitted 1-18-54

Al Kerr
Al Kerr, Assistant Administrator

... and, remember this ...

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

UNION TALK



By KEITH TERPE

The signing of another "sweetheart pact" between the Atlantic Refining Company and the Atlantic Maritime Employees Union this month, as "union" and management again abandoned all pretense of actually negotiating, effectively bars, for the time being, any all-out organizing efforts in the fleet. But although we are temporarily shut out, we are far from being wiped out. Our campaign has already entered a new phase; Atlantic will find out that we are by no means finished in the fleet.

Our own men are still getting hired, despite company efforts to screen them out of prospective employees, and added to the majority among those who voted for us in the election and who still remain in the fleet, they comprise a sizable number. Yet although we are solidifying our strength and enjoy a much better position today than we did when the Atlantic drive actually began, there is still a great deal to be done before we can make our move in the fleet.

Seafarers Urged To Seek Atlantic Jobs

There is still a necessity now, more than ever before, for Seafarers to take a crack at getting into the company. Having sailed SIU-contracted ships, they are acknowledged the best salesmen of our way of life, our contracts, our conditions and the benefits available through proper trade union representation. They can perform a valuable service on these ships because they have all the answers at their fingertips for the numerous questions about the SIU that come up in the course of the day to day activities aboard ship.

It is true that many of the men who were openly for the SIU and stayed that way in the first drive are being hardtimed. But those who have remained in Atlantic have a big stake in our future success and they are willing to take a little guff now and bide their time until the shoe is on the other foot. Some of them sailed our ships during vacations and time off from the company and got first-hand knowledge of the things that were worth fighting for, not only in terms of dollars and cents, but also in terms of real security and that mighty intangible, the feeling of personal dignity which can be enjoyed only by free seamen.

Having seen all that and enjoyed a small portion of it for a few days or weeks, they came back to Atlantic with a renewed belief in the SIU way of life. The pity of it all is that more of their shipmates didn't avail themselves of the same opportunity. They might then have felt a little differently in the final analysis.

Future Policy Being Formulated

For the immediate future then, while we assess what's to be done and the best days of doing it, we are suspending any concerted efforts at shoreside contacts of our people on the dock and at the gate where the ships come in. Despite their importance, it is the Union's feeling at this time that these contacts can only serve to expose SIU men to the company and the AMEU, and thereby needlessly expose them to further hardtiding tactics on the ships and in the anchorage.

In the interim, we are urging our people in the fleet to keep in touch with headquarters and the Philadelphia organizing office by mail and telephone contact when they come off the ship. For our part, we will periodically publish a special newsletter to keep the men abreast of what's happening on the other ships around them and of Union policy as it is formulated. In this way, when the time is ripe for it, we'll be able to spring a lot of surprises and will have SIU people throughout the fleet set to go to work on a quick campaign out in the open.

Again we urge every Seafarer who has the opportunity to birddog the Atlantic employment offices in Philadelphia and try and get into the fleet. That will enable things to work out a lot differently by the end of the campaign. Until then, this is the last column from this department. As usual, the membership will be kept informed of developments as they happen at regular membership meetings and through the SEAFARERS LOG.



Esso barge lies partially submerged in aftermath of collision with tanker Atlantic States in the Sabine-Neches canal. No men were injured in the second recent collision involving an Atlantic tanker.

Atlantic Tanker In New Crash

PHILADELPHIA.—Hearings by a Coast Guard panel investigating the tragic collision of two Atlantic tankers ended last Friday without any decision announced as yet. Two SIU men were among the nine dead.

Meanwhile, it was revealed from Port Arthur that a third Atlantic tanker, the Atlantic States, was involved in another mishap on January 6, when it collided head-on with an Esso barge in the Sabine-Neches Canal. No injuries were reported in the

crash. Coast Guard officers in the area are investigating the incident.

Both ships were heading out at the time; the States for Newark, NJ, and the barge under tow for New Orleans. Afterwards, the States returned to Atlantic's Atreco terminal where it was unloaded, and then went into the shipyard in Mobile for repairs to the bow. The barge was refloated and towed to the Gulfport shipyards. No fires resulted from the

crash. Coast Guard officers in the area are investigating the incident.

The SIU men lost on the Dealer were Frank Pomeroy, AB, who received book membership during the Atlantic drive, and John I. Waller, FWT, who entered the fleet less than three weeks before the accident. Waller's last SIU ship was the Seanan (Stratford). The full \$2,500 death benefit was paid out to the beneficiaries of both men.

The story in the last issue of the LOG dealing with the collision involving the Atlantic Dealer and Atlantic Engineer referred to actions of the third mate following the collision. References to the third mate were inadvertently reported as fact, whereas they should have been reported as allegations which were based on reports from alleged eyewitnesses immediately after the collision, when great excitement and confusion prevailed.

Texas crash although the barge was partially sunk.

The tankers, Atlantic Dealer and the Atlantic Engineer, involved in the first accident, collided in the early morning fog in the Delaware River when the Dealer was attempting to find its way to an anchorage and rammed the after port side of the Engineer, which was already anchored waiting for the fog to lift. The fatalities were all off the Dealer. All

New Seaman's Paper Appears

A former member of the Sailors Union of the Pacific and onetime editor of the SIU Canadian District's "Canadian Sailor" has announced plans for a new monthly publication for merchant seamen to be published on the West Coast.

Don D. Brown, editor and publisher of the new enterprise, says the first issue of the "Eight Bells" will be out some time this month and will be distributed in the Los Angeles-Long Beach area aboard all incoming merchant ships and at various maritime union halls in the area. The new publication will be presented in the form of a tabloid-size news-

paper (the same as the SEAFARERS LOG) dedicated to those who follow the sea for a living.

At one time a frequent contributor of prose and poetry to the LOG, Brown began sailing in 1942 when he joined the SUP. Shipping as AB and bosun for several years, including World War II, he later left the sea for a writing career.

He was, for a short time, editor of the "Canadian Sailor," and later for a small town California daily. Publication offices for "Eight Bells" are at 836½ Marine Avenue, Wilmington, not far from the SIU hall there.



Brown

Cartoon History Of The SIU

Canada SIU Whips Reds

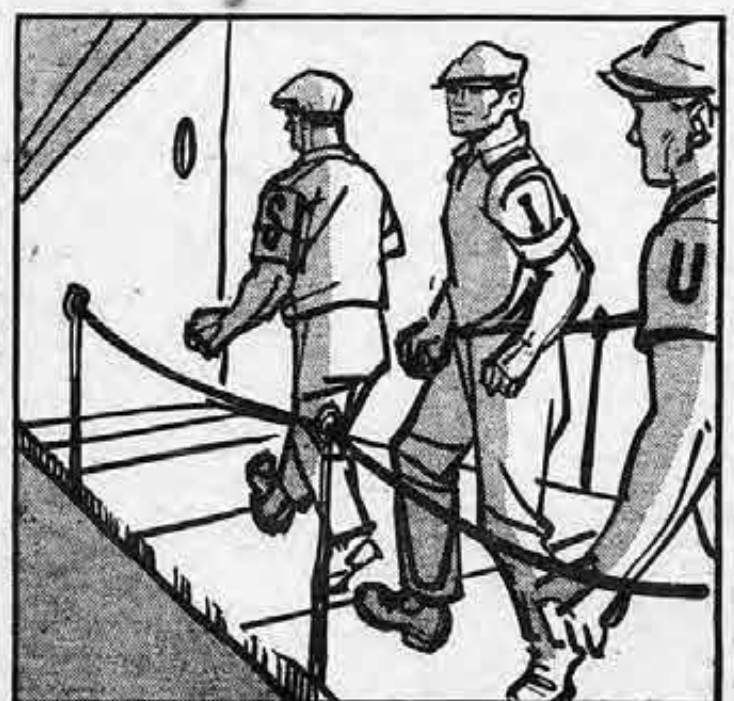
No. 55



The SIU Canadian District, with assists from the A&G District, took up the fight of non-Communist seamen abused by the Communist-led Canadian Seamen's Union and began organizing in earnest. It accepted the contract over which the CSU had called its phoney strike.



Getting nowhere in their attempt to rally support on the phoney contract issue, Communist agitators in the CSU stirred up trouble on the ships, threatened younger seamen and finally resorted to open violence. Terrorism got so extreme that police in some towns were afraid to buck the party-liners.



By the end of April, 1949, the SIU had consolidated itself throughout Canada and the Communists were in full rout. Contracts were being honored and Canadian seamen hailed the end of the phoney strike. Happy about their new gains, more than 1,500 ex-CSU members joined the SIU.

IN THE WAKE

One of the first clipper ships built outside New York, the Surprise was designed by Samuel Pook, then only 23, and was built at East Boston. She was only 1,006 tons register, but solidly built and fairly sharp in the bows. Her bowsprit was 30 inches in diameter and extended 35 feet from the beam, nearly a fifth of her own length. The Surprise carried about 1,800 tons of cargo, and a crew consisting of four mates, two bosuns, carpenter, sailmaker, steward, two cooks, 30 ABs, six ordinaries and four boys. In one round trip, from NY to San Francisco and from Honk Kong to London with tea, she earned a net profit of \$50,000 over and above her expenses and her own cost to build.

The liver of the cod, a deep-sea fish, contains vitamins absorbed from the sun, but the cod never sees the sun... Goldfish earrings—blown glass bowls in which live goldfish swam—were worn by daring Parisiennes in the days of Napoleon III... The silverfish is not only a fish; it is also a wingless insect which does extensive damage to books and wallpaper... "Marble-head turkeys" are not turkeys nor are their heads made of marble. They are codfish... Fresh water fish live 250 feet below sea level in Death Valley, California, which is both the lowest and the hottest place in North America.

Although Columbus had an astrolabe, the first known scientific instrument for navigation by celestial observation, on his famous voyages, many authorities say he never used it. They say that Columbus was experienced enough as a navigator to know that the astrolabe was not a very accurate instrument. It is believed, however, that Columbus was the first navigator at sea to record compass variation by comparison with the direction of the North Star (Polaris). He is also said to have used dead reckoning, the method of finding the approximate position as determined by latitude and longitude that came into use soon after the adoption of the compass for navigation around the 13th century.

Next month is the 150th anniversary of a naval incident in which the son of a US naval commander put the torch to his own father's former flagship. It was February 16, 1904, when Stephen Decatur, then a Navy lieutenant, along with a small group of volunteers aboard a small craft got through the harbor defenses at Tripoli, seized the USS Philadelphia and burned her. The Philadelphia had been the flagship of the elder Decatur when he commanded a squadron of 13 ships. When the father's old flagship went aground in Tripoli while chasing a Barbary pirate vessel, the Philadelphia was captured, refloated and prepared for use against US shipping, the son drew the assignment of balking the plan.

The first steamship to cross the Atlantic was the Rising Sun, in 1818. Built in Britain by Lord Cochrane, she made the trip to South America... It took the Pacific, in May, 1851, to bring the Atlantic crossing record to less than ten days. She did it in nine days, 19 hours and 25 minutes, almost 15 hours off the best time made by the famous Great Western... The trials of sailing ships at the mercy of the winds is typified by the case of the Golden Fleece, which was on the brink of a record after a 12½-day trip from the Equator to within 200 miles of San Francisco. But it took her another week to make those 200 miles.

The popular belief that big sea turtles live for hundreds of years appears to be taking a licking, if the experiments conducted by marine life scientists in Florida hold up. The feeling is that actually no one knows just how long the huge turtles live, and that it's probably no longer than the average human life span even though some are known to have reached at least 150. The idea that large size indicates long life is also being contested, due to the fact that a green turtle involved in the experiments reached a length of almost four feet in ten years and a loggerhead turtle weighed 80 pounds in only four and a half.

THE INQUIRING SEAFARER

Question: What was the worst storm at sea you ever ran into?

John Joderlinich, MM: It was about midway in the Atlantic Ocean, on the way from Bremerhaven to New York. It was in the winter of 1946-47 and the waves were 75 feet high. The ship listed about 45 degrees and averaged only 95 miles in 24 hours. Although the passengers were sick, they kept on eating just the same.



William Bergquist, pumpman: It was way back in 1916 in the Bay of Biscay, between Spain and France. We were in the storm four days and the seas hit us broadside, tearing away the pilothouse and pouring down the smokestacks. She didn't blow, but we drifted helplessly for 36 hours.



Vincent Retchiff, OS: I was a passenger on the Warrior on March 27, 1951, when we ran smack into a hurricane. The waves were mountainous and the two-day beating tore the deck cargo of steel loose from its moorings. The shift caused the ship to list 35 degrees at sea. We were still 11 degrees off when we hit port.



V. Kelpss, bosun: Carrying coal from England to Italy, we hit a storm in the Bay of Biscay in the winter of 1932. We covered the hold ventilators to keep the water out and the coal gas exploded in the holds. The ship sank beneath us and then we were out in a lifeboat in the open water. We lost two men to the sea.



Joseph Saez, oiler: It was on the way to Russia in the winter of 1942. We hit a storm in mid-Atlantic and the deck cargo of trucks and military equipment broke loose, causing a list. We were in it ten days and the waves were so high they were breaking over the boat deck.



Luis Salazar, bosun: I was on a schooner owned by my uncle in 1922 running from Puerto Rico to Curacao when a storm hit us in the Caribbean Sea. All the sails were smashed on the schooner and we went for three days without any power. The waves were very high.



MEET THE SEAFARER



CHARLES MACDONALD, Wiper

Though only 26 years old, Seafarer Charles MacDonald has been going to sea for more than 12 years, ever since he first began high school. Not that his studies suffered, but the young Seafarer often would ship out between terms, during summers and at irregular intervals when the mood moved him.

MacDonald was born, raised in and first shipped out of Halifax, Canada. His high school days were spent in the Joseph Howe High School, named after a famous Canadian journalist and statesman. After graduation from high school, however, MacDonald really began to ship out steadily, making the world his port of call.

In US Marines

Back in 1941, MacDonald, who earned his US citizenship through service with the US Marine Corps, shipped on his first vessel, an English freighter, the Empire Knight. He says he'll never forget that trip because it was the first time he learned to drink coffee and he hasn't stopped since. Black coffee it was, says he, with no milk and less sugar, and belay the man who tried to spike that cow punch with a little sweetness. It was odd, too, he felt, that he should be introduced to the ways of the bean upon an English ship, long noted for lime juices and tea leaves.

The year 1945 was an eventful one for MacDonald. After graduating from high school in that year, he shipped in a convoy to Europe and had a ship torpedoed and sunk under him off Northern Scotland. Later, another vessel he was on hit a mine in the North Sea and it went down, subjecting MacDonald to his second trip in a lifeboat on the open sea.

Mac joined the US Marine Corps in August, 1951, as the lesser of two evils once the Army notified him of his induction. After three months of boot camp at Paris Island, SC, he was shipped off to Camp Pendleton, Cal., for three more months of infantry training. Reaching a peak of fighting perfection, Mac was shipped overseas and headed directly for the com-

bat zone in Korea where he spent more than a year, dug in on the side of hills.

Saw Plenty of Action

Attached to the First Marine Division, MacDonald spent more than a year in and around the "Punch Bowl," "Heartbreak Ridge" and "White Horse Mountain" areas. Part of his Marine service with the Fifth Marine Regiment was spent in foxholes north of the 38th Parallel protecting Seoul, the capital of Korea. On his return from the battleground, Mac was stationed stateside in Camp Lejeune, NC, for two months and in Norfolk, Va., for about three months prior to his release from active duty.

He was in civilian clothes for about one week, he says, when he shipped out on his first SIU ship since becoming a citizen, the Southport of South Atlantic. It was on a three-month Persian Gulf run and carried wheat and general cargo to Pakistan and environs. Getting off the Southport in time for the holidays, Mac decided to head back home to Halifax and see his family before the year ran out on him. He saw his mother and one sister, while two other sisters and three brothers, married and scattered around Canada, could not make it back to their birthplace. All his sisters, incidentally, married Canadian servicemen.

Thinks US, SIU Tops

MacDonald, a new citizen of the United States and a member of the SIU since 1949, wouldn't trade his right to either for all the hills in Korea. He knows a good deal when he sees one and in this case he says he sees two good deals.

Macdonald earned his US citizenship through his hitch with the Marines, getting his final papers while in service. The Marines aren't through with him yet, however, as he still has six years to serve in the Corps as a reserve. Once a Marine, he says, always a Marine.

He is single and plans to stay that way a long time, according to present plans. Says he doesn't have ulcers and doesn't want them along with a wife.

The Seafarers Puzzle

- ACROSS
- Away from wind
 - One of the "Queens"
 - Ask alms
 - Where Callao is
 - Mixture
 - Grande, Brazil
 - Always
 - Port 1,848 ms. from NY
 - Large ape
 - Let it stand
 - Feed with rich food
 - Genus of shrubs
 - Ship's pace
 - Lets go
 - Sesame
 - In tatters
 - Short sleep
 - First day of week
 - Watered silk
 - Girl's name
 - Football's Green Wave
 - Sling around
 - Slipped mooring
 - 114 ms. up the Columbia
 - Old Testament prophet
 - Hotel
 - Examined
 - Wedgeport catch
 - Pipe joint
 - Steel city in Indiana
 - First garden
- DOWN
- Animal found on Gibraltar
 - Bulgarian coin
 - Before

1	2	3	4	5	6	7	8	9	10	11	
12				13				14			
15				16				17			
			18	19				20			
21	22	23				24	25				
26					27			28	29		
30			31	32				33			
34			35				36	37			
		38				39					
40	41			42	43						
44				45				46	47	48	49
50				51				52			
53				54				55			

(Puzzle Answers On Page 25)

TEN YEARS AGO

Mexico City was shaken by three earthquakes in one day... A joint statement by Prime Minister Churchill and President Roosevelt reported that merchant ship losses by U-boats in 1943 were 60 percent less than in 1942... British, American and Greek troops established a beachhead 32 miles south of Rome... Two days after the Russians opened new offensives on the Leningrad and Novgorod fronts, the Germans evacuated Novgorod and the Russians took a town 36 miles southwest of Leningrad.

"strong and independent Poland," provided the Polish government abandoned its eastern frontier demands... German counterattacks were beaten back as Allied troops cut a third of the way through the enemy's defenses ringing Cassino, Italy... In boxing, Jake LaMotta beat Fritz Zivic in ten rounds at Detroit... The SIU and other maritime unions were hailed for their part in assuring the flow of goods to the fighting fronts during the end-year holiday period. There was no delay in the sailing of any US or allied ship on the Atlantic coast because of a crew shortage.

Convicted of treason, Count Galeazzo Ciano, son-in-law of Benito Mussolini, and four others were killed by a firing squad in Verona... The SIU-manned George Washington, a pioneer SIU passenger ship chartered by Alcoa from Eastern, came in for high praise as a "real workhorse of the sea" for her outstanding war record... British and German guns hurled more than 100 shells across the Strait of Dover in one of the most serious exchanges of the war.

U.S. Marines, continuing their assault of Cape Gloucester on New Britain Island, counted more than 3,000 Japanese dead since the landing on December 26... The Communist party organ, Pravda, reported a supposed meeting between two British leaders and a high German official "to clarify the conditions of a separate peace with Germany." The British heatedly denied the truth of the story and prodded Tass, the official Soviet news agency, which finally broadcast an official denial the next day.

Moscow announced that Russia was prepared to guarantee a

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Unity In Maritime

Representatives of 14-non-Communist sea unions in the United States and Canada, including the SIU A&G District made history when they got together for the first time under one roof to hammer out a program for the ailing shipping industry. For this common purpose, they turned their backs on past differences and, in this spirit, went to work.

Of lasting importance is a decision not to let the unity established this week fall to pieces. A full-time, permanent legislative committee has already been named and will meet regularly every week. This was maritime labor's opening gun in its fight to stop the vital shipping industry from dying by default, in the face of an apparent Government unwillingness to act, and the shipowners' inability to get together on a similar basis.

Among other decisions emerging from the conference was an urgent plea for a full-scale program to revitalize the waning coastwise and intercoastal shipping trade, which has been allowed to decline nearly 90 percent in a dozen years. This, along with many other serious-minded proposals, was part of the unions' realistic approach to a broad variety of problems facing the industry.

The unified action of the sea unions, however, does not mean an end to the specialized representation Seafarers have enjoyed in Washington in past years. But, together now, for the first time, all maritime unions will now be on the capitol firing-line, where the pressing issues of the times affecting the maritime industry must be resolved.

↓ ↓ ↓

Well-Deserved Praise

Few higher words of praise have been lavished on the US Public Health Services than those given by General Eisenhower in his message to Congress on the nation's health. The President, rightly so, emphasized the valuable services the Public Health Service has rendered to the entire nation through its various medical programs and its research projects. Yet, at the same time, the President had not a word to say about the Public Health Service hospitals themselves, which are the heart and core of the PHS research and medical program.

If, as the President says, the USPHS has been a key to better national health, it should follow that the hospitals operated by this agency are deserving of considerable praise and assistance for carrying out this program. It obviously has benefited the entire public as well as the seamen, veterans and others who are patients in these hospitals.

While the President praised the USPHS, the Administration is going ahead with proposals to close the hospitals. If so, the President's message amounts to a beautiful (if slightly premature) funeral oration. Congress, which has the final say in these matters, may think somewhat differently about it if Seafarers keep notifying their Representatives how they feel about the Administration's intention.

↓ ↓ ↓

The Trials Report

In line with the policy of keeping the membership fully informed on the workings of the Union's trials and appeals procedure, the SEAFARERS LOG is publishing in this issue its second review of trials and appeals under the SIU constitution. The first review, published six months ago, was, as far as is known, the first time that a Union had published a full report of internal disciplinary measures. It drew considerable praise for the manner in which the Union was handling this problem.

It's immediately obvious in the report that the trial machinery is being used very sparingly within the Union, in itself a good sign. The small number of trials is indication of the fact that the constitutional safeguards for the membership are working and that charges are being filed in most instances only when actually necessary.

In the future, the LOG will carry further reports on this procedure so that Seafarers can keep up with the operations of their Union constitution.

LETTER of the WEEK

Thanks SIU For Needed Help

To the Editor:

My wife and I would both like to express our very grateful thanks to the Welfare Services Department of the Union for the help they gave us recently when we had some serious trouble.

Most people, when they get into some kind of a jam have to ask friends and relatives to give them help. But lots of times the people you know have their own troubles and anyway they can't do very much for you. That's why it's very nice for a seaman to know that he can go to his Union and get the help he needs when trouble starts piling up.

Wife Got Sick

It started when my wife had to go to the hospital to have a baby.



Lorenzo

She had a bad infection and for a time was very ill, so I had quite a problem on my hands. The first thing I knew the expenses began to pile up on us and I was finding it hard to meet the bills.

When I spoke to the Welfare Services Department about it, they saw to it that I got the \$200 benefit for the baby right away, which was a big help in meeting the bills which I was getting from the hospital and the doctors for the treatment that my wife was receiving.

At the same time I started to have some trouble with a store where we had bought some furniture because of the fact that I was late in paying the installments on the furniture. They wanted to come to the house and take the furniture away if I did not pay, but I was unable to with all the hospital and doctor's bills that I had to meet with my wife.

Spoke To Company

Welfare Services took care of this difficulty also. They spoke to the furniture people and got them to agree not to take the furniture away until I could get straightened out and take care of things myself. The furniture stayed in the house, which was a welcome relief to all of us.

As a result, my family is getting straightened out now and now that the emergency is over I won't need help. But we don't know what we would have done if it wasn't for the fact that the Union has a department like the Welfare Services to help Seafarers like myself when trouble of this kind comes up.

This isn't the first time that Welfare Services has helped me out because I received a welfare benefit of \$200 once before for the birth of another child. So you see I have a lot to be thankful to the Union for and I'm sure that many of the other brothers in the Union who have been in some kind of a fix feel the same way as I do about the fine work the Union is doing to help the seaman.

Mateo Lorenzo

'Shh! He'll Never Know'



LABOR ROUND-UP

An industry-wide policy to avoid sudden layoffs when sales slack off has been demanded by the CIO United Rubber Workers. The Union pointed out that the companies had over-produced in the early part of 1953 and then laid off 20,000 workers and put others on short work weeks when inventories backed up. The Union asked that production be scheduled so that it stretches out evenly over the full year, pointing out that near-record profits were made in 1953 despite the production cuts.

Charges that a striking AFL sugar cane worker was gun-whipped by a deputy sheriff in Thibodaux, La., have been submitted to the US Department of Justice as a civil rights case. The victim, Welton Lestrick, a member of the AFL Agricultural Workers Union, was attacked by the deputy outside the Lafourche Parish courthouse. No action has yet been taken by the Justice Department on the case, which is an outgrowth of the recent strike of sugar cane workers.

A 12-year-old fight for back wages has been won for 369 employees of the Eastern Uniform Corporation by the CIO Amalgamated Clothing Workers. The total amounts to \$32,362. The case arose when the company closed its plant in November, 1941, claiming bankruptcy, and workers received 15 percent of wages due out of the firm's remaining assets. Since the company was under Government contract the Union sued under the Walsh-Healey Act, which requires all Government contractors to meet certain wage minimums. After eight years a Federal court ordered a bonding firm to pay the back wages. Another four years was required to determine who would get the six percent interest that accumulated on the wages due.

Workers in the oil industry are considering a shorter work week in the event that the petroleum industry decides to start laying off men. The CIO Oil Workers International Union said that if layoffs become general the Union intends to ask for a shorter work week so

as to spread the work around among as many men as possible.

A hat on every girl's head is the object of an industry-union campaign in the millinery industry. The AFL Hatters Union in New York declared that the growing vogue of hatlessness among women cost millinery workers about \$1 million in wages in 1953. A good deal of the campaign will be aimed at high school and college girls who, it appears, are responsible for the hatless habit.

New Jersey labor has called on the state legislature to repeal the public utility anti-strike law. The State Federation of Labor asked the governor to recommend repeal on the grounds that since the law was passed it has provoked a large number of strikes because employers refuse to bargain, depending on the legislative weapon to get what they want.

A seven week strike of over 2,000 chemical workers at New Jersey and Pennsylvania plants of Merck & Co. was settled on the basis of a six cent hourly increase and job reclassification. Members of the United Cas, Coke and Chemical Workers (CIO) were involved in the walkout at the company which manufactures drugs and pharmaceutical products.

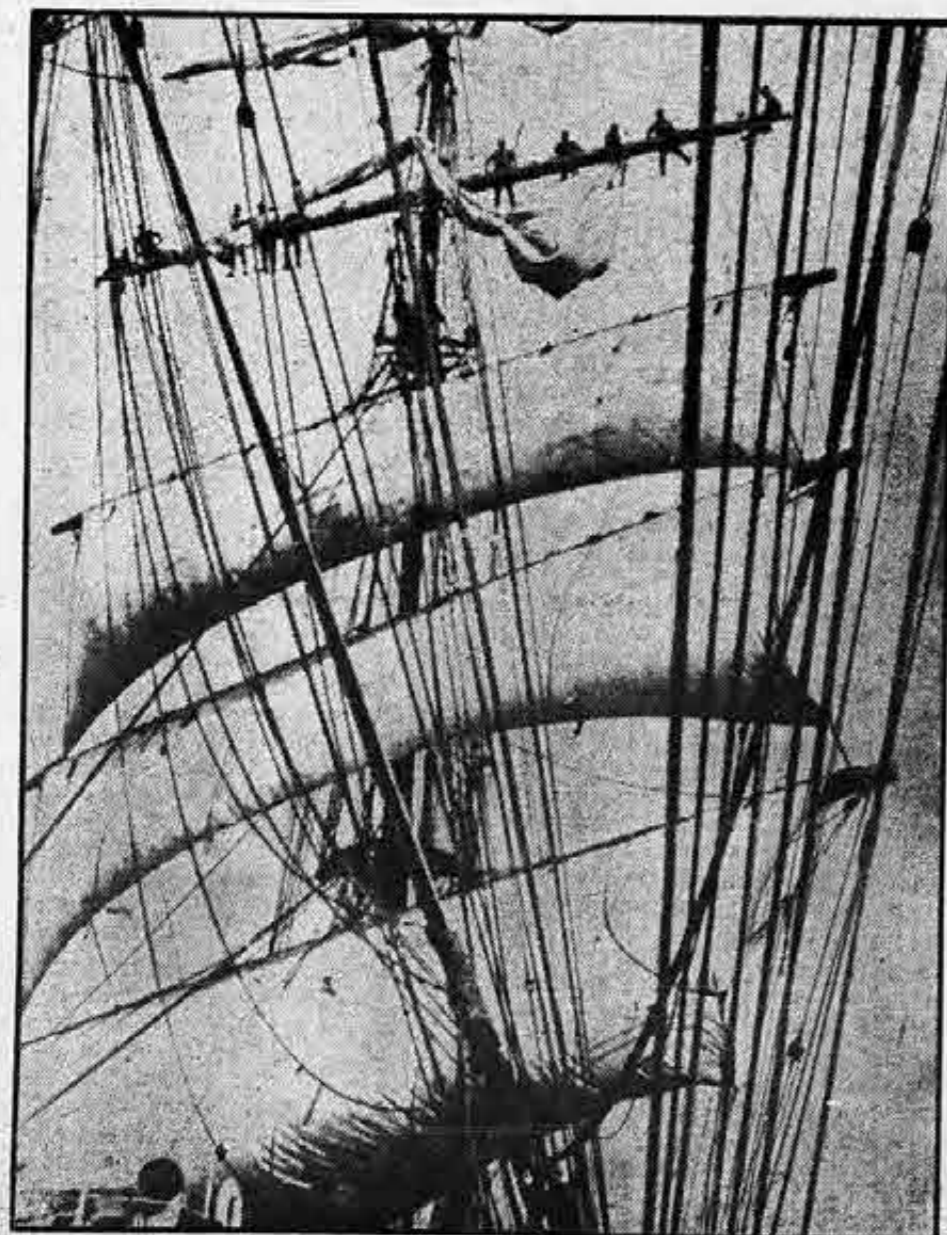
The much-troubled Long Island Railroad, long the target of commuters' wrath, is now facing a strike by the Brotherhood of Railroad Trainmen (Independent). The Trainmen have been pressing for a shorter work week and other benefits. The Long Island has long had financial difficulties and is asking for fare increases at the moment.

An important test of union shop contracts is taking place in District Court at Amarillo, Texas, where the Santa Fe Railroad is suing several AFL unions to keep them from demanding a union shop in their contracts with the railroad. The union shop on railroads was made legal by a Federal law in 1951, but the Santa Fe is resisting union demands on this score. It is expected that the test case will eventually wind up in the US Supreme Court for final decision.

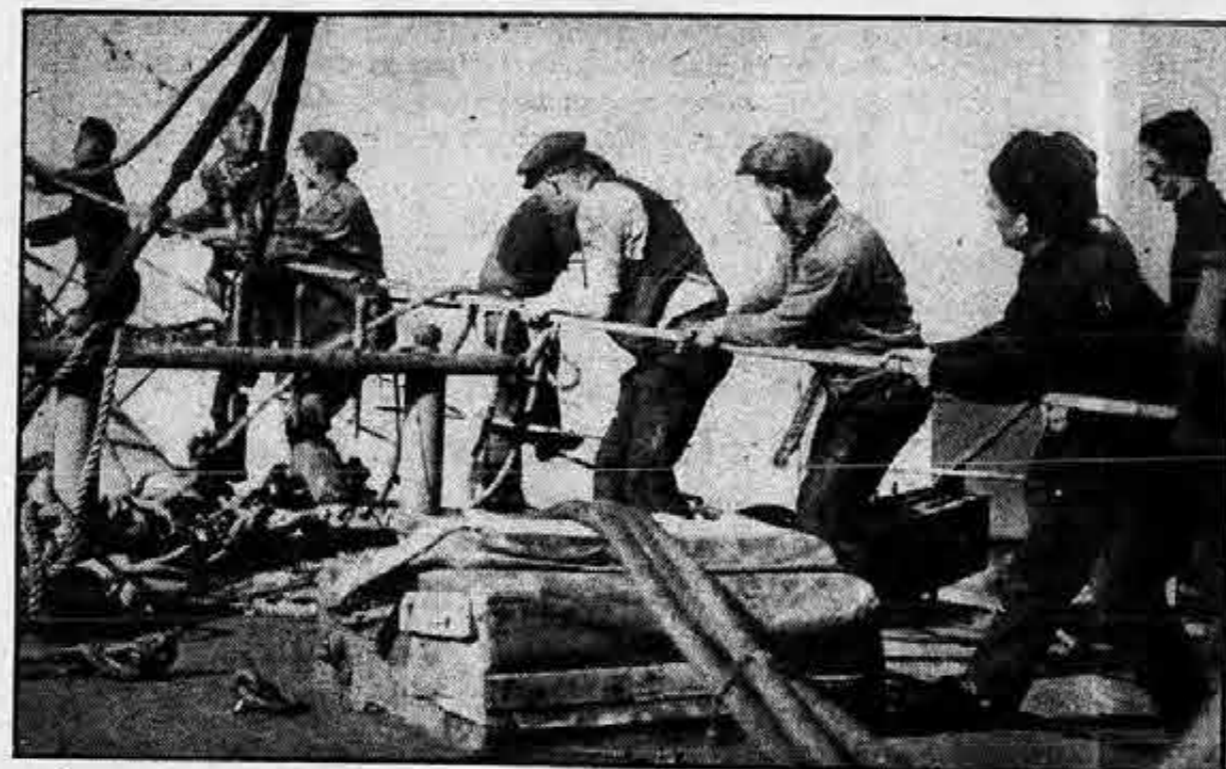
FROM A
SEAFARER'S
ALBUM

The photographs on these pages were selected from a large number of sailing ship subjects taken by Seafarer Frank Walker. They represent a cross-section of life on British square-rigged sailing ships during the years 1923 to 1928.

A skilled photographer with a knowing eye, Walker has captured much of the flavor of a seaman's life as it was. Today, he lives in Miami and sails on the more comfortable, if less romantic "iron ships."



High above the deck on a cross-tree, the crew unfurls a sail.



The deck gang heaves away in unison to haul a boom inboard.



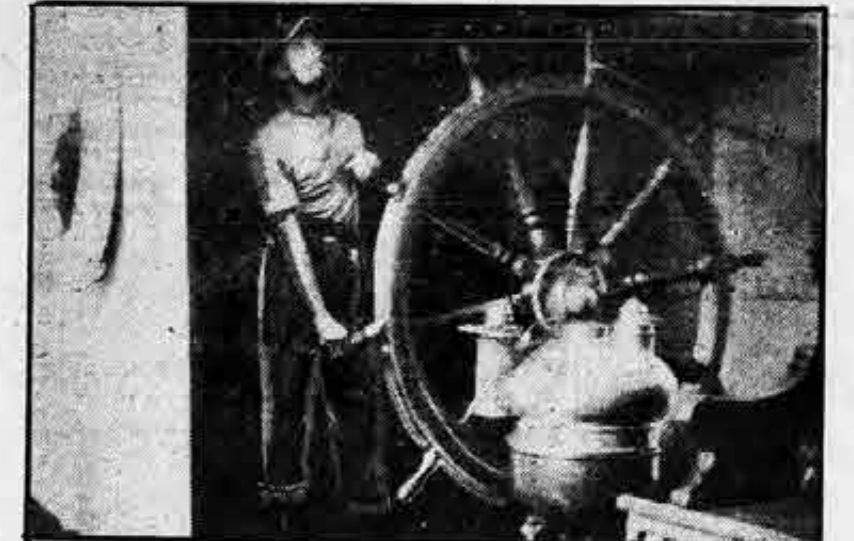
Calm sea and lots of sail.



"Bathtub" was a pail of water.



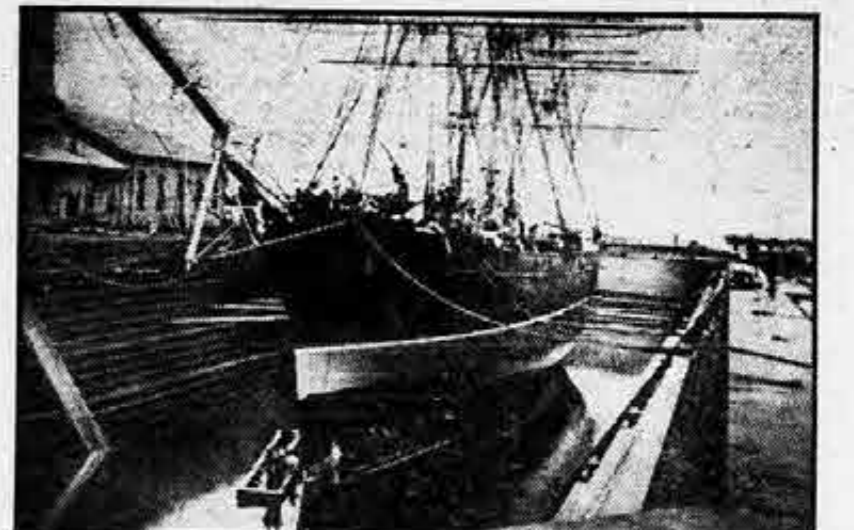
Crew works the capstan to the accordion's tune.



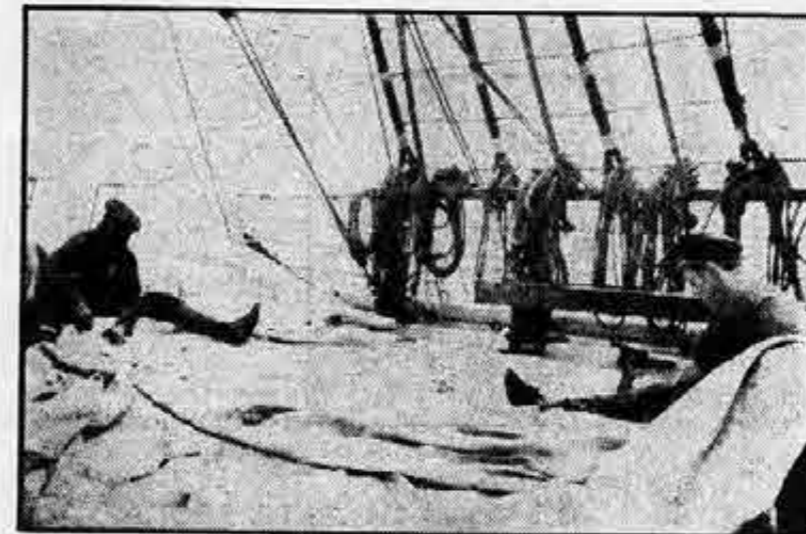
A bearded seaman keeps a watchful eye as he steers.



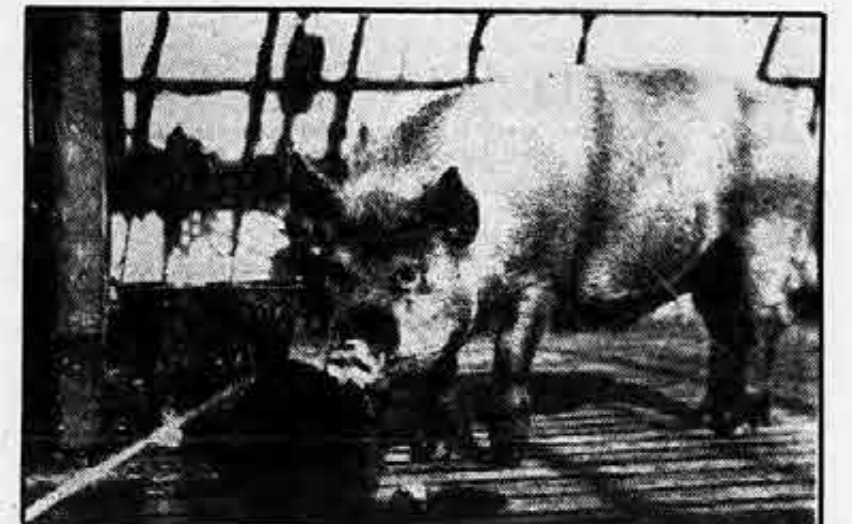
Oilskins are in order as rough weather hits.



Ship's bottom gets coat of paint in drydock.



Needlework is in order on the ship's sails.



Fresh meat was really fresh—on the hoof.



The whole gang parks on boom for cameraman.



Bucket and washboard was crew's laundry.

MARITIME

Midway through a routine overhaul and general check-up, the new Ambrose Channel lightship went in last month after a year of marking the way into New York harbor. A red-hulled relief ship is taking her place until she returns in February... Originally built for German Crown Prince Frederik Wilhelm in 1905, the yacht Contender burned and sank 15 miles SE of San Diego with no loss of life. Escaping in a motor launch with two men in the crew, the yacht's owner had to plug a leak in the launch with his own body until they reached shore... The small, 1,730-ton Swedish tanker Gustaf Reuter exploded and sank in Goteborg harbor with a loss of three persons. A nearby refinery escaped damage.

The Federal Maritime Board has extended through Jan. 31 a waiver of maritime laws permitting American Export Lines to serve as general agents in NY for the Italian Line. The subsidized American line requires special authority to serve as an agent for the foreign carrier. Isbrandtsen had challenged the extension... Japan has pledged \$6,500,000 as war reparations to Indonesia for salvaging 60 ships mostly former Japanese vessels, sunk around the island republic... Operation of four Cuban-flag freighters in weekly service between NY and Havana has been taken over by Naviera Vacuba, a private company, from a Government-controlled concern.

The Transport Ministry in Tokyo estimated that Japanese shipyards built about 626,000 tons of shipping in 1953, making Japan second only to Britain in ship construction for the year... Munitions experts credited "a miracle" for the fact that the gasoline-loaded Danish tanker Esso Koebenhavn didn't blow sky-high after she hit a mine in Danish waters recently. She was only partially crippled... A Canadian court has assessed damages of \$205,821.80 against the owners of the Swiss motorship Basilea in connection with a sinking 15 months ago near Quebec City. Swedish American Line's motorship Ryholm went down in the collision, with no loss of life, but was raised from the St. Lawrence river bottom several weeks later.

A huge new whaling factory ship for Netherlands-flag operation has been ordered for the 1955-'56 season. The Willem Barendz 2d will cost about \$10 million and will be able to carry oil cargoes between whaling seasons. She is one of the few whaling factory ships ever constructed for that purpose, as most of these vessels are converted tankers... A Belgian shipbuilding concern will soon sign a contract to build ten 3,000-ton cargo ships for the Soviet Union... Damage was negligible in two fires which broke out within a half hour of each other on two liners berthed in Southampton (England) docks.

New maritime regulations which apply to the prevention of collision became part of all future examinations for Merchant Marine officers on January 1 of this year. The new rules are based on recommendations of the International Conference on Safety of Life at Sea in London in 1948... More than 60 Belgian sea pilots ended a six-week-strike in protest against a government appointment of a temporary chief pilot after receiving official assurances that future appointments would be made in strict accordance with seniority rules. The strikers charged the new chief pilot did not have the required seniority... The once-famous Caribbean cruise liner Lady Rodney will put into NY in late February as the Gumhuryat Mir, sailing under the Egyptian flag. The former Canadian vessel will go on the NY-Mediterranean run... A shipyard in Sunderland, England, held a launching for half of a ship this month, and will launch the remaining part—the stern—next summer. An 18,250-ton Norwegian tanker is being built in two parts because the yard is too small to build the entire ship at one time.

A record-sized 45,400 deadweight ton tanker, latest claimant to the title of the largest world's largest tanker, will be launched Feb. 9 from Bethlehem's Quincy, Mass., yards. Constructed for S.S. Niarchos, operator of one of the world's largest independent tanker fleets, the giant ship will be exceeded in size by only five other merchant vessels—the liners United States, Queen Elizabeth, Queen Mary, Liberte and Ile de France... Warnings have gone out from the US Navy Hydrographic Office that the halves of the Swedish freighter Oklahoma, which split on Dec. 27, may still be afloat and a menace to navigation. The ship met disaster, without loss of life, several hundred miles from Newfoundland.

A major build-up in Indonesia's infant merchant fleet, whose pre-war maritime industry was Dutch-dominated, is expected as a result of an additional order for 15 small ships, totalling 36,000 tons, from Japan. The Indonesian government is also contracting for shipbuilders in the Netherlands to supply 19 more vessels. A new passenger service between the west coast and Australia got underway this week with the sailing of Orient Line's luxury ship Oronsay from Vancouver, bound for San Francisco, Honolulu, Sydney and Auckland, NZ. Orient is planning three sailings in the service this year by the Orion and the Orion. Both post-war liners are the only ones in trans-Pacific service to Australia.

SEAFARERS in ACTION

There's nothing like the anticipation of a party to brighten ship-board morale and keep men cheerful, or so they say. Anyway when somebody broached the subject of a Christmas Party on the Hoosier Mariner (Isthmian) all hands were for it.

However, fixing up for a party takes a certain amount of work. In this case three of the crewmembers Brothers James L. Nicholson, John J. De Poo, and Brother Carlos were delegated to make all the arrangements. Apparently the three Seafarers did the job well because the crew had some kind words to say about the work they did.

All hands had a fine time enjoying a holiday affair that they are sure to remember.

Nicholson, who has been sailing with the SIU for nearly eight years now, is a Tennessean who joined the Union in New York. He's 31 years old and sails in the deck department. De Poo, who holds engine room ratings, is a Massachusetts native who came into the SIU in the port of Norfolk on October 22, 1947. He'll be 30 next April.



Nicholson

The crew of the Elizabeth (Bull Line) really thought highly of the work of Brother George Kerr, who was messman aboard the vessel. They got together and tipped him for what they called "splendid service" and for keeping the messhall sparkling clean at all times.



Kerr

Kerr, who is a native of the British West Indies, joined the Union in Boston back on November 19, 1938, shortly after the SIU was founded. He still makes his home in the Hub, living in Roxbury, Massachusetts. The veteran Seafarer is 57 years old.

Another Seafarer who was mentioned for doing a solid job was Joe Falasca, ship's delegate on the Steel Rover (Isthmian). Falasca, a New Yorker by birth, joined the Union in Norfolk in 1949. He now makes his home in Yonkers, New York, just north of the big town. He's 26 years old and sails on deck. Joe has served as delegate on several ships and usually gets a mention from the crew for good representation.

On the Job

The Back Pressure Respiration Method

Through the years, a variety of methods have been used to induce breathing in victims of shock, submersion and other accidents where breathing has stopped.

For a long time, the Schafer method, where the operator sits astride the victim's back, was standard. But now a different method has been adopted that has proved to be far superior to the Schafer technique. It's called the back pressure-arm lift method.

The basic superiority of the back pressure system, whether arm lift, hip lift or hip roll, is that the entire breathing cycle is controlled by the operator.

As a result, the back pressure method has now been adopted as the official respiration method by the Red Cross and other agencies.

Kneels On Knee

To use the back-pressure arm lift method, the patient is placed face down with elbows bent and hands placed one on the other. The face is turned to one side, with the cheek on the hands.

The operator kneels on either his right or left knee at the head of the subject, facing the patient, with the knee at the side of the subject's head close to the forearm. The opposite foot is placed near the elbow of the other arm. For those who find this position uncomfortable, it's alright to kneel on both knees, one on either side of the subject's head. The hands are placed on the subject's back so that the heels of the hands lie just below an imaginary line running between the armpits. The tips of the thumbs should just touch, and the fingers should be spread downward and outward.



Then the operator kneels forward until his arms are nearly vertical with the weight of his body making a steady, even, downward pressure on the hands. This forces air out of the lungs. It's important to keep the elbows straight and maintain the pressure directly downward.

The second step is the positioning for the expansion phase. The hands are lifted off, and the operator rocks backward on his heels placing his hands on the victim's arms just above the elbows.

The third step is to draw the arms up and toward the operator, keeping the elbows straight. Enough lift should be applied so that the operator feels the resistance at the subject's shoulders. The arms are then dropped to the ground completing the cycle.

It is this arm lift which expands the victim's chest, by pulling on the chest muscles and arching the back, thus making sure that air enters the lungs. Both the compression and expansion phases should occupy equal time in a 12 times-a-minute cycle with release time being a minimum interval.

As is normal with all respiration techniques, it's important to see to it that the subject's chin does not sag, and that the tongue and foreign objects are not obstructing the passages. This should be checked in between cycles so as not to delay immediate application of artificial respiration.

The standard first aid procedures for treatment for shock and immersion follow in due course. As in any system, regularity of respiration is of great importance.



Burly



Pretty Big 'Schooner'



By Bernard Seaman

Gov't Will Convert US-Owned Libertys

US Maritime Administrator Louis S. Rothschild says the Government will go ahead with experiments to boost the efficiency of war-built Liberty ships by 50 percent if Congress gives the green light to the cost of a planned conversion program.

Rothschild revealed that the Federal Maritime Board was planning "laboratory tests" on several of the 11-knot Libertys with different types of propulsion machinery, which, with some structural and hull changes would enable them to do 17 knots. If the program is successful, it would put the Libertys, of which the Government owns about 1,500 vessels, in good company with the new Mariner-type ships, which do better than 20 knots.

While it is not known whether the Government program has been under consideration for any special length of time, a recommendation along these lines was first made public just three months ago when Hugh Gallagher, president

of the Propeller Club of the United States, suggested conversion of the Libertys at hearings before a Senate sub-committee last October.

Gallagher offered plans for a program which would enable the Libertys to do as much as 18 knots by re-engining the ships, streamlining the front hulls with a longer and sharper bow and increasing their length to 450 feet. At the time, the cost was estimated at \$2.2 million for each vessel.

His suggestion drew instant attack from many quarters of the shipping industry which called it "short-sighted" and an "expediency that failed to recognize the future needs of the country and merchant marine." Among the objections raised were that the cost of the conversions could be better applied to developing wholly new designs and tonnage. Several industry leaders also commented that in a period of heavy defense needs, it was not sound to invest huge sums in doing over ships which would have only ten years left out of a normal 20-year span of peak production.

Aid for Shipyards

The Maritime Administrator declared, however, that the conversion job was something that should have been studied long ago and that it still represented a highly useful undertaking. He noted too that it would help revitalize the country's faltering shipbuilding and ship repair industry, and would at the same time provide a much more efficient merchant fleet reserve force in case of any emergency.

Opponents of the idea reaffirmed their earlier view that the basic need of the industry today is still new designs and new ships adapted to present-day operations.

Maritime Unions Meet, Draft Plans For Industry's Future

(Continued from page 3)

mies such as the railroads and others who aimed to cut down the scope of merchant shipping.

This condition has persisted, the group said, even though three major wars have shown the basic need for a strong merchant marine and the inability of foreign flag shipping to fill the gap in an emergency. "History has proven," they stated, "that we must maintain an adequate merchant marine in peacetime if we are to have one in time of war. Also in peacetime our merchant marine is needed to develop our foreign market. No one can expect foreign shipowners to develop our markets for us."

The industry, they added, is an important provider of employment to thousands of shoreside workers and a large segment of shoreside industry is occupied in supplying ships with food, supplies, paint, equipment and similar items.

Coastwise Revival

The conference agreed that one way in which the merchant fleet could be strengthened would be through a planned revival of coastwise and intercoastal trade, once a major factor in American shipping, but now reduced to 50 ships from a maximum of 400. The conference recommended the following:

- Construction differential subsidies in the domestic trades.
- Charter of US-owned ships to private operators at favorable rates related to profits.
- Development of special ships and cargo handling facilities through Government aid.
- Sale of Government-owned idle tonnage to coastwise operators at reduced prices.
- Maritime representation on the ICC which sets rates for railroads and domestic steamship lines. An investigation of the ICC's action in setting lower rates for railroads where they compete directly with steamship lines.
- Reduced tolls for intercoastal ships in the Panama Canal.

Offshore Problems

On the problems of offshore shipping, the group made the following proposals:

- Government action to return American-owned foreign flag operations to the American flag.
- No transfers of American ships to foreign flags unless such transfer is in the interests of the US merchant marine. A maritime

union representative to be present at all hearings on such transfers.

• All US military cargoes to be transported on US-flag ships. No Panamanian, Liberian or Honduran ship to obtain any US military cargo. Permanent legislation providing that 100 percent of all US-owned economic cargoes or Government-financed cargoes to be carried on American ships. No aid of any kind to be given to run-away operators. No foreign seamen should be employed on US ships on the Korean shuttle run.

• MSTS competition with private operators should cease. On other subjects, the following action was taken:

Marine Hospitals

• The conference urged that the present status of the marine hospitals be maintained. It further recommended that loggings of seamen go to a USPHS hospital fund rather than to the shipowners as at present.

• The Coast Guard screening program was endorsed as fairly-conducted, and it was recommended that the program be tightened. Restriction on the issuance of new seamen's papers was requested.

• Alien seamen of good character, the conference said, should be able to get citizenship after three years' service aboard US flag vessels, and should be permitted longer shore leaves in periods of poor shipping.

• The conference called for the closing of Kings Point and all officer training facilities due to the surplus of merchant marine officers. It asked that such training be limited to upgrading and refresher courses.

Rotary Hiring

On labor legislation the conference called for specific legalizing of rotary shipping through amendment of the Taft-Hartley act, denial of bargaining rights to Communist-controlled unions, and several additional grounds for expulsion from union membership besides non-payment of dues, those grounds being narcotic sales or addiction and membership in totalitarian organizations.

The report, which was approved by the conference, was drafted by a nine-man committee consisting of Bob Matthews, assistant secretary-treasurer SIU A&G District; V. J. Malone, Marine Firemen; Matthew Dushane, SUP; C. F. May, Masters, Mates and Pilots; Hoyt Haddock, NMU; Ben Man, NMU; H. L. Dagget, CIO Marine Engi-

neers; William Steinberg, CIO Radio Operators; Albert Parente, Marine Officers Union (United Mine Workers).

Matthews, Haddock, Dushane and Daggett will serve on the legislative committee along with Captain Bishop, MMP; T. M. Meyer, WFOV; Andrew Macdonald, AFL Radio Officers; and A. D. Lewis of the Mine Workers. It was agreed that this committee would meet at least once a week with a frequent rotation of the chairmanship. Expenses will be shared on a pro rata basis.

Lundeberg Thanked

SIU of NA president Harry Lundeberg, who initiated the call for the conference, was given a vote of thanks for his action as was Vincent J. Malone of the Marine Firemen, for his services as chairman.

Unions attending the meeting included: The SIU A&G District, the SUP, the Great Lakes District, the Canadian District, the Marine Cooks, Stewards, the Brotherhood of Marine Engineers, Marine Firemen, Oilers and Watertenders, and the Inland Boatmen's Union, all SIU of NA affiliates; the National Maritime Union; The American Radio Association (CIO); the Marine Engineers Beneficial Association (CIO); The Radio Officers Union (AFL), the Brotherhood of Marine Officers (UMW); and the Masters, Mates and Pilots (AFL).

SIU Secretary-Treasurer Paul Hall, attended the conference along with Lindsey Williams, New Orleans port agent, and Matthews.

PHS Program Wins Praise Of Eisenhower

(Continued from page 3)

pected have already indicated they do not even have enough hospital beds available in their areas to accommodate the seamen hospitalized in their communities.

There are now only 16 USPHS hospitals open in the US, three of which treat just specialized diseases. Ten others have been closed in recent years.

In the absence of Presidential comment on the issue, it is now expected that Mr. Eisenhower's coming budget requests to Congress will quietly end appropriations to 13 of the hospitals and thereby force them to close down.

Meanwhile, SIU representatives in Washington, representatives of other sea unions and industry officials continue pressing Congress to vote to keep the program intact by providing funds to keep the USPHS hospitals going. Seafarers are urged to continue writing their Senators and Representatives in favor of keeping the hospitals open.

Put Number On Meeting Excuses

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

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

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.

NLRB Backs AFL-ILA Charges Of Intimidation In Dock Vote

(Continued from page 5)

The Labor Board was the fact that dock foremen and hiring bosses threatened men with the loss of jobs unless the ILA won the election. Buses were chartered by the old ILA to go from pier to pier picking up voters, who were told by the hiring boss, "You know what to do, vote ILA." To make sure, the Labor Board said, the supervisors rode in the buses with the men, taking them right to the polls. A popular slogan of the hiring bosses was, "If you want to work tomorrow, vote ILA."

Also under fire was the fact that United Fruit employees were permitted to vote, although this company is not a part of the New York Shipping Association. The Labor Board report conceded that this objection on the part of the AFL had validity and should be taken up further in Washington.

Hit hard by the action of the Labor Board, the old ILA has softened strike talk, which was very much in evidence in the past few weeks. The old ILA has now announced that it would withhold any strike action until the NLRB reaches final decision on the outcome of the election, a decision that isn't expected before March or April.

A three-day secret conference of old ILA representatives over the

past weekend produced an announced decision to "clean up" the organization. Details of the clean-up plan were not announced other than to state that certain locals would be consolidated in the future.



Longshoremen picketing on 29th Street pier, Brooklyn, take a coffee break. AFL-ILA won reinstatement of shop steward as result of strike.

East African Natives Moving Up In Social Scale With Gov't Aid

Despite the ever-increasing progressive action of the Kenya authorities, the Mau Mau continues to pillage and destroy in the Mombasa-Nairobi area, writes African reporter Harry Kronmel.

A final "give 'em hell" campaign has been started by the government against the terrorist bands. Deploying more than 1,000 troops, the security guard has been smashing into the Mau Mau strongholds in the Kijipiri forest with great success. It is estimated that this area holds more than ten minor divisions of Mau Mau fighters. The situation is worth noting for all visiting Seafarers.



Kronmel

When an African swears to uphold Mau Mau law, reports Seafarer - Kronmel, he becomes a very dangerous enemy. He belongs to a small, tightly - knit group that fights only at night and works in the European shops during the day. Often, he is called, "boy," and when his employer is dissatisfied, he is called much worse. He has little clothing, mostly leftovers, and his pay each month only would buy a decent dinner for two in New York City any afternoon.

The Kenya government has been shocked into a more liberal position regarding the natives, in addition to which pressure from London has produced quick results in this land. A school system that never catered to the non-European is now welcoming Kyukyu, Indian and Asian elements into the universities. A sum of five million pounds or \$14 million has been granted by London for the improvement of Kenya. Plans for technical schools are being drawn up and the dream of an East African University is becoming a near reality.

Modernize Cities
Mombasa, Tanga and Dar-Es-Salaam are being modernized. Construction is in the boom period and there is no lack of work for European and non-European alike. The Mombasa docks work around the clock and modern machinery is seen for the first time all over the port area. Prices on consumer goods are high at present and the African stevedore and laborer who never before had the right to strike, today has unions to fight for him.

Arbitration is going on right now between the stevedore unions and their employers. For a complete shift of approximately eight hours, the worker receives the equivalent of \$65. Recently, a raise of almost 100 per cent was asked by the workers, giving them \$1.05 for the day's pay, but it is only in the talking stage. A strike threatens Tanga and Dar-Es-Salaam if the deadlock, going on for 17 days now, is not broken soon. The employers aren't giving in without a struggle.

The next step under consideration by the copper people is the difficult task of easing South Africa's "apartheid" or complete segregation policy. They expect much pressure from the Boers, but the drive has already begun with some luck. The era of African prosperity is looming. It can take full fruition he says, with little common sense on all sides.

Bargaining Agent
One of the important facts to remember is that for the first time in East African history, the African has a legal bargaining agent. In Kenya, however, because of security measures, strikes are prohibited by law. But Kenya, too, is opening its eyes with the cry of "equal pay for equal work." The drive is on throughout East and Central Africa for a better understanding among races. The big copper industries of Tanganyika and Rhodesia are trying to break the color line and the success has been good.

That there are no "national" holidays in the United States? Each State decides which holidays it will observe. They are designated either by law or by executive proclamation. The only instance where Congress seemed to declare a "National holiday throughout the United States" was the act of March 2, 1889, which used the expression with reference to April 30, 1889, the 100th anniversary of the inauguration of George Washington. The President and Congress designate legal holidays only for the District of Columbia and Federal workers throughout the nation.

That gutta percha comes from the solidified milky juice of various Malayan evergreen trees? It does not dissolve in water, but under water of high temperature becomes plastic and easy to manipulate. In trade it is handled in the form of reddish or gray bricks. It is used for insulation (particularly for submarine cables), golf balls, telephone receivers, adhesives, waterproofing materials, and other purposes.

Did You Know . . .

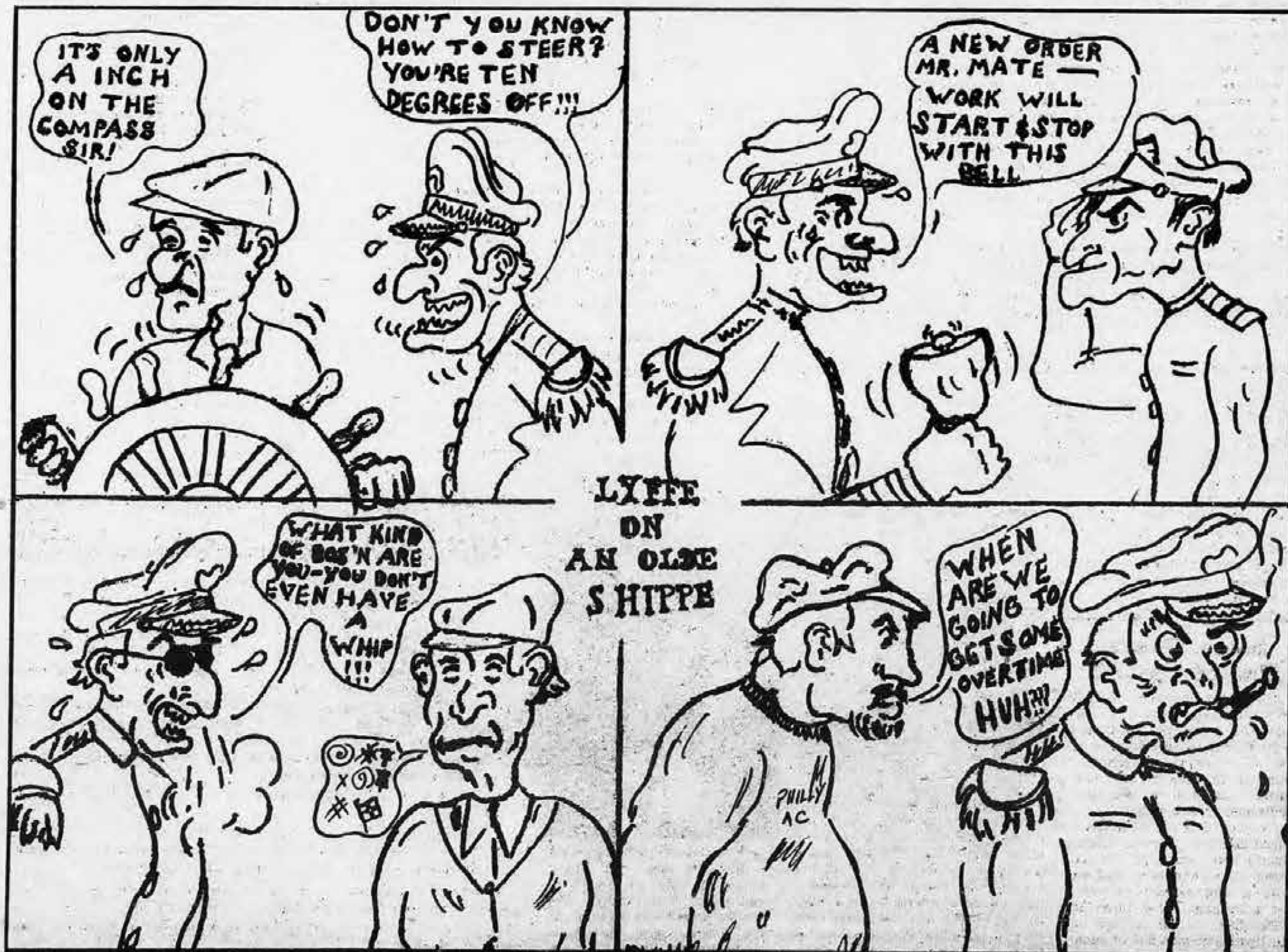
That shell money is the most widely distributed form of primitive money? Cowrie shells have been the most common and probably the oldest type of shells used as money. Wampum, used by the American Indians, was usually fashioned from thick-shelled clams.

That plans for paying welfare benefits to Canadian seamen, members of the SIU Canadian District, are now being completed with funds coming in under the new contract? A board of trustees is being set up which will draft a system of benefits and methods of payment to union members.

That when James J. Jeffries abandoned the heavyweight boxing crown in 1905, he named two fighters as the logical contenders for the title and refereed the bout? Five years later, when Jeffries tried for a comeback, he was defeated by Jack Johnson, who had beaten the man, who in turn had defeated the fighter whom Jeffries had declared the winner in the bout he refereed.

Seafarer Blues - Before The SIU Contract

By B. McCoullough and A. Whitmer



The FOC'SLE FOTOGRAHER

By SEAFARERS LOG Photo Editor

(Editor's Note: The SEAFARERS LOG photo editor will be glad to assist Seafarers with their photo problems. Address any questions to the Photo Editor, c/o the LOG at 675 Fourth Avenue, Brooklyn. This includes information on how to operate certain types of cameras, advice on camera purchases, photo-finishing techniques, plus information on a variety of camera equipment, such as enlargers, flash guns, etc. Drop the editor a line or if you are around the hall come up to see him.)

With days on the short side and the temperature quite low, photography moves indoors. In moving indoors for his shooting, the amateur finds that the problem of getting good pictures has some complications. One Seafarer that we know had been getting excellent results with his color shooting until he tried color with artificial light. Color shooting under artificial light is not simple. Minor errors committed outdoors seem to be compounded when the camera loaded with color film is used with artificial light. After spending some time examining a few rolls of his color film, we found that there are six basic errors that should be avoided in order to end up with excellent color transparencies.

Excessive contrast—A single light source on either side of the subject results in inky blacks on the shadow side. To avoid excessive contrast, add a second light on the other side of the subject. Until you become expert, keep the light ratio no greater than 2:1. This simply means that you should keep the lights on both sides of your subject pretty even and rarely have twice as much light on one side as on the other. There may be times when this extra contrast is wanted; then unbalance your lights.

Unwanted reflections—Brilliant hued surface bounce undesirable colors onto your subject. If you crave the bizarre, here's a field for you. If not, better subdue the color or move it farther away from your subject.

Unequal lighting—Light falls off fast as distance from source to subject increases. This is also true with black and white photography, but since color exposure is more critical than black and white, it's a bigger problem. The solution is to try and keep subjects in approximately the same plane.

Under-exposure—This is easily recognized. Your transparencies will be dark, colors will take on a thick, smoky look. The answer is longer exposure, wider aperture or more light. Use a meter or flash guide to get the exposure "on the button" for true color and sparkling brilliance.

Over-exposure—This is the reverse of under-exposure and the transparencies will have an anemic color; the transparency will be thin. The remedy is to cut the intensity of light, use a faster shutter speed or smaller opening. As mentioned before, exposure tolerance for color film is less than one opening of your lens.

Wrong flashbulb—Color film must be exposed by the light for which it is balanced. Two types of film are made to take care of indoor and outdoor shooting. Since you may be stuck sometimes with daylight film in your camera and want to take a shot indoors, use blue tinted bulbs. Since the light quality of these blue bulbs is similar to sunlight, your results will be good. If you use clear flashbulbs indoors with daylight film, the result will be a sickly orange cast over the transparency. The reverse is true. If your camera is loaded with indoor film and you use it outdoors the result will be weird as far as color is concerned. Use the proper conversion filter and you'll be all straight.

Of all the above errors the exposure one seems to be most serious. One way to overcome the problem is to keep a record of the exposures made. When your film is processed and returned to you, check the good and bad transparencies with the exposures given them. In this manner you will be able to correct for the errors made in exposure.

Tagalam Turns Tide of Time, Ship Faces Knotty Problem

Seafarers aboard the Tagalam (Seatrade) find it hard to believe that they live in the age of speed, jet propulsion, and where the sheriff no longer breathes on the suspect's neck after the deed but has him locked in durance vile before the crime is committed. What caused them to lose faith in all these evidences of the modern, split-second world in which they live is the ship itself. Nothing,

they say, nothing sails like the Tagalam.

In support of this thesis, says the crew, is the last trip of the Tagalam. The old vessel, writes the lads, took all of ten days to go from New York to Port Arthur, Texas, on a recent run, and not without incident. Along the way the vessel ran into trouble twice, breaking down each time and fraying the nerves of the men a little more on each instance. What's more, adds the crew, to add calamity to catastrophe, the old girl only made a maximum of nine knots along the way. Rumor had it that several fish passed it as if it were heading up-river.

Don't, says the crew, don't get on the Tagalam if you're interested in fast living. The only thing fast about the old tub, they say, is the rust on the decks. However, they do recommend it as a cure for nerves for any Seafarers who want to take life easy for a while. If it's the Tagalam, says the crew, it's sure to be a long while.

Keep Draft Board Posted

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

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

Fairisle Is Distinctive Ship Say Crewmen, Really Gets A(g)round

Through the recorded annals of maritime history there courses all manner of ships known to man, some more or less so. Also, lurking in out-of-the-way wastes and lanes of the trackless seas, lie tales of ghost, jinx and haunted ships, from Viking origin to modern-day vessels. What the Seafarers aboard the Fairisle have to report about their ship is not exactly the phantom class, but they feel it does smack of the odd and the singular for a ship to be involved in so many tantalizing if not exasperating situations.

The Fairisle, a Waterman scow, no matter where its wanderings take it throughout the rest of the year, writes the crew, will have the distinction of being the first ship to have passed through the Panama Canal, from the Pacific to the Atlantic Ocean, in 1954. On New Year's Day of this year the Fairisle was the first ship of any nation to use the "big ditch" in its inter-ocean journey.

Other Distinctions

That is not, by far, the only distinction accruing to the vessel, say the Seafarers. Late in 1953 the Fairisle, on a trip to Korea, had the distinction of running aground and looking much like a duck out of water for an uncomfortable time. Later in the year, on its last trip to the Far East for 1953, the ship ran out of fresh water for its boilers and wallowed around, powerless, for several days until help came from a sister ship which pumped fresh water into the steel hull so that she could feed her thirsty boilers once again.

Even that was not the end of it with the Fairisle, for the ship was in on other world-shaking events in 1953. Once, on a trip to Korea, the ship landed just in time for its men to be a witness to the riots in the prison camps. Another time it arrived there on the day the armistice was signed.

In toto, the Fairisle spent a very interesting year, and it would be odd and peculiar in itself if its crew did not spend one along with it.

Drink Cheers To Holiday Season



Christmas Eve aboard the Steel Flyer was a gala affair as the men toasted in the holiday with beer and cokes. Shown above are, left to right, rear, F. Delapenha, W. Gonzalez, M. Figueroa and G. Bonefont. Seated are W. Kennedy and C. Heppding.

LOG-A-RHYTHM:

The Sad Saga Of A Scab

By David Winch

"I ought to have a large reward
I've never owned a union card
I've never grumbled, never struck,
Never mingled with union truck.

"But I must be going on my way to win,
So open up, St. Peter, and let me in."
St. Peter sat and stroked his staff
Despite his high office he had to laugh.

Said he with a fiery gleam in his eye,
"Who is tending this gate, you or I?"
Thereupon he rose in stature tall and
Pressed a button on the wall and
Said to the angel who answered the bell,
"Escort this scabby down to Hell!
Tell Satan to give him a seat all alone
On a red-hot griddle up near the throne.

"But say, wait a minute, let this thought jell,
Not even the Devil could stand the smell
Of a simmering scab on a griddle in Hell.

"It would cause a revolt, a strike I know,
If I sent you down to the Imps below,
So go back to your master on Earth and to him tell
They wouldn't even have a scabby in Hell!"

Be Sure to Get Dues Receipts

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

Crazy, Man, Crazy



Jack Horton engine delegate aboard the Seavictor, sports a new, crazy hat he bought recently on the beach. The photog didn't say whether or not Horton got the fancy chapeau from the SIU shore-side sea chest.

Quiz Corner

1. What European country has enjoyed self-rule for 676 years although it has a population of less than 6,000?
2. The amount of money spent by the Government to subsidize potato prices until potato price supports were discontinued was (a) \$14 million (b) \$419 million (c) \$76 million (d) \$238 million.
3. Can you name the approximate tonnage of the following ocean liners? (a) Queen Elizabeth, (b) Ile De France, (c) America.
4. Which of the following ports has the greatest difference between high and low water? (a) Galveston (b) New York (c) Savannah (d) Boston (e) Seattle.
5. What political party has been in existence for 85 years but has never won a national or state election?
6. The first actual automobile was built in (1801), (1887), (1904), (1769).
7. Can you name four women in Congress?
8. Which of the following is the correct length for a nautical mile? a) 6,080 feet b) 6,076.097 feet c) 6,080.2 feet d) 6,081.3 feet.
9. What world-famed movie star created a sensation with a transparent dress at a Las Vegas night-club recently?
10. What kind of pipe is never used by a plumber at work but might come in handy at play?

(Quiz Answers on Page 25)

Seaman Learns Sad Sun Oil Truth

Look before you leap to sign up with Sun Oil Company, is seaman G. A. Halbert's motto for the future, because of what happened to him recently when he had occasion to do business with the outfit. His dealings with the Socony and Atlantic, which he compares favorably only to each other and to nothing else, have convinced him that there is nothing like the SIU.

Halbert, so his story goes, signed up with Sun Oil in order to be able to ship out when he received the

call. He got more gall from the company than call, but that came later in his story. After much waiting, Halbert got a call to man a ship in Houston, Texas; so he packed his gear and left Beaumont

behind. Upon reporting to the ship, he said, he found it to be an old motor vessel and the only thing new about it was the crew. The old rust pot was called the S. E. Graham, but the boys redubbed it the S. E. Groan for obvious reasons.

The scow made six knots without straining its jet motors to Tampa, Fla., and after it crawled in to port, Halbert writes, the owner came aboard and said the ship was going north to Chester, Pa., for a run to Boston, Mass. It sounded all right, so after straightening out some wage differences, the crew signed on for the northern run and settled down to what seemed to be a regular job. That only confirmed what he had been told, Halbert said, because he asked the company if the work was steady before he would sign on the vessel.

Gets Taken

To make a long story less tiresome, Halbert got the short end of the deal with the company, because his steady job lasted just as long as it took the ship to reach Chester where it went into drydock. He was had and he knew it, but no amount of crying or arguing could remedy the situation. When he headed back for Beaumont with transportation pay in his kick, which he had to fight to get, he was a sadder but wiser seaman.

The SPORTS LINE

By Spike Marlin

It's long been deemed proper, though perhaps foolish, to wage a buck or two on the horses. But few realize the amount of dough that changes hands at other sporting events. Baseball, for example, is one sport that pretends betting doesn't exist. But right in the shadow of the "No Betting" sign the sporting gentry will wager you on whether the next pitch will be a strike or a ball, whether the batter will get a hit, how many innings the pitcher will last, how many runs, if any, will be scored that inning, and so on.

Not Worth the Risk

Despite the heavy sugar wagered on baseball games the sport has been remarkably free of attempted fixes over the years. Now and then you hear about somebody in the minor leagues putting a few chips on his own ball club. When the culprits are discovered they are automatically banished from the game and that's that. And of course, it's pretty tough to fix a baseball game single-handed. Besides, the rewards to good players are large enough so that a few hundred or a few thousand dollars that could be gained by attempting a fix simply aren't worth the risk.

The big culprit in the fix racket the last few years has been basketball. The sport had just about cleaned its skirts of betting troubles a couple of seasons back when a new scandal blossomed over the betting activities of Jack Molinas, a professional with the Fort Wayne Pistons.

So far Molinas has only been accused of betting on himself, but the amount of money involved, about \$400, is so ridiculously small for a player crowding the \$10,000-a-year bracket that it seems hardly likely he would bother to put through long distance telephone calls to New York for that purpose. It's being asked if Molinas was involved in his college days and was still under the thumb of a big money bettor.

Simple To Fix

Basketball's big troubles are the ease with which the game can be fixed and the fact that it's a big time sport operating with college students who are thrown a few dollars' expense money as their only compensation. One man can work a fix all by his lonesome if he is a key to the attack, and with betting being done on the point difference between teams, it's a simple thing to do.

Theoretically, the money boys got out of the basketball betting game when the original scandals broke a couple of seasons back. That's hard to believe if you take a look at the money passing hands outside New York's Madison Square Garden after a game. The crowd on the sidewalk is so thick and so busy you can't fight your way through. And with so many hundreds of teams operating cross-country, it wouldn't be surprising if more fix incidents continue to pop up for some time to come.

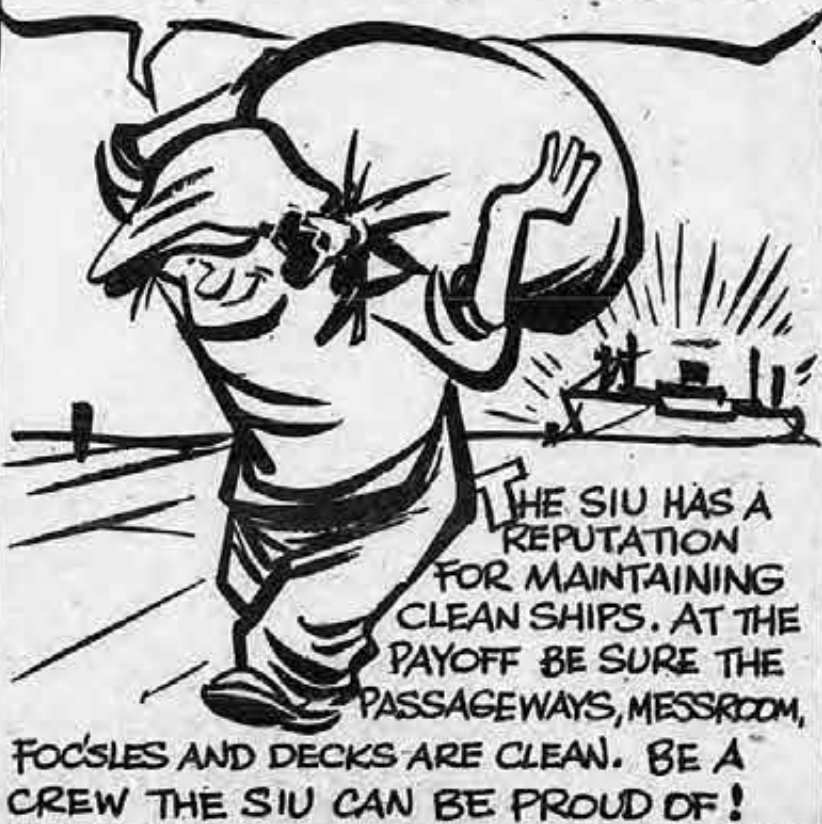
Christmas Presents For All On Ship



Crew opens Christmas presents during party thrown by Captain Goezinne. Each member got a present from captain and his wife on the Northwestern Victory. At top, some of the crew open presents, while, below, the captain, his wife, and his dog, Corky, pose with John Buccl, ship delegate, left, for the cameraman.

Seafarer Sam Says

LEAVE HER SHIPSHAPE!



Young Seafarer Suffers Fatal Auto Injuries, Signs On For Final Voyage

The late Donald Richey, a Seafarer of 10 years standing with the Union, passed on to a greater reward early last month, according to a letter to the LOG from his mother, Mrs. R. R. Richey. His death came as a result of fatal injuries received in an automobile accident in Bellaire, Ohio.

"Donald M. Richey," his mother writes, "was born in Feesburg, Ohio, July 17, 1925, and departed this world in Bellaire, City Hospital, Bellaire, Ohio, at 8:30 P.M. Saturday, December 5, 1953, as a result of fatal injuries received in a tragic automobile accident on Wednesday, December 2, on State Route 7 near Bellaire." Thus ended the short life story of a happy, companionable, well-liked Seafarer, whose passing will be mourned by all his shipmates, friends and relatives.

Richey, his mother said, graduated from Hamersville High School with the class of 1943 and entered the merchant marine at the age of 17 when the hot war was boiling over. His first voyage was on a ship in the midst of a 100-ship convoy to Europe in the days before the German undersea raiders were broken. Changing scenes and oceans, Richey's next trip took him to the South Pacific for a 13-month run, shuttling military supplies between New Guinea and Australia for the Army, Navy and Marines.

During the course of his ten-year maritime career, he visited 98 countries and sailed every one of the seven seas. However, Ohio law did not exempt him from the draft while he was in the merchant marine. In February, 1951, he went to war with the 231st Engineering Combat Battalion and received an honorable discharge in September of that year.

Returning to his first love, the

merchant marine, Richey sailed for two more years, getting off his last ship, the Robin Sherwood, in

time for Thanksgiving dinner with his family. It was soon after that that he went on his final voyage.

GALLEY CLEANINGS

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

The wealth of menu possibilities offered by experimenting with foreign cookery is something Seafarers are well aware of. The many nationalities often represented on SIU ships provide ample opportunity to get the inside track on popular foreign dishes and menu items that can be prepared in a particular national style.

Such is the case with "chicken adobo," which is really a sort of goulash, except with bigger cuts of chicken. The dish, according to chief steward Victor Tubo is a special favorite in the Philippine Islands, where he hails from originally, and in his more than 30 years of sailing all over the world he's found it suits every type of taste.

Tubo, who's been sailing in the SIU since 1947, said he found a typical reaction to the dish on Robin Line ships, when passengers on the African run found it on the menu. Since they had never heard of it before, they considered it with some suspicion, but after it was trotted out and served, they

kept asking for more, and it became a regular Sunday feature. Actually, "adobo" is the Philippine equivalent for goulash.

To prepare it for a full crew, you would need ten chickens (about 40 pounds), 2-3 garlic cloves, 3 spoons of vinegar, and paprika and pepper to season. Divide the chicken into eighths, chop the garlic very fine and mix all the ingredients together for about an hour.

Thus, although the dish is simple to make, the most time is taken with the mixing, which allows the chicken to get the proper coating, inside and out, of the spices and vinegar. Then, cook the combination in the same large pan you would use for a goulash, for 3-4 hours in a low oven. Too much heat will cause the chicken to shrink altogether. Serve with boiled rice. The same preparation, incidentally, can be followed with big chunks of pork or beef, except that in the case of pork, it should not be in the oven much more than an hour.



Richey



Tubo

GI To Get LOG In Germany

To the Editor:
My son Norman was in the merchant marine before going into the Air Force. He had been receiving the SEAFARERS LOG right along, and I have been sending it to him in Germany. Would you kindly send it to his new address so he will get it sooner. He enjoys reading it and intends to go back to sea when his time is up in the Air Force. Thank you.

Mrs. N. E. Snyder
(Ed. note—We have noted your change of address on our mailing list.)

Good Chow Marks Christmas Day

To the Editor:
We, the crew of the Elizabeth, do here and now wish to give our praise and thanks to the steward department, and especially the chief steward, for the fine Christmas dinner which we received on Christmas Day. Although the day was passed at sea it was made an enjoyable one because we had such a fine dinner.

The menu was one that we believe surpasses any that has been put out on any ship, bar none, even including first-class passenger vessels. We are enclosing a copy of the menu, in the hope that you may publish it. People often ask us why we go to sea. Our response is, that as long as there are menus like this, and good stewards to go with them, we will continue to sail. If you go, go first class.



Cantwell

Praise Service
We also wish to praise the service received during the meal. It was truly unsurpassed, and it was quite impossible for any man to ask for better, as there was some one standing by each table ready and more than willing to comply with your every wish. Some of the "waiters" were the chief steward, the third cook, the pantryman and our own efficient waiter. It was really a very Merry Christmas, as far as good food and excellent service were concerned, and we are most appreciative.

To give you all a good tip, the chief steward's name is Charley Cantwell, a name that means good chow and good service.

Crew of Elizabeth
(Ed. note: Unfortunately, space will not permit us to publish all the excellent menus sent in by Seafarers.)

Complains Of No Leave In Korea

To the Editor:
This is just a note to let the Union know upon reading in the LOG that the SIU is finally getting the Army straightened out about shore leave in Korea was good news to all of us on the Ponce (PR Marine).

This doesn't mean too much to us now, as we are running from Ponce, PR, to Port Everglades, Fla., but who knows what ship or where we go next. I was on the Korea shuttle and I know what no shore leave means. We came from New York to Pearl Harbor without shore leave and then continued on to Japan. In all, we had 47 days aboard ship and no time ashore. We ran into this for the six months we were over there. In Japan we could go ashore, but in Korea we got ashore only by sneaking ashore and taking a chance of getting shot climbing the fence in and out.

We carried a lot of cargo for the military but the Army shore people never gave us a minute ashore for it. We got all kinds of

praise from the brass in Japan, but that didn't get us ashore in Korea. The only time we got ashore was in a little place just 12 miles from the front lines. Red underground fighters were raising all kinds of ruckus every night killing some of the boys on the outposts. The CO up there said it was okay with him if the Reds got us, it was our neck and our sad story.

But all this is past now and I am on the married Seafarers best deal, the Ponce. We're on a steady run from PR to PE and back again. I'm home in Miami for three days and two nights and then gone for eight days, regularly. You can't beat that, and with an SIU contract, too.

There is only one thing we need on the Ponce and that's an SIU sloop chest price list so we can order gear by mail. We must have a price list so we know how much money to send for each of our purchases.

Tom Collins

Enjoyed Reading LOG Overseas

To the Editor:
I have been receiving the SEAFARERS LOG since I have been in Korea with the Marine Corps and have enjoyed and appreciated it very much. I am now due to return to the States, and will be released shortly after, so I am enclosing my change of address. I wish to thank you for your consideration in sending me the SEAFARERS LOG. I intend to return to sea as soon as I get out.

Robert W. Mytton
(Ed. note: We have changed your mailing address, as you asked.)

Many Food Beefs Aboard Compass

To the Editor:
The crewmembers of the Compass (Compass), have been given false promises about getting stores and were given a runaround about the steward's stores. We are thankful that we now have a steward on board who has fought hard to get the few things we now have on board.

We were promised food supplies for 90 days by the company agent, the captain, who is now aboard, and the SIU agent in Seattle, before we sailed. We received only a few requisitioned items before we sailed. The crew claims that the last steward quit in disgust, due to the same beefs. These included shortages of food, and a scarcity of such items as table spoons, tea spoons, knives and forks.

Signed by 23 crewmembers of the Compass

Shipping Through Panama Canal



Some of the crewmembers aboard the Hastings relax a bit as the vessel inches along through the Panama Canal. They are, left to right, Mehl, Cuerrero, Hart and Ricci. Photo by Doc Watson.

LETTERS

Thanks Crew For Sending Flowers

To the Editor:
The following thank you letter was sent to the crewmembers of the Northwestern Victory by Mrs. M. Betty Goezinne, the captain's wife. We all like the note and would like you to publish it in the LOG.

Crewmembers of Northwestern Victory

To the Crew of the Northwestern Victory:

Thanks a lot, fellows, for the lovely flowers. We surely do appreciate them.

Last year I happened to see, in a copy of the LOG, a cartoon concerning the "old man's" wife. You



Eddie Dacey, chief steward, stands between Captain and Mrs. Goezinne at the crew's Christmas party.

will probably remember it, too. It showed a couple of fellows looking up to the deck above and wondering who the classy dame was. By the following day they knew the awful truth, and when a new guy asked them they said, "Oh, that old bag—that's the captain's wife." It gave me a big laugh. I'm glad to know I've passed the test and haven't gotten in your way too much. You've been a good gang to sail with.

Again, my sincerest thanks for the flowers.

Betty Goezinne

Crew Grieves Lost Brother

To the Editor:
We, the crew of the Seatrain Texas, lost our chief cook in the untimely passing of Cecil C. McDilda while on shore leave in Galveston, Texas, on January 11. Cecil was stricken with a heart attack and was attended by a physician who advised him to remain

prone for awhile. Game, and perhaps foolish, to the last, he rose and shortly afterward suffered a second attack from which he died enroute to the hospital.

Brother McDilda came aboard on December 22, 1953, having been a crewmember only three weeks before he was taken ill. Soon after his shipboard duties began, complimentary remarks were exchanged between licensed and unlicensed personnel about his culinary skill.

Highly Cooperative

As a member of the steward department it was a pleasure to be associated with him while on duty. Never before have I worked in the galley with anyone who was more cooperative and compatible than McDilda.

As ship's delegate I am sure that I voice the wholehearted sentiments of the crew when I say he was well-liked and respected, both as a crewmember and as a proficient chief cook. In the passing of brother McDilda, the SIU has lost a loyal bookmember.

We, the crew of the Seatrain Texas, wish to convey our deepest sympathy and condolences to his bereaved loved ones and to his many friends throughout the membership.

Charles W. Cothron
Ship's Delegate

Israel Seaman Mag Published

To the Editor:
I am sending you two copies of the latest issue of "The Israel Seaman." Unfortunately, I cannot offer you an English translation of this magazine because our financial outlay does not permit a venture of this kind at present. However, it is my hope that our budget for the coming year may afford us sufficient funds to be able to translate and print at least a summary of "The Israel Seaman" in English.

The Hebrew edition I have sent you would, meanwhile, be well worth your perusal provided someone within your organization is qualified to translate it. The articles contained therein cover just about every aspect of the life of the seaman, ranging from problems of current topical interest, to sea lore, fiction and art.

I would like to take this opportunity to express my thanks for the regular issues of your official organ, the SEAFARERS LOG. I find it of great interest, both as a fine medium of information and also as an aid in developing interesting ideas for my own publication.

Jacob Hardoff, editor

Wants Mail From Mother ML Crew

To the Editor:
Just a few lines to say thanks for your regular dispatch of the LOG, which I have been receiving down at Invercaugill, New Zealand. However, I have moved, and hope you can send the LOG to me at my new address.

I would very much like to hear from some old pals aboard the Mother ML, which left Liverpool on February 8, 1952—such men as Eric Joseph, Messman; Cosmo Cunvitch, AB; Angelo Onnello, DM; a guy called Shaky and one by the name of Max The Banker. Will you please print my address, so they can write to me. Thank you and success to your Union.

Tommy Horne
197 Wairakel Road
Bryndwr, Christchurch
New Zealand

(Ed. note: We have changed your mailing address, as you requested.)

PHS Hospitals Help Test Drugs

To the Editor:
We the crew of the Sunion wish to add our voice of protest to the closing of the USPHS hospitals. We feel that the Government is practicing false economy, due to the fact that said hospitals have been one of the main factors in checking various diseases contracted by people who sail or visit foreign ports in all parts of the world. Also, it has been a proving ground for a great number of miracle drugs.

We also think that practices set up 150 years ago, with a thought for the future health of those who have to travel to all parts of the world, is being lost. We also feel it is the duty of those who have the health of the public in mind, namely our Senators and Representatives, to be notified by each seaman and also our committees set up for this purpose.

Our union should not spare any expense in fighting this move.

Signed by 28 crewmembers of the Sunion

Topside Gripes To Patrolman

To the Editor:

A new era has started in the SIU and I think the membership should be informed. Today brother Marty Brethoff came down to settle a few minor beefs, and lo and behold, topside put in a beef about the food and the way it was prepared!



Lee

The captain was informed that we had had a meeting the day before, and that the unlicensed personnel gave the steward department a vote of confidence, since all hands were well pleased with the food. Topside's beef boils down to the fact that the steward won't give them special favors, as far as I can figure out. That is bothering them, this Being kind of out of the line of most of the topside policy. I thought it might be a good idea to let our membership know just how far some phonies will go to put over their point.

We sailed from Baltimore on January 12th, and so far have had a nice trip. The first assistant engineer on here has kept a little dissension going from the first, but being a real phoney he can do no harm, as we all know how to handle his kind. We will pay off in Baltimore about the 10th of February. Other than the beef about the steward department, we have no beefs.

Charles O. Lee

Hard Core Still Loyal To Union

To the Editor:

Well, fellows, it looks like "old tired feet" has just got himself a reprieve. He rung in everyone to vote but the cigar store Indian. We were surprised he didn't try to get Turner and Captain Billy into the polling place, too.

The hard core of the SIU men are still on the Atlantic Ranger to stay. The crews of the ships are still mostly SIU. We have just got our second wind now and we know who the real stooges are.

From here on in to victory, it is going to be all SIU. If "old tired feet" thinks he is going to be able to shift his bulk from those tired feet, back on the padded part, he has another surprise in store. He hasn't seen anything but the beginning yet.

The SIU is like water in a boiler. When it looks low, watch out. That's the time when things start to pop.

Bill Hammond

Gets Letter From Congress

(Ed. note: The following letter was sent to Brother Edward P. Scherzer, bosun on the Potrero Hills, in response to the letter which he sent to his representative in Congress, the Hon. Edward A. Garmatz of the 3rd District, Maryland.)

Dear Mr. Scherzer:

Thank you very much for your letter of the sixteenth, informing me of your interest in maintaining the USPHS hospitals for the benefit of merchant seamen, US Coast Guard employees and other Federal employees, who are now being served by these hospitals.

When my attention was first called to the recommendation made to the Secretary of the Department of Health, Education and Welfare that funds for the operation of USPHS hospitals be eliminated from the budget to be submitted to Congress in January



for the coming fiscal year, I immediately wrote to the President, urging that the Administration reconsider this recommendation and withdraw its request. This was on September 2nd, and while I received an acknowledgment, I have no further word from the President to date.

Opposes USPHS Shut-Down
In view of the fact that these hospitals are a vital necessity to merchant seamen and other government employees, and also the fact that the facilities have been designated as vital to Civil Defense, I shall certainly oppose every effort to eliminate funds for the continuation of these hospitals from the budget for fiscal 1955.

Sincerely
Edward A. Garmatz, MC
~ ~ ~

LOG Needed On An NMU Vessel

To the Editor:

Would you please send me a copy of the LOG every two weeks. I am now on an NMU ship, running to the Persian Gulf from Japan. The ship is expected to stay out here for nine months more. I left the Trojan Trader (Trojan) in Yokohama to go to the hospital. When I shipped out again, through the SUP, in Yokohama, Mr. Kim got me a job on this ship. Out here I am out of touch with my own union, so I would certainly appreciate the LOG.

William F. Le Veen

(Ed. note: We have added your name to the mailing list, as you asked.)

Offensive Starts On Board Henry

To the Editor:

The offensive has started. Today, when I came off watch, I discovered that one of the childish Atlantic brothers had poured some of the company's third-rate imitation maple syrup on my bunk. How childish can you get? I wonder how they'd act if they lost?

I have not mentioned the incident to anyone, because this juvenile delinquent undoubtedly told all his buddies about it and they are just waiting for me to start crying. This should spoil some of the fun for them. I expect more of the same, though why I was especially selected I do not know. It is for sure that if much more of this takes place, and I discover the culprit, there will be a summary execution.

My patience long ago was stretched to the breaking point and I may not be able to hold on much longer.

LETTERS

More of the same happened to Harry Kauffman when his shoes were hit with the syrup. Also, we SIU men aboard have been threatened on the messroom bulletin boards and on the blackboards below. We were warned that we had better get off or the trip north would be rough. Such threats only strengthen our determination to stay. Not a single SIU man aboard has wavered in the face of such threats, and I hope no one does give in to them.

The revokers seem to be leading the troublemakers, but only one man has had courage enough to sign his name to anything. I go now, but I shall return.

Herman Duran
~ ~ ~

Atlantic Drive Individual One

To the Editor:

An after-supper bull session was in progress here on the Alcoa Puritan (Alcoa) last night. Many subjects were kicked around in typical sailor fashion, when suddenly, a brother who had been silent throughout, asked a question which stumped all the brilliant minds aboard the vessel.

"What happened to our Atlantic tanker drive?" he asked. "Why didn't we win the vote?"

The answer came from a soft-spoken brother whose words brought a crimson tint to many a face and led to a hasty adjournment. Here it is, paraphrased:

Look Unto Yourself

"Stand before your mirrors and ask the man you see there if he can honestly and sincerely credit himself with even one Atlantic seaman's vote. If he answers in the affirmative, congratulate the brother for a job well done. If he answers negatively classify him with the non-producing members of this Union upon whose shoulders rest full blame for the failure of the organizing drive."

Ships To NO For Health, Likes It

To the Editor:

It was agreed by the medical profession that a change of climate would be beneficial to my health. Without any further notice I made preparations for my departure from New York for good old New Orleans where I had shipped from and also resided on and off for the past 33 years.

There is something about New Orleans that is beyond expressing, especially the friendship and courtesy expressed by its people.

On my arrival I made a survey of some of my old haunts and believe me I was astounded to see the many changes in the city in the past five years.



The building projects that have been completed throughout the city and suburbs are a credit to the prevailing administration. I saw that more progress had been made in the past five years than had been accomplished in the previous 28 years I had known and lived in New Orleans. These beautiful buildings are a sight to behold and I believe that New Orleans shall be one of the most beautiful cities in the 48 states in the near future at the current rate of progress.

I visited the Catholic Maritime Club, 711 Camp Street, and was cordially greeted by Rev. McDonough. I was so enthused that I decided to stop at the place. I found a number of SIU men who had the highest praise for Father McDonough for his interest in the Seafarers on the beach. I might say that free meals and entertainment galore are given as well as friendship and encouragement.

Free Meal

I sauntered in the other night and lo and behold there were four lady hostesses in working gear dishing out free dinners to all and sundry. Of course, Father McDonough was in the midst shooting the breeze with the various seamen. All Seafarers are welcome in this little haven of rest until their ship comes in. All the prices are reasonable.

I remember way back in 1917 when our old ISU hall was located on Julia and Magazine street. The front office and all official business was conducted in that section. In the rear there was a large room with seats around and in the middle of the room there was a trap door that led down to the saloon underneath. When a Seafarer came in to pay his dues some of the brothers, realizing he was a "live one" would accost him and lure him to the waiting room. While introducing him to the brothers they would pass around the "Growler" which held about one gallon of beer. It was customary to throw a fin or more into the "Growler." It was then taken to the trap door and lowered to the counter for the necessary sandwiches and potatoes.

Box Car Bed

At night, many of the brothers would not have the price of a flop, so the railroad was adjacent and plenty of box cars were at their disposal. A good many seamen who were schooner-rigged would climb up the ladder on the side of the box car and spread out their newspapers to take a snooze. Many of them would wake up in the Elysian Fields, or Galveston, which are two points apart. The cars would move everywhere. However, the old timer knew which one might be around for a while, and

he made his home atop it until he shipped out.

Enough for now, brothers, but New Orleans cannot be beat in any way. At least that's my impression. In addition to meeting nearly everybody, I met the crooner, Moon Kouns.

Paddy Farrell
~ ~ ~

Bridgeport Cafe Welcomes Seamen

To the Editor:

At this time I am the black gang delegate aboard the Council Grove, a Cities Service tanker contracted to the SIU. We are discharging cargo at Bridgeport, Conn.

In this city there is a most exquisite place where a seafaring man can enjoy himself. The owner is a perfect host and the help consists of a waitress by the name of Terry who is a very efficient and cooperative person. I would whole-heartedly recommend that every Seafarer who comes to this port visit Tilton's Restaurant, 1127 Stratford Avenue, Bridgeport, Conn. The part-owner is an ex-seafaring man himself, and would like the LOG to be sent to the restaurant, as a lot of Seafarers come in asking for the LOG.

Cecil N. Lewis
~ ~ ~

(Ed. note: We have added Tilton's Restaurant to our mailing list, as you asked.)

SIU Agent Is Welcome Sight

To the Editor:

I am now starting my fourth year as a member of the SIU family, and once again I am very happy to belong. I had to pay off the Fairland in Seattle because of illness, and I am now in the marine hospital in San Francisco. It sure is a reassuring feeling to know that you are not alone in the world. When you see your representative come to see you—a fine and happy fellow like Marty Breithoff or Tom Banning—not only to give you your money but to see if you are OK in all other ways, it sure makes you feel good.

I want to thank Steve Cardullo of Philadelphia sincerely, for the way he spoke to my wife when she called him. Once again, thanks to everyone, from Paul Hall down, for a fine Union.

Frank B. McCollan
~ ~ ~

Two Tings Top Crewmember List

To the Editor:

Here on the good old Neva West this trip, we have Jose Garcia Gonzales as serang, Tiny Wallace, the famous Henry Lopez, the mayor of Post Office Street, and as belly robber, Two-Ton Tiny Kennedy.

We are now visiting the old city of Casablanca, then to the city of romance, Hamburg. So far we are having a good trip with everybody happy. We wish all brothers a belated Merry Christmas and very prosperous New Year.

R. A. Burdick
~ ~ ~

Likes To Read About Shipping

To the Editor:

I would like to thank you for sending me the LOG regularly. I have enjoyed reading about the SIU ever since 1947, as well as all about the things that are happening all around the ports. It sure makes me feel like shipping out just one more time, even though I am way over here in Kenosha, Wisconsin.

Ernie Pascucci

Stony Creek Is Not Up To Par

To the Editor:

This voyage began June 11, 1953 in Baltimore under the command of E. M. Mokarzel. We behold a beautiful sight on that day, cases upon cases of beer, roughly 600 of them, were being loaded into the hold. The farm was never like this—for a few hours.

Leaving the drydock that evening there were sounds of dissension in the engine room. The old goat of a chief engineer, never having seen any of his crew before, suddenly came to the conclusion that the SIU was nothing but a bunch of bums banded together to form a more perfect union and that he would rather go back to the penitentiary than sail with them again. Well, the SIU aims to please. Here's hoping they give him a cozy cell.

A couple of days underway the captain, out of the goodness of his heart and pocket, let it be known that anyone could buy all the beer they wanted — at \$6 a case! The captain wanted to get rich in one trip while it took Mayor Hague 20 years.

Bunkers, No Beer

From Chesapeake Lightship to Gibraltar, Port Said, Bahrein and Singapore we had plenty of bunkers aboard the Stony Creek but not much beer. By the time we hit Japan, his beer ran out as did his source of additional revenue. This must have given him distemper because it was then that he first began to act strangely with thoughts of grandeur dancing in his head.

The captain and the mate came up with the idea that only one sailor would be required on watch and that the other two would have to get rich some other way. Anyway, the deck department voted to follow the agreement — three men on watch.

It doesn't pay to get sick aboard this scow. The captain just doesn't believe you. Mail on here is a sometimes thing. We send letters and they are sent to us, but we never receive any. Guess nobody writes to us, so they would have us believe.

In the Book

Safety regulations are observed aboard by going to the officers' cabins and leafing through Coast Guard pamphlets. There certainly is no evidence of them anywhere else on this rust bucket.

There is a rumor going the rounds that the "Filthy Creek" is headed for Monkey Wrench Corner. Let us pray. The name was hung on the ship by the Navy in Yokosuka. However they assured us they meant no reflection on the good gang aboard, but only on the ship itself.

Just about the only bit of light aboard this vessel is the steward department. She's been a first class feeder since the day we left. That's all we can say about her. Twenty-nine other crewmembers concur.

(Ed. note: Headquarters has written you on your complaints and plans to take appropriate action.)
~ ~ ~

Settled SIU Man Wants LOG Sent

To the Editor:

Now that I have a permanent home in Baltimore, where I am shipping, I would like to have the LOG sent to me regularly. Thank you.

Orlando L. Guevero
(Ed. Note: The LOG will be sent to you as you requested.)

The Vikings—Pirates DeLuxe

Best known of the earliest seafarers are the Vikings, the almost legendary Northmen who sailed the Baltic Sea and the Western Ocean. It is difficult to separate fact from legend when dealing with the Vikings. Tales of their prowess were traditionally told at family and court events and wandering minstrels sang of their deeds over most of Europe. They were finally recorded in the 12th century. These written records are the Norse (Icelandic) sagas. It is probable that over the years, many of their supposed deeds were exaggerated all out of proportion. In spite of this, their documented exploits establish them as a remarkable group of seamen.

The word Viking goes back to early Norse, when it meant a searover or pirate. Since the Vikings operated in the 8th, 10th and 11th centuries, the word pirate was no particular insult. However, in the light of their activities, later acts of piracy seem mere child's play. The Vikings, for the most part, were made up of wealthy young men from the leading families of the Scandinavian peninsula and Iceland, although there was no particular discrimination against others. Their wanderings and forays were looked upon condescendingly by the elders as a sort of sowing of wild oats. The expeditions usually proved profitable and enriched the family coffers. According to what facts there are, casualties among the Vikings were not heavy, although they inflicted fearful losses upon Goths, Picts, Jutes, Saxons, Franks and others whose settlements they attacked.

Today, however, the Vikings' fame is based on their daring seamanship in venturing out into the stormy waters of the North Atlantic and settling the hitherto undiscovered islands of Iceland and Greenland, as well as a reputed settlement made on the shores of Labrador and Nova Scotia. While most Europeans did not dare to brave the open ocean at the time, the Vikings bested the North Atlantic in their oversize rowing vessels aided by a sail or two. To their potential victims, the

Vikings were the most feared raiders in memory. They were superb physical specimens, each standing well over six feet tall. They were trained for physical combat from early childhood, and were invariably better-armed than their adversaries. After winning a victory ashore, the usual procedure was for the Vikings to go through the settlements with torches, burn everything not carried off, kill the male inhabitants who were not taken off to slavery and help themselves to the women. After a "victory" celebration, which was a particularly grisly affair, the Vikings sailed for home and the plaudits of friends and families.

Established Colonies

The Vikings were barbarians and their favorite victims were the Christian inhabitants of what are now France, England, Scotland and Ireland, although they were known to have gone farther afield. The Vikings also made a practice of establishing far flung colonies to serve as supply and manpower bases. There are records of Viking settlements as far as Novgorod and Kiev in Russia and the great colony at Iceland, which came to rival and, eventually, surpass the Scandinavian fatherland. Since our accounts of the Viking Age come principally from Christian chroniclers, our details are few. There is a good deal of prejudice on the part of the Christian historians. This is not surprising, in view of the outrages perpetuated against the Christian religion. Churches and altars were desecrated in a particularly revolting manner and Christians were forced to take part in strange and horrible rites conducted in their church edifices. Blood-curdling sacrificial rites were conducted, with reluctant Christians the victims.

The Vikings remained barbarians until Leif Ericson was converted to Christianity. The son of Eric the Red, after embracing the



Old drawing shows clothing worn by Viking warriors and elaborately carved figureheads of their ships, propelled by both oars and sail. Primitive ships like these braved the North Atlantic in years when other navigators dared not venture into open ocean.

Christian religion, dent all out in stamping out every remnant of his former paganism wherever he encountered it. In doing so he became involved in a death struggle with his father, Eric the Red, who regarded the strange Christian rites as sacrilegious. Leif Ericson was victorious in the struggle and the first Christian settlements in the New World were established in Iceland, Greenland and, according to some chroniclers, on the coast of Vinland, which was Labrador or Nova Scotia.

Most historians agree that the Vikings were easily the first to set foot on the continent of North America and antedated Columbus by as much as 450 years. Among evidence of this are the fox grapes, native to the east coast of Canada and the northeastern part of the United States, which were successfully transplanted to Iceland and the Scandinavian peninsula and grow there still.

Those who claim there was no Viking landing on the North American mainland say that the absence of a permanent settlement in Labrador or Nova Scotia is evidence of their claim. The Vikings, they believe, would have sensed the enormous economic and strategic importance of their discovery and set up a supply and exploratory base here, as they did elsewhere. However there have been quite a few relics found which indicate that the Vikings had some sort of foothold on the continent.

The usual course of action to the northern adventurers remained the same, wherever they attacked. They began the campaign by occasional attacks, during which they seized some strategic island near the coast. The island was outfitted as an arsenal and supply base and later used as a springboard for the main attack. The raids were usually made during the summer. At

ter a concerted campaign, where the Vikings superior numbers and weapons inevitably wore down the resistance of the defenders. They then moved in for mop-up operations. After this they were free to plunder at will.

When the orgy of pillage, destruction, plunder, rape and murder was over, some of the attackers usually showed a tendency to settle down and rule the region as conquerors. The victors parcelled out the land among themselves and began to assimilate, more or less, with the natives. Their history at that point tended to merge with the history of the region, but with definite evidence of the Viking conquest. Areas where there is strong evidence of this include the section of Ireland around Dublin, the German Rhineland, and the region around the mouth of the Loire River in France.

Even during the barbarian age, the Vikings were superior to the Christian nations in material possessions, particularly those relating to naval adventure. They were the most advanced of the

shipbuilding nations. Their ship designs indicate an influence dating back to the seagoing Baltic tribes in Roman days. This indicates that the art of shipbuilding was better preserved in this region than in the Mediterranean. Although there were a number of commercial vessels plying the seas at the time, particularly between England and France, there are indications that no ruler of the time, including Charlemagne, possessed an adequate navy.

12,000-Man Fleet

By the time of Eric the Red and Leif Ericson, there are records of craft with 20 to 30 rowers' benches, which meant 40 to 60 oars, since each bench held two rowers. The vessels operated on rowing shifts, so each ship carried half again as many men as it had rowers. One fleet that put out carried 12,000 men in 200 ships. This must have been as formidable a fleet as was ever seen in that time.

The round, painted shields of the warriors (each oarsman doubled as a warrior, a sort of early marine) hung outside, along the bulwarks. The vessel was steered by an oar on the starboard side, as later whalers were. The prow and stern both rose high and the former was often carved into the likeness of a snake or dragon head. The Vikings carried mail-shirts, the renowned Danish axes, spears or javelins, bow and arrow and sword.

While the Vikings showed superhuman courage, they were, unfortunately, also distinguished by cruelty and faithlessness. They showed, however, great capacity for government and the best-ruled parts of Europe at the time were Normandy and East Anglia, both of which were under Viking administration. Despite their shortcomings, these hardy people left their imprint on time.

Rock-Bound Oregon Lighthouse



One of the most picturesque, and most dangerous, lighthouse locations is Tillamook Rock, a mile off the coast of Oregon. It's not unusual for lighthouse keepers to be marooned on Tillamook for weeks at a time during stormy weather. The light, which has been in operation since 1881, is 133 feet above the sea, but its panes have been broken by waves and flying rocks.

Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letter or other communications sent in by Seafarers unless the author signs his name. Unsigned, anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request, but if you want it printed in the LOG, put your name on it.

New Seafarer-Children At Home



Starting their new lives are Eusebie Gherman, Jr., left, held by mother Marie Louise in Arbutus, Md., and Charles Crane, right, in arms of mother Mrs. Harold E. Crane in their New Orleans home. Eusebie was born on October 8 and Charles on September 5 of last year. Both Seafarer-fathers are on SIU ships once again bringing home the bacon for baby.

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.

Laura Ann McHale, born December 2, 1953. Parents, Mr. and Mrs. John J. McHale, 146 East 98th Street, New York, NY.

Michael Lynn Fontenot, born September 29, 1953. Parents, Mr. and Mrs. Berchman L. Fontenot, General Delivery, Kinder, Ala.

Shannon Marie Fuselier, born November 30, 1953. Parents, Mr. and Mrs. Letelle Fuselier, 3312 Hodges Street, Lake Charles, La.

Warren Manuel, Jr., born December 18, 1953. Parents, Mr. and Mrs. Warren Manuel, Route 2, Box 90, Mamou, La.

Ivy Taylor, born December 4, 1953. Parents, Mr. and Mrs. Rich-

ard F. Taylor, 2807 Brighton Street, Baltimore 16, Md.

Barbara Ann Nelson, born December 5, 1953. Parents, Mr. and Mrs. Curtis E. Nelson, 1413 Mt. Royal Avenue, Baltimore 17, Md.

Herbert Christian Gardner, Jr., born December 10, 1953. Parents, Mr. and Mrs. Herbert C. Gardner, 209 Greene Street, York, Pa.

Enrique Andrew Constantino, born November 18, 1953. Parents, Mr. and Mrs. Enrique N. Constantino, 1336 Touro Street, New Orleans, La.

Ralph Marshall Bladen, Jr., born December 4, 1953. Parents, Mr. and Mrs. Ralph M. Bladen, Route 4, Box 285, Alexandria, Va.

Steve Martin Stokke, born December 12, 1953. Parents, Mr. and Mrs. Sverre M. Stokke, 815 Canal Street, Mobile, Ala.

Gerald Wayne Wilkerson, born December 29, 1953. Parents, Mr. and Mrs. Robert W. Wilkerson, 414 South Cedar Street, Mobile, Ala.

Ian Waldemar Sorel, born December 17, 1953. Parents, Mr. and Mrs. Johannes C. Sorel, 7416 Fifth Avenue, Brooklyn, NY.

David Merlin, Doretta Coleen and Doreen Colette Long, born December 14, 1953. Parents, Mr. and Mrs. Robert G. Long, 3119 State Street Drive, New Orleans, La.

Stephen Patrick McClellan, born October 10, 1953. Parents, Mr. and Mrs. Dwilton N. McClellan, 2540 East 90th Street, Seattle, Wash.

Janice Elaine Gale, born December 26, 1953. Parents, Mr. and Mrs. Albert C. Gale, 120 East Waldburg Street, Savannah, Ga.

Cecilia Marie Prodey, born November 22, 1953. Parents, Mr. and Mrs. Jerome A. Prodey, 2203 East Fayette Street, Baltimore 31, Md.

Stephen Gregory Danzey, born December 14, 1953. Parents, Mr. and Mrs. Morris J. Danzey, 307 South Washington Avenue, Mobile, Ala.

Iris Ramona Jones, born December 28, 1953. Parents, Mr. and Mrs. Carl D. Jones, 208 State Street, Mobile, Ala.

Betty Irene Hummel, born October 10, 1953. Parents, Mr. and Mrs.

William L. Hummel, Star Route, Hinton, Va.

Carol Ann Joy, born December 30, 1953. Parents, Mr. and Mrs. Robert E. Joy, 288 Dover Street, Brooklyn 35, NY.

Margaret Mary Lampione, born November 20, 1953. Parents, Mr. and Mrs. Robert Lampione, 1050 Park Place, Brooklyn, NY.

Ronald David Talley, born January 9, 1954. Parents, Mr. and Mrs. Lawrence G. Talley, 2362 Laurel Street, New Orleans, La.

Jerry Wayne Littles, born November 2, 1954. Parents, Mr. and Mrs. William A. Littles, Route 1, Box 228, Fairhope, Ala.

Kirsten Ann Thompson, born December 31, 1953. Parents, Mr. and Mrs. Boyd E. Thompson, 5609 239th Street, SW, Edmonds, Wash.

Pamela Joy Cheshire, born January 1, 1954. Parents, Mr. and Mrs. James M. Cheshire, box 264, Lynhaven, Fla.

in the HOSPITALS

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

- | | | | | |
|--|---|---|--|--|
| <p>USPHS HOSPITAL
NEW ORLEANS, LA.</p> <p>Virgil Alford
C. D. Anderson
T. L. Ankerson
F. Barizzo
T. W. Bernsee
John J. Blair
C. A. Bradley
Charles E. Brady
William R. Burch
Max Byers
Herman H. Casas
Clarence W. Cobb
S. Cope
John Culeton
Thomas J. Dawson
Clarence Dyer
Leo Fontenot
B. D. Foster
F. Fullbright
James E. Gardiner
Nathan L. Gardiner
E. Gaylor
Andrew J. Gindel
Jack H. Gleason
Paul Goodman
K. Gunderson
John Hane
Walter H. Harris
John L. Hinton
B. R. Huggins
J. H. Jones
Thomas F. Keller</p> | <p>E. G. Knapp
D. Korolla
Leo H. Lang
Pierre Le Blanc
Leonard A. Libby
Thomas Lind
Cosby Linson
John C. Long
Thomas G. Lyons
C. C. McDowell
G. C. McClelland
John W. Malcolm
William R. Massey
H. W. Minkler
Jack Moore
John W. Quimby
E. G. Reynolds
T. C. Reynolds
W. E. Reynolds
J. Santiago
Luther C. Seidle
James T. Smith
T. R. Terrington
Lonnie R. Tickle
S. C. Tuberville
Edgar Walker
J. M. Ward
C. W. Welborn
Charles F. Wilson
Charles B. Young
J. Ziegler
W. J. Johnston</p> | <p>OLD ROPER HOSPITAL
CHARLESTON, SC</p> <p>Joseph Kramer</p> <p>LONG ISLAND COLLEGE HOSPITAL
BROOKLYN, NY</p> <p>Isabelo Garcia</p> <p>USPHS HOSPITAL
MANHATTAN BEACH, BROOKLYN, NY</p> <p>Emilio Delgado
John J. Driscoll
Antonio M. Diaz</p> <p>MEDICAL ARTS CENTER
NEW YORK, NY</p> <p>Marthin Lea</p> <p>USPHS HOSPITAL
SAN JUAN, PUERTO RICO</p> <p>Abraham Aragon</p> <p>METHODIST HOSPITAL
BROOKLYN, NY</p> <p>Francis Wherry</p> <p>ST. AGNES HOSPITAL
PHILADELPHIA, PA.</p> <p>Francis Wherry
Henry McCullough</p> <p>POTTENGER SANATORIUM
MONROVIA, CAL.</p> <p>E. L. Pritchard</p> <p>MERCY HOSPITAL
NEW ORLEANS, LA.</p> <p>Leonard Munner</p> <p>USPHS HOSPITAL
BOSTON, MASS.</p> <p>R. M. Churchill
John A. Duffy
W. V. Louzounas
Roy L. McCannon
Frank Mackey</p> <p>Theodore Mastaler
Robert A. Rogers
A. P. Violano
Henry Currier</p> | | |
| <p>USPHS HOSPITAL
SAN FRANCISCO, CAL.</p> <p>L. Carmine
Henry J. Childs
Ho Yee Choe
Billie J. Davis
H. Dell'Orfano
Edward Glazowski
Olav Gustavsen
F. J. Halgney
A. M. Keller
William L. Loss</p> | <p>F. B. McCollan
B. L. Robbins
C. Sanulli
Edward Saserko
John W. Singer
W. Singleton
W. Timmerman
M. B. Wilson
R. S. Yuzon
Ramon E. Murillo</p> | <p>USPHS HOSPITAL
SEATTLE, WASH.</p> <p>Norris R. Brown
C. E. Dudley
J. B. Garrison
W. K. Gulley
F. R. Hall
E. A. Hancock</p> <p>Leonard E. Hodges
K. R. Kittelson
Ralph M. McDaries
Henry G. Stump
M. W. Townsend
Joseph E. Wells</p> | | |
| <p>USPHS HOSPITAL
SAVANNAH, GA.</p> <p>Paul B. Bland
Fred U. Buckner
A. Cohen
P. G. Daugherty
E. J. Debardeleben
R. A. Denmark
Joseph Kramer</p> | <p>William C. Lee
Jimmie Littleton
John M. Powers
Bert Rickard
James T. Siney
Samuel Small
James H. Smith</p> | <p>USPHS HOSPITAL
STATEN ISLAND, NY</p> <p>John Abraham
John Beckmann
Earl A. Bink
B. Blanchard
Marcie Boyles
William J. Carey
Jar Chong
Spero Demolas
Eddie Driggers
B. Edmondson
John Fonries
Eric Foreman
Estell Godfrey
Hallim Hambouz
Hans R. Hassen
Michael Katrausky
Joseph J. Keating
K. R. Kuchinski
Chang Choo Lal
Alf Larsen</p> | <p>C. Mc'Brien
Sau Mok
G. N. Monahan
Montford Owens
Donald Peterson
Virgil Sandberg
Ira A. Sandt
S. J. Sbriglio
Robert Sizemore
Walter Sudnick
John Struller
S. Swienckoaki
S. Tobiasen
Harry S. Tuttle
John Uzakiewicz
Bjorn Wagones
Frank Walaska
Francis Wall
Albert Williams
Yu Song Yee</p> | <p>USPHS HOSPITAL
BALTIMORE, MD.</p> <p>Leslie R. Aaron
Julian A. Blanco
Jessie A. Clarke
Cloise Coats
Philip Costa
Thomas J. Cox
L. Czarkowski
Jeff Davis
Jay M. Deeds
James R. Dodson
Earl T. Erickson
Roy B. Gerson
Roy M. Hawes
Donald J. Hewson
S. C. Huggins
B. Klakowicz
Robert Lambert
Clyde R. Leggett</p> <p>L. G. Linthicum
Melvin Mason
Francisco Mayo
George Meltzer
W. Middendorf
Henry T. Miller
Jack B. Morrison
R. D. Musselwhite
Raymond C. Myer
M. Pugaczewski
Michael L. Ruta
Gus Sanchez
Walter H. Sibley
James T. Smith
G. K. Stennett
C. N. Summerell
Harry Thrash
Wesley H. Ludlam</p> |
| <p>USPHS HOSPITAL
NORFOLK, VA.</p> <p>Charles Burke
Lonnie Hall
H. D. Milliner</p> | <p>Charlie W. Phelps
W. A. Rowe Jr.</p> | <p>USPHS HOSPITAL
GALVESTON, TEX.</p> <p>C. Adkins
M. Fontenot
Edward C. Hill
Edward R. Idell
Charles Kogler
E. Lachappelle
H. Ledbetter
Howard E. Liles</p> <p>D. B. Patterson
Julius Parks
C. E. Rasmussen
Harry Reynolds
A. Sistruck
Richard W. Stetson
Albert T. Weaver
Joseph H. Traxler</p> | | |

NO Triplets Home Safe, Sound

Seafarer Robert Long's history-making triplets, the first to be born to a member of the SIU, since the start of the maternity benefit, arrived home last week after being born 17 days earlier in a New Orleans hospital. The arrival of the triplets was well prepared for by the Longs, their coming adding considerably to the Long household rather than disrupting it.

Playing a small part in the welcome-home party prepared for the triplets, David Merlin, Doreen Colette and Doretta Colleen Long, was the SIU with a welcome triple maternity benefit check and three savings bonds. Neglecting none of the triplets, the SIU saw to it that their Seafarer dad, Robert, collected \$200 for each of them under the SIU Welfare Plan, as well as three \$25 savings bonds.

The triplets established something of a municipal record in New Orleans, as well as making history for the Union. The triple birth was the first recorded in New Orleans' famed Touro Infirmary in the past ten years. A 10,000 to one shot, the little Longs arrived last December 14, and weighed in at four pounds 11½ ounces each for the girls and five pounds 12½ ounces for the boy.

Seafarer Long and his wife, Nancy, were thankful for the multiple blessings as well as for the triple maternity benefits paid by the SIU. The money, they said, went a long way toward defraying

expenses occurred in the unusual birth. Daughter Charlotte, first born of the Longs, 16 months old, was a little bewildered by it all, but soon got to know her new brother and sisters.



Tripleheader maternity benefit check is collected by Seafarer Bob Long, center, and his wife, Nancy, in their New Orleans home. SIU Welfare Representative Bill Frederick hands "Pop" the \$600 check and three \$25 savings bonds as "Mom," daughter Charlotte and the triplets themselves look on.

for SIU MEMBERS!

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SEEIN' THE SEAFARERS

With WALTER SIEKMANN



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

With the expanding facilities of the SIU down in Baltimore, Maryland, the Union is seeing that its members in that port get direct and efficient service as soon as they need it without finding it necessary to contact the main office in New York before action gets underway.

John Arabasz, formerly the Wilmington, California port agent, is now full time Welfare Services Representative in the Maryland city. With Arabasz as the Welfare Services Representative, members who ship out of Baltimore, or who pay off in that town and need some fast action in their cases, will find Brother Arabasz right up their alley.

Leading off the list of hospitalized brothers is George Monahan, an OS off the Arickree of US Petroleum. Monahan entered the hospital out on Staten Island on January 6 because of a skin disease.

Entering the hospital for observation was Severre Toblussen of Elizabeth, NJ. Toblussen just got off the Steel Traveler of Isthmian where he was signed on board as the second electrician. He says hello to all his shipmates and to all his friends in the Union and hopes some of them can get out to see him while he is off his feet for awhile.



Driggers

Another of the boys in the hospital is Eddie Driggers; who was readmitted after being released with a fit-for-duty slip. He sails as AB and came back to the Staten Island hospital on January 8.

John Uszakiewicz has been registered as a patient at the same hospital ever since January 6 when he was admitted for observation. His last ship was the Edith of Bull Lines and he sails as MM. So far, the

doctors haven't found anything wrong with him, but he'll stay there awhile anyway.

A boy who underwent the rigors of a stomach operation is William Carey. Carey sails as MM and his last ship was the Wild Ranger of Waterman. He's a New York City boy and he'll be around the city for awhile recovering from the operation. He's doing nicely now and expects to improve right along.

The Logans Fort of Cities Service lost an AB when Walter Sudnick was readmitted to the hospital just before the year ended. He's not sure when he'll be able to ship out again, but he hopes it is soon.

Bothwell Blanchard is another of the members who had an operation, but no stomach job for him. Blanchard had his knee put in shape by the doctors and he hopes to rejoin his Steel King shipmates very soon. The AB is from Ridgeland, SC, and is doing very well. He wants the boys to know he expects to get out very soon.

Albert William had a little bronchial trouble while he was aboard the Wacosta of Waterman, so he promptly went to the hospital early in the year. He was second cook aboard the scow.

Out of the hospital after a three-and-one-half month stay is Christopher McBrien. He had a rough time of it but is feeling much better now that it is all over. His last ship was the Stony Point.

Jan Chong is in the local drydocks for a general checkup. It was found that he had tuberculosis. He's in the Staten Island TB ward and would like the boys to drop around to visit him.



Chong

Gets Maintenance In Hospital

A Seafarer who had to return to the hospital after having already been discharged as fit for duty has collected his maintenance in the hospital via the Welfare Services Department.

Seafarer Salvatore Soriglio had his maintenance check delivered, and cashed on the spot by the Welfare Services representative, who always carries ample supplies of reserve funds to meet all possible emergencies.

Soriglio's troubles began when he got off the Steel Artisan to go to the hospital in Staten Island. After he was discharged, he received a hospital abstract marked "fit for duty" but not specifying when. Further, the doctor had failed to initial the abstract which meant it was not valid. Consequently, he was unable to collect his maintenance until he got a second official report from the hospital.

Back in Hospital

By the time the second abstract came through, Soriglio had to return to the hospital for further treatment. Consequently, he was unable to get over to the Isthmian office to sign for his maintenance.

Welfare Services got the maintenance forms from the company and had Soriglio sign them in the hospital. Then the Union office got the check from the company and delivered it to Soriglio so that he could get his maintenance money before he got to the hospital and without going over to the company office for it.



Receiving the full maintenance due him during his second stay in the hospital, Seafarer Salvatore Soriglio smiles happily as SIU Welfare Service Representative Toby Flynn turns over benefit.

Wins Stay On Furniture Bills As SIU Welfare Saves The Day

A furniture store that was out to take a Seafarer's furniture away because of non-payment of an installment agreed to withhold action after Welfare Services stepped into the picture.

The Seafarer in question had run into a serious family emergency when his wife developed a severe infection during childbirth. All of his emergency funds were used up, as well as the \$200 he received from the Union as a maternity benefit, in payment of hospital bills and other necessities. And since the Seafarer had to quit his ship and stay ashore for a few weeks, there wasn't any other

money coming into the house.

Consequently, when an installment fell due on the houseful of furniture he had purchased recently, the furniture store, as is the usual custom, sent the man notice that unless payment was forthcoming immediately, they would come and remove the stuff.

In the midst of all his other troubles, this was quite a blow to the man, who appealed to Welfare Services for their aid. The Welfare Services Department got in touch with the furniture people and explained the situation to them, pointing out that it was purely a temporary one which could be rectified as soon as the Seafarer was able to ship out again. As a result of Welfare Service's action, the furniture store held off on repossession of the property, and the Seafarer and his family have their furniture intact.

How to Apply For Birth Pay

Applications for the maternity benefit must be supported by the following documents:

- Your marriage certificate.
- Baby's birth certificate dating birth after April 1, 1952.
- The discharge from the last ship you sailed on before the baby was born.

FINAL DISPATCH

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

Samuel Franklin Brunson, 26: On December 29, 1953, the car which Brother Brunson was driving overturned, injuring his chest and causing a fatal suffocation. The accident occurred near Fairfax, SC. For the past five years Brother Brunson had sailed in the engine department, having joined the SIU in New York. He leaves his father, Kelly M. Brunson, PO Box 3213, Miami, Fla.

Ernest D. Skipper, 22: Brother Skipper was fatally wounded on July 26, 1953, in Corpus Christi, Tex. An OS in the deck department, he joined the SIU in Galveston, on March 20, 1951. He is survived by his mother, Mamie Skipper, 2323 Lillian, Fort Worth, Tex.

Kirby Otis Digman, 48: A chief cook in the steward department, Brother Digman died of a cerebral ailment on October 21, 1953 at the Glenhildur Nursing Home, Capetown, South Africa. He had been a member of the SIU since 1947, and sailed out of Norfolk. Surviving is his father, Lafayette E. Digman, PO Box 35, Montrose, WV.

Torsten Magnusson, 46: A steward in the steward department, Brother Magnusson joined the SIU in Mobile; he had been sailing since 1947. Death was caused by asphyxiation. Brother Magnusson died in New York, NY and was buried at Fresh Pond Cemetery,

Middle Village, Long Island, NY.

Conrad Jensen, 48: Pulmonary digestion caused Brother Jensen's death on September 1, 1953 near Kure Honshu, Japan. He had been a member of the deck department, and joined the SIU in Norfolk, in 1951.

Nolen Jefferson: On August 7, 1953 Brother Jefferson died at sea aboard the Bessemer Victory, apparently of a heart attack and was buried at sea. Brother Jefferson had sailed as a fireman in the engine department since 1951, joining the Union in Norfolk.

Jens Grangaard, 68: Since April 12, 1942 Brother Grangaard sailed in the deck department; he died on September 30, 1953 at Beekman Downtown Hospital, New York, NY and was buried at Evergreens Cemetery, Brooklyn, NY.

Herbert D. Milliner, 47: On January 4, 1954 Brother Milliner died of a heart ailment, and was taken to Accomac, Va. for burial. Since 1951 Brother Milliner sailed as a fireman from the Port of Norfolk. He is survived by his wife, Elizabeth Lee Milliner, 12 King Street, Onancock, Va.

Abdon Sylvera, 52: Brother Sylvera died of a heart ailment on December 28, 1953 in New Orleans, La. He had sailed as a steward out of New Orleans for the past 13 years. He is survived by his wife, Beatrice Johnson Sylvera, 111 North Rocheblave Street, New Orleans, La.

Fire At Home, He Calls SIU, Not Fire Dept.

It wouldn't be a very comfortable feeling if you were out on the Pacific coast and you got word that your house had been on fire back home. That was what happened to one Seafarer aboard an SIU ship.

He immediately called Welfare Services in New York to please go down to his home and see how things were. A Welfare Services representative hot-footed it down to the Seafarer's home not far from the Union's headquarters and found that all was in good shape. True, there had been a fire but no serious damage had been done and the family was unharmed.

Welfare Services got off a wire to the Seafarer assuring him that all was well and that a letter from his wife would follow shortly. At last report the Seafarer was headed homeward in a much happier frame of mind, knowing that things were not as bad as he had pictured them when he first got the news.

When you need a hand



DISTRIBUTION OF UNION BENEFITS - FAMILY MATTERS - LEGAL ACTION - FINANCIAL ADVICE - IMMIGRATION MATTERS - DRAFT BOARD PROBLEMS - COAST GUARD MATTERS - UNEMPLOYMENT INSURANCE - SOCIAL SECURITY - HOUSING MAINTENANCE ENFORCEMENT - ALLOTMENTS - REPATRIATION - AND PERSONAL PROBLEMS

THE SIU WELFARE SERVICES DEPARTMENT

YOUR PROBLEM IS OUR BUSINESS

to discuss his 1954 legislative program. Presidential advisors figure that the president will need as much help as he can get from Democratic members of the House and Senate. A considerable difference of opinion in the Democratic camps as to whether they should give the President support.

WEST, RUSSIANS TO MEET IN BERLIN—The first serious attempt to settle East-West difficulties is scheduled for January 25 in the German capital city. Foreign ministers from all four nations, U.S., Britain, France and the Soviet Union—will meet to take up major international problems such as control over the reunification of Germany. Western diplomats were not too confident that the conference would prove fruitful, but are willing to give it a try.

RED-LED TROOPS SPLIT INDO-CHINA—In what appears to be their most serious threat in the seven years of war in Indo-China, Communist-led troops of Ho Chi Minh's rebel government attacked French and Vietnamese troops, put them to rout, and cut the peninsula in half. The victorious Viet Minh forces were poised to sweep across Laos and attack Thailand. This was perhaps the last straw to the French, among whom the war is bitterly unpopular. Members of the French Assembly, representing most French parties, called for a cease-fire. Some French politicians demanded additional United States financial aid and American troops as their price for continuing the fight. There is no indication of what position the administration will take in regard to these developments.

Problems raised by the New York dock clean-up and the probable policy of the administration regarding the maritime industry in the current session of Congress are being discussed.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Beating 1954's High Costs

Living costs this year are turning out to be just as high as in 1953. Seafarers with families especially need to know how they can cope with these steep prices to protect their living standard.

We nominate as two of the best techniques for beating high expenses this year, the art of being selective in what you buy, and timing your buying for the best buying opportunity.

The way things are shaping up this year, we can expect higher rents (on the average), and food costs at least as high as now and possibly higher. On the other hand, prices are coming down a little on clothing, furniture and rugs, some household equipment, some building materials, and auto operating needs.

Food Biggest Problem

Nowadays food takes approximately one-third the income of a typical wage-earning family. Some families spend as much as 40 per cent of their income on food.

This is where the art of selecting a lifesaver to you this year. This is in food prices at this time. While some are unusually costly on personal prejudices and special prices have been going up for weeks and soon you may see food markets than now.

Specifically, avoid buying at present prices. Pork is usually considered the most meat. Beef will continue to be reasonably priced this year and much of the lower grades especially offering bacon only very moderately this year. pound it costs 13 per cent more than last year even more expensive later in the year. income families, spending for bacon is the family meat bill. However, bacon is considered a meat. Nutritional experts advise that cheese and eggs will be more readily available and should be used abundantly and in as large a quantity as possible to give your family high-quality food.

Timing Your Buying

Clothing and some household equipment are coming down last year and will be even lower this year. Here the money-saving technique is to take advantage of the best buying opportunities. Each year stores have clearance sales at the same month. For example, January is the best buying month. You can find shoes, coats and suits, shoes, coats and suits, shoes, coats and suits. If you know your buying opportunities, you can take advantage of the regular price and avoid the high prices.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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Exclusive in the SEAFARERS LOG

**A Regular Column
By A Nationally Famous
Expert On Buying**

- Tips on smart buys in clothing, furnishings and jewelry for every member of the family.
- The truth about some "famous brands."
- How to save and still get value on different types of insurance.
- Advice for home-owners on investments, mortgages and household repairs.
- Wise buys on major appliances for the home.
- How some co-operative stores and discount houses can save you money.
- Guide for automobile owners.
- How to save on purchases of food, vitamins and drug preparations.
- Hospital and medical plans and "the small print" to watch out for.

—Written by Sidney Margolius,
Authority On Consumer Problems



YOUR DOLLAR'S WORTH
SEAFARERS GUIDE TO BETTER BUYING

Beating 1954's High Costs

Living costs this year are turning out to be just as rough as in 1953. Seafarers with families especially need to plan just how they can cope with these steep prices to protect their living standard.

We nominate as two of the best techniques for beating high expenses this year, the art of being selective in what you buy, and timing your buying for the best buying opportunity.

The way things are shaping up this year, we can expect higher rents (on the average), and food costs at least as high as now and possibly higher. On the other hand, prices are coming down a little on clothing, furniture and rugs, some household equipment, some building materials, and auto operating needs.

Food Biggest Problem

Nowadays food takes approximately one-third the income of a typical wage-earning family. Some families spend as much as 40 per cent of their income on food.

This is where the art of selecting a lifesaver to you this year. This is in food prices at this time. While some are unusually costly on personal prejudices and special prices have been going up for weeks and soon you may see food markets than now.

Specifically, avoid buying at present prices. Pork is usually considered the most meat. Beef will continue to be reasonably priced this year and much of the lower grades especially offering bacon only very moderately this year. pound it costs 13 per cent more than last year even more expensive later in the year. income families, spending for bacon is the family meat bill. However, bacon is considered a meat. Nutritional experts advise that cheese and eggs will be more readily available and should be used abundantly and in as large a quantity as possible to give your family high-quality food.

Clothing and some household equipment are coming down last year and will be even lower this year. Here the money-saving technique is to take advantage of the best buying opportunities. Each year stores have clearance sales at the same month. For example, January is the best buying month. You can find shoes, coats and suits, shoes, coats and suits, shoes, coats and suits. If you know your buying opportunities, you can take advantage of the regular price and avoid the high prices.