



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.)



Page Two

SEAFARERS LOG

January 22, 1954

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 the National Labor Relations proceedings on the ground that affiliate, to oust the Commu- Board. nist-dominated National Union of Marine Cooks and Stewards (independent). The NUMC&S is the last shipboard stronghold of the once powerful Communist water- that Bryson will go to trial before front 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. rangements for the election. The charges deal with Bryson's Bridges, however, has declared non-Communist affidavit filed with that his union would petition for

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 shoreside facilities maintained or under construction in the various ports, as well as the operations of the Union hiring hall and the demoeratic procedures of the SIU.

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

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Should Bryson be convicted, it would disqualify NUMC&S from using the facilities of the Labor Board. However, it is not expected participate in the voting. The maxthe 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 mem-

bers of both unions. Up until now, the NLRB has not recognized the Bridges stand-by "stewards department" in its ara place on the ballot along with NUMC&S and the MCS-AFL. He has stated further that if his stew-

ards division is defeated in the vote, he would withdraw from the fare Services Department exactly field.

The decision to hold an election was made after a meeting of MCS-AFL and NUMC&S officials with clude first-time maternity and disthe Labor Board, in San Francisco, along with PMA representatives. Bridges' men showed up for the ment have faced so heavy a de-

they were not official parties to the dispute.

All stewards who are working as of February 10 will be permitted to imum 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.

Open Balto SIU Welfare Office

John Arabasz left, new SIU Welfare Services Department repre-

sentative in Baltimore, gets briefed on matters by Sy Miller, right,

Union attorney, Al Kerr, Welfare Plan trustee, standing, and Wal-

ter Slekmann, SIU Director of Welfare Services.

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 Wel-

18 months ago followed within weeks the extension of coverage under the SIU Welfare Plan to inability benefits. Since then, the services provided by the departmeeting but were barred from the mand that it became obvious that

completed and open for business. draft and personal family prob-It will work in conjunction with lems, legal assistance, and espe-Welfare Services in New York, while at the same time providing Seafarers in the hospitals or those efficient, on-the-spot service on a full-time basis for men shipping out of Baltimore.

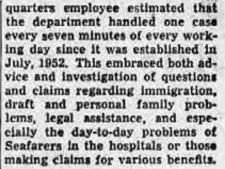
Appointed as a full-time SIU Welfare Services representative for the port is Johnny Arabasz, who will be returning to Baltimore after a stint as port agent that the new Baltimore office will for the Port of Wilmington. Arabasz, a one-time SIU organizer in ice on many matters that would the Isthmian drive,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

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 scrap, he said, means an estimated the helm as Welfare Services Director.

One statistically-minded head- need develops.

German Students Visit Headquarters

WHAT'S YOUR WORRY!



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 be able to provide on-the-spot servotherwise be channeled to headquarters first. Arabasz will also The new office will handle the 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 fulltime basis to other ports as the

Senate Bill Demands US Save Cornhusker From Scrap Heap

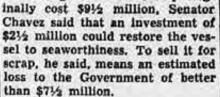
A proposal that the disabled Cornhusker Mariner be cut and sold for scrap is being fought vigorously by Senators Dennis Chavez (Dem., New Mexico) and Allen Ellender (Dem., La.). The two Senators+

have introduced a resolution salvage operations thus far. 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 than had to be cut in

January 22, 1954 Vol. XVI. No. 2 half as tugs were unable to pull 19 the fact that the saw-toothed rocks

Pointing out that the ship orig-



the headquarters office would have quarters employee estimated that to branch out. Office Already Open Thus, the new Baltimore office July, 1952. This embraced both adis already operating and will swing vice and investigation of questions over to the new hall when it is and claims regarding immigration,

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Published biweekly at the headquarters of the Seafarers International Union. Atlantic & Gulf District AFL, 675 Fourth Avenue, Breeklyn 32, NY. Tel. HYacinth 9-6600. Entered as second class matter at the Post Office in Brooklyn, NY. under the Act of August 24, 1912. The self of the property of the self of the second

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

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.



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. this the Plan. Stars By ship we all a light of what of sheat an Starshout 10000424242

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Sea Unions Draft Maritime Plans

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Scafarer 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 ers kick in 65 cents per day for in a lump sum. 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 It all started on February 11, 1952, and the nearly-two-year-old baby is mighty healthy and flexing its dollar benefits.

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 operation.

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 carriage of Government cargoes,

shelling out to the members of the Union the fourth million in payment under the welcome bei sfit plan. It all started on Fourier to 1959 Silent On Future Of Hospitals

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 Lundeberg, 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 confervariety of subjects, was in itself NY River Crash 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 shipping, a 100 percent rule on 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)

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 aid to coastwise and intercoastal 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 ecured 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.

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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 Mrs. Oveta Culp Hobby, secretary into a central kitty administered of the newly-created US Departby the SIU. That way a Seafarer could work any length of time for a number of companies and still three of the USPHS hospitals, collect vacation benefits every 90 days rather than waiting six months or a year as in the past.

der the Vacation Plan is limited to his laudatory comments on the \$140 a year, but that ceiling can USPHS program. be raised at any time in the future on the basis of operator payments the future of the USPHS 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 at 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, ment of Health, Education and Welfare, has indicated that all but which treat specialized diseases only, will be closed this year. The President's message gave no sign Present maximum payment un- that he opposed the move, despite

The omission of any reference to into the Plan. Currently, shipown- in the light of what Mr. Eisenhower

program, which seems fated to USPHS operations, left the quesmessage was expected to bring some White House comment on the unions and throughout the shipping industry over the proposal to 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 mention of the USPHS hospital of Health, Education and Welfare, the President declared: "These programs should be continued because of their past successes and care. Government figures show their present and future usefulness. The Public Health Service, for example, has had a conspicu- at these hospitals on any average ous share in the prevention of disease . . ." Mr. Eisenhower then recited

word about the vital hospital did say about other phases of some of the notable achievements of the Service, including its suction of the fate of the hospitals cessful fight of many years for still further up in the air. The oc- standard milk sanitation and casion of the President's health restaurant sanitation ordinances throughout the country. "These and similar field projects of the furor stirred up among maritime Public Health Service," he said, 'such as technical assistance to the states and industrial hygiene work, end the 155-year-old program of have great public value and should be maintained. In addition, the Public Health Service should be strengthened in its research activities," the President added.

> Nowhere, however, was there program, of what was to happen to it or to the thousands of patients for which it provides essential that an average of 2,366 merchant seamen are receiving medical care day in the year, while local authorities in the communities af-(Continued on page 17)

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.

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SEAFARERS LOC

January 22, 1954

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 for an annual saving of \$170,000. year the Department of Coming for officers.

While maintaining Kings Point for another year at an estimated cost latter move drew an immediate of about \$2,500,000, the Government has further cut back training for unlicensed seamen when it dis- Congressmen from the area, with

Previously the Maritime Admerce promises to cut back Gov- ministration had closed the Sheepsernment-sponsored maritime train- head Bay and Alameda, California, training centers, and had proposed the closing of Kings Point. The

storm of protest from the school's influential alumni association and 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 continued correspondence courses the result that the school is being out the window along with the rest

of the unlicensed maining 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



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 pade-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.

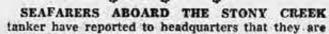
Apparently the skipper was pretty insistent about it too, because he gave the patrolman quite an earful of what was wrong with the food according to him, and had the Union representative wondering if there wasn't something serious to the beef after all.

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 loot.



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 pollo 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 Maritime Academy. Kings Point be paid the memory of these fliers who risked their lives on behalf of



Back in the States from Mexico, He just reached voting age last Scafarer Milburne Darley took October 9.

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 scafaring days, Darley sailed with the deck department. He's a native of the Florida peninsula, being born there 28 years ago,

Toner has been sailing with the SIU in the deck department for about 51/2 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

	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 61/2 years now. The port of Philadelphia had three rank and file members fill- bring its meeting positions 1 a s t week, John M. Clarke as chairman, B e r n a rd 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, get	 t t<	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 con- veying their feelings about the deceased. Certainly, the crewmembers of the Stony Creek are to be com- mended for the thoughtfulness they are displaying. $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$ 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 re- membered, 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 re- covery 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.
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SEAFARERS LOG

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 +

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 "prehire 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

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 at-tempts 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.

YOU and the SIU

CONSTITUTION

proposal for Government- can have standing agreements with conducted strike votes, and shipowners before a single crewmember 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.

> YOUR RIGHTS AND PRIVILEGES AS SIU MEN ARE GUARANTEED BY YOUR CONSTITUTION THIS FEA TURE IS DESIGNED TO ACQUAINT YOU WITH THESE RIGHTS AND



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 reany 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 first time that longshoremen in New York had ever received strike benefits.

The AFL-ILA had rolled up 7,568 votes in the portwide elec-Vork to 9.060 on in Greater New

gional office has not issued against AFL-ILA supporters and numerous assaults, knittings and working longshoremen to get them other violence was committed in to vote for the old ILA, as well as the area. "There is . . . evidence," 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,

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."

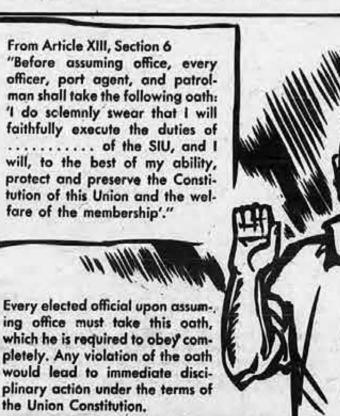
The NLRB report also charged the old ILA with illegal electioneering at the polling places and inside the polls in some instances. When some of the above-named men were found in the polling places many of them refused to leave although they weren't on the voting lists and had no business there.

Another major charge cited by (Continued on page 17)

to the men on the pier. It was the SUP Starts Paying Pension **Benefits To Old-Timers**

The Sailors Union of the Pacific this month began paying

Page Five



THE DE ANDERING ATTAC SECTION TO THE STATION



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

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight. Seafarers are urged to use one permanent address for mail so that claims can be checked speedily and payment made right away. 2 6

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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,

SEAFARERS LOC

REVIEW of TRIALS and APPEALS CONDUCTED JULY - DECEMBER 1953

Six months after its precedent-setting report on membership trials and appeals, the Union is publishing here a second review of the operations of its trials procedure under the SIU constitution.

Page Six

The first report, believed to be the first time a union ever published a full record of internal disciplinary measures, was carried in the July 10, 1953, issue of the SEAFARERS LOG. It consisted of an accounting of all trials and appeals since the Union's new constitution went into effect nine months before. The report was received with favorable comment by several daily newspapers which carried full accounts of the precedent-setting action.

The purpose of the first report was to show how the trials machinery was working out, since this very important section of the constitution directly affects the rights of the membership. This second report brings matters up to date and will be followed from time to time by similar reports in the future.

Careful Procedures

Under the SIU constitution, carefully-designed procedures are provided to assure fair trials of accused members. These procedures have won considerable praise from several members of Congress who were pleased with the manner in which the SIU constitution provided safeguards for its membership.

The core of the trials system is the fact that all trial committees consist of rank and file members elected for each trial at special membership meetings. No official is permitted to serve on such a committee.

Trial procedures are hedged around with several safeguards. The charges first have to be read to membership meetings and accepted by the membership. The accused must receive proper notification. He has the right to cross-examine, to confront accusers and to call witnesses. He can get assistance from any Union member in preparing his defense, provided, of course, that the member is willing to do 50.

File Specific Charges

Charges themselves must be filed under headings specified in the constitution. Maximum penalties are also specified to assure that the punishment fits the erime.

The right of appeal to a rank and file appeals committee carries the safeguards one step further.

In the six months covered by the report there have been just nine trials and three appeals, indicating that the trials procedure has been used sparingly and with great care. In the three appeals cases, sentence was upheld in one, reduced in the second and reversed in the third on the grounds that the accused was unable to be present at his trial because of physical disability.

August 13, 1953

Accused: M-743; Accuser: Bennie Gonzalez G-4.

Charges: Misconduct aboard ship. Drunk and failed to turn to to cook until 4:30 PM on sailing day. Brought Union into dis-repute through drunkenness and constant vilification of ship-mates, causing hard feelings among crew. Refused to co-operate with Union representative in discharging official duties, disrupting patrolman's attempts to square away beefs and conduct other business.

Trial Committee: W. J. Reidy R-4, C. P. Benway B-299, Ed-ward Robinson R-258, C. Palmer P-13.

Findines: Expulsion on first count, six months suspension on second count, \$50 fine on third count. (SEE APPEALS),

October 22, 1953

A-11, S. F. Schuyler S-168, A. Gonzales G-119, H. Herkenheim

Findings: Committee found accused had opportunity to ship BIU but had shipped NMU instead even though shipping was at peak during period covered. Found guilty and expulsion recommended.

December 31, 1053

Accused: F-193; Accuser: George Ruf R-1.

Accuses: F-193; Accuser: George Ruf R-L. Cherges: Accused requested time off until noon en sailing day. Chief electrician granted same. Accused did not return until 3 PM. When chief electrician requested that they get together on taking time off, accused declared he would take time off whenever he pleased. Accused further made himself a nuisance to crew during trip by attempting to threw weight around and threatening to bring three men in engine depart-ment on charges. When accused's behavior was reported to patrolman' and he was confronted, he threatened to "get" the chief electrician. chief electrician.

Trial Committee: A. Mosher M-85, R. Barnes B-528, R. Albanese A-257, R. Griffith G-225, H. Libby L-402.

Findings: Guilty. \$50 fine, suspension for three months Suspension from sailing Isthmian ships for 12 months.

December 31, 1953

Accused: A-212; Accuser: Paul Sanford S-5.

Charges: Deliberate failure and refusal to join ship. Accused left vessel in Baltimore for non-emergency personal business when he could have paid off properly ten hours later in Philadelphia. Ship salled shorthanded as a result.

Trial Committee: A. Mosher M-95, R. Murnes B-528, H. Al-banese A-267, R. Griffith G-225, H. Libby L-402. Findings: Guilty, Fine of \$50 to be paid after first trip.

July 16, 1953

Accused: P-270; Accuser: Steve Cardullo C-L.

Charges: Blasted Union representative while latter was executing his duties. Made derogatory remarks about repre-sentative's ability to settle disputes. Destroyed Union literature placed aboard ship for crew.

Trial Committee: G. Johnston J-10, A. Beardon B-204, C Clark C-139, C. Baggs B-120, E. Gonyea G-151.

Findings: Recommend expulsion on first count. Two year' suspension and \$50 fine on second count. (SEE APPEAL\$).

November 19, 1953

Accused: L-433: Accusers: Patrick J. McCann M-12, Leon N. Johnson J-2.

Johnson J-2. Charges: Signed aboard SS Edith, September 17, 1953. Served supper drunk September 28, Pasadena, Texas. Failed to turn to following morning and served supper drunk in same evening. Served supper drunk October 10 at Warners, NJ, Failed to turn to for breakfast and part of dinner next day. On October 17, while in Boca Grande turned to for dinner in drunken condition. October 18, turned to drunk for supper, caused dissension and arguments, failed to set up in time for supper

Trial Committee: James A. Long L-382, P. J. Dorrian D-256, Rogowski R-24, Luciano Ramos R-150, R. F. D'Ferrafiat w

Findings: Guilty. Suspension for six months, \$50 fine.

October 22, 1953

Accused: K-40; Accusers: Rex E. Dickey D.6, F. A. Stans

Charges: Drunk and failed to stand watches while at sea missing work four days in a row. Quit ship in New York and did not return for payoff.

Trial Committee: W. H. Maxon M-775, Clyde F. Carlson C-138, John D. Cummins C-417, C. Thompon T-189, D. Shuler S-488

Findings; Fined total of \$200. Guilty on two counts.

August 27, 1953

Accused: B-522; Accusers: Martin Kouns H-3, Paul Warren W-3.

Charges: Drinking and raising roof at payoff, interfering with payoff. Taking punch at patrolman while latter was carrying out his duties. Refusal to cooperate with Union representatives.

Trial Committee: George McFall M-815, Samuel Bailey B-468 Fred Shala S-604, Louis Suslovitz S-34, P. N. O'Connor 0-54 Findings: Guilty on three counts. Fined \$150 and two years' suspension

December 17, 1953

Accused: C-480; Accuser! Charles Allen A-9.

Charges: Neglected duties aboard ship in each port. Brought Union into disrepute through drunkenness, drunken antics and interference with patrolman. Refused to turn to although steward requested he do so. Refused to report to hall after payoff, as per instructions from patrolman.

SIU NEWSLETTER from WASHINGTON

January 32, 1954

American shipowners still are far apart on a number of important principles and are divided into many camps, each with individual offices in the Capital City, as the second session of the B3rd Congress begins to get down to business.

Perhaps the biggest of these groups, from the standpoint of financial backing and in pure numbers, is the American Merchant Marine Institute (formerly National Federation of American Shipping), composing both subsidized and non-subsidized members. One of the major objectives of this group will continue to be an effort to keep intact the present operating subsidy scheme under the 1936 Merchant Marine Act.

Another shipowner group, the Association of American Ship Owners, made up of non-subsidized lines only, is preparing once again a major effort to tear down the subsidy parity principle in an effort to set up a straight wage subsidy that would be made available to all US lines in the foreign trade, and based on the difference between American and competing foreign maritime wage levels.

A newcomer to the Washington field is the Pacific Steamship Association, which only recently opened up its own office here, after refusing to go along in the AMMI set-up. PSA is made up of those lines operating out of US West Coast ports.

Still another group, the American tramp shipowners, also is represented in the Capital City. Although the tramps also are very much subsidy-minded, they will not make any real bid in the near future to amendment of the law to become qualified for_subsidy. Although the subsidy matter is foremost in the minds of most large American steamship lines, it is not likely that Congress, either this year or even next, will make any major changes in that feature of the law.

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Definitely not pleased with the progress made to date in selling the Mariner-type ships to private American lines, Louis S. Rothschild, Maritime Administrator, has started his own campaign to get rid of them. He is resorting to speeches, and in his latest one, delivered recently, insists that operating results of the Mariners have revealed some rather impressive figures. Rothschild says that on the economy side, some of his figures show that fuel consumption, as compared to Victory ships, has been 9 percent lower; that the operating cost of Mariners has been some 20 percent less, per measurement ton mile than the cost on other Government-owned ships under charter; and that one of the Mariners, in an Atlantic crossing, averaged better than 21 knots, making the crossing in six days, four hours and 40 minutes.

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One of the real dangers facing the American merchant marine, pointed up so many times before, is the fact that more than 80 percent of the ships now in use will become obsolete during a short period beginning in 1962.

A sound long-range program to insure a strong merchant fleet, is as essential to the national welfare as a strong army, navy or air force, but a big issue is-the shipowners want the Government to participate in such a program, to encourage it, possibly even beyond the construction subsidy stage. On the other hand, the Government, under present policy, is attempting to wean the industry away from Government support, and is in no mood to take the lead in what it believes to be the primary obligation of the industry itself.

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Government maritime agencies, notably the Maritime Administration and US Coast Guard, are making an extensive hunt to find out just what has happened to inactive merchant marine officers. There are supposed to be, currently, some 158,000 licensed inactive merchant marine officers, in addition to 110,000 licensed active officers, but the big question is-what happened to them. The Government would like to know the extent to which licensed officers are getting jobs ashorewhere they are located-in case they are needed in a future emergency. Many of them get shore jobs; but continue to hang on to their licenses. \$ 3

The Commerce Department plans to install several different types of improved propulsion equipment on some old Liberty ships and to make limited structural changes which it believes will result in a 50 percent increase in sea efficiency of those vessels. If the Congress ap-

Accused: F-32; Accuser: Ernest B. Tilley T-2.

Charges: Shipped September 23, 1953 and quit ship Septem-ber 28. Two days later crew was laid off. Accused came to hall claiming to have been laid off, and asked for his ship-ping eard back. Shipped subsequently on 3rd cook's job, but was recognized by former shipmates who asked why he got his card back. It was then that dispatcher learned the man had quit the ship and had not been laid off with the rest of the crew, consequently accused was charged with making false report with intent to doceive to get shipping card back in violation of shipping wales. in violation of shipping rules.

Trial Committee: Edward Robinson R-258, S. F. Schuyler 5-158, A. H. Anderson A-11, A. Gonzales G-119,

Findings: Guilty. Fined \$50 to be paid, plus back dues, before shipping again. . . .

October 22, 1953

Accused: M-118; Accusers: Jim Golder G-73, Alan Macdonald M-S

Charges: Accused left ship without permission, was fired by steward and a new baker ordered. Accused subsequently returned to ship but was informed by patrolman that a re-placement had already been sent. When replacement arrived he was told there was no job. He contacted Union and head-quarters, in turn, instructed steward to sign on new man and have accused sign off. Accused had been off ship approximately 21/2 hours on sailing day without notifying department

Trial Committee: Edward Robinson R-258, S. F. Schuyler S-168, A. H. Anderson A-11, A. Gonzales G-119, H. Herken-heins H-83.

Findings: Charges dismissed because accusers were not present to press same as required under constitution.

October 22, 1953

Accused; No. 25508; Accuser: Paul Sanford S-5.

Charges: Accused shipped on Magnolia State, a National Maritime Union ship, December 1, 1052, from San Francisco. He made three trips on the above-named ship, paying off May 6, 1953. Accused in violation of constitutional clause provid-ing for denial of membership to those who advocate or give aid to principals and policies of hustile or dual organization. Trial Committee: Edward Robinson R-258, A: II, Anderson Trial Committee: R. J. Moylan M-814, A. M. Lester 31322, D. Barry B-400, H. D. Braunstein B-481, J. Ward W-374, Findings: Gully on three counts. Back dues to be paid, and \$150 fine due after first trip.

APPEALS TO HEADQUARTERS APPEALS COMMITTEE October 21, 1953 Appealer: M-743.

Nature of conviction: Expulsion, \$50 fine and suspension for six months on three counts for misconduct aboard ship, drunkenness and failure to turn to, vilification of shipmates, disruption of patroiman's attempts to square away beefs, refusal to cooperate with Union representative in discharge of duties.

Appeals Committee: F. Braun B-200, B. Williams W-55, H. Bilde 19371, I. Rosvold R-438, J. Crews C-142, J. F. Thomson T-204, A. Gowder G-352. Findings: Trial committee's verdict upheld.

September 10, 1953

Appealer: P-270.

Nature of conviction: Expulsion from Union, two years' sus-pension and \$50 fine. Blasted Philadelphia port agent while latter was executing his duties. Made derogatory remarks about agent's ability to settle disputes. Destroyed Union literature placed aboard.

Appeals Committee: A. T. Arnold A-147, J. A. Anderson 253, Alexander Dudde D-83, John Jellette J-99, William Vaughan V-92.

Findings: Penalty of expulsion rescinded. Two years' sus pension rescinded. Fined \$100 to be puid after first trip.

August 13, 1953 Appealer: H-133. Nature of conviction: Suspended for one year, fined \$50 on charge of deliberate failure to join ship. Appeals Committee: R. Hernandez H-88, W. Cutter C-339, A. Dudde D-83, F. Radzulla R-281, J. L. Gomer G-196, J. Anderson A-253. Eindinger II was learned that the accused was in the hor-

Anderson A-253. Findings: It was learned that the accused was in the hospital and was unable to answer charges against him. Decision of trial committee rescinded and accused restored to good standing.

proves the project, Commerce will have production models and other data to facilitate a prompt, efficient full mobilization conversion program.

The whole projected program is expected to go a long way in overcoming one of our major defense weaknesses and is certainly a proper area of Government activity.

In addition, the plan is to experiment on these same ships with new cargo handling devices.

If the tests work out as the Government expects, the defense potential of our mothball fleets may be improved by some 50 percent. \$

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The period of validity of port security cards has been extended by the US Coast Guard from two to six years from the date of issuance. The practice in the past has been to limit the validity of these security cards to two years. The Coast Guard feels that it is not deemed appropriate or necessary to require the rescreening of holders of Coast Guard Port Security Cards and the reissuance of cards at this time.

In order to carry out recommendations made last year, legislation was introduced early in the current Congressional session to liberalize social security, which, among other things, would provide such benefits for American citizens employed on vessels of foreign registry by American employers.

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Since 1954 is an election year, the measure is bound to have strong support from both major parties.

The President's social security provides that about 10,000,000 persons would be added to the 70,000,000 now covered.



SEAFARERS LOG





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.

t NAVY OFFICERS ORDERED TO CARRY SWORDS-The Nevy has

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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.

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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.

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JET AIRLINER CRASHES-A British Comet jet airliner crashed in the Mediteranean 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.

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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 \$212 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 infan-

tile paralysis, had been donat-1 ing 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 Scaferer, 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

Braunstein been able to keep his head above water, financially.

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.

purpose. As a result, he periodical- as he can. ly pays what he feels he can safely carry, and the Foundation cov-

ers the rest of the bill. If not for he'd have been wiped out long ago.

financial aid to the families of polio articles by holding a paintbrush in patients in meeting the heavy exof Dimes Drive each year goes for tc breath by herself and is already that purpose.

research and development of new leads to a sort of plastic bubble set equipment for the treatment of on her chest, which helps her to polio victims.

Needed Wheelchair

Thus, Braunstein, who sails AB daughter, Jan, two and a half years and bosun, stated that when he old, who visits her mother frewas caught short and his wife quently, but can't quite understand needed a special-built wheelchair why her mother can't move about that ran about \$285, the Foundation like other kids' parents. Thanks to picked up the tab. In his turn, he the efforts of the Foundation, declared, he's been putting aside Braunstein hopes she'll be doing whatever he can every payoff in that before Jan gets much older.

bills because it is devoted to that, an effort to pay his way as much

Can Move Head

Mrs. Braunstein, hospitalized since mid-December of 1952, is that, considering the hospital rates completely paralyzed except that and the amount of care needed, she can move her head slightly. Taking advantage of this, she's One of the major activities of learned to pass her time by paintthe National Foundation involves ing neckties, napkins and similar her mouth. Through the aid of a pense of treatment, and much of special, battery-run iron lung callthe funds contributed to the March ed a "Monahan," she's been taught able to do so for up to 28 minutes Other funds, of course, go into at a time. A hose from the machine breath.

The couple have one child, a



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.

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SEAFARERS LOG

SEAFARERS

January 22, 1954

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Sallor Goes Back To Sea Back in New York, Seafarer Olavi Kivikoski (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."

the story of Pron's recovery of 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 Many Seafarers will recall volunteered to sacrifice the sight of that eye so that Pron might see sight, made possible through the again. A corneal transplant proved a success, and after many long months of treatment, Pron was certified as fit for duty again.

said, was a great feeling, although in the last three years he found quite a few changes. All of the US Okays Sale of one oiler, were strangers to him, but they had all heard of him provements in working rules and other conditions since his last trip in May, 1950. Not the least of these was the novel experience of col-

"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 en-

Pron, who began sailing with the proval of the sale was withheld SIU back in 1946, after two years until recently by the Maritime 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."

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B		(3	
SEAFARERS WELFARE, VAC REPORT ON BENEFITS PA From 1-4-54 To 1-1	UD		. AN S	
No. Seafarers Receiving Benefits this Period	12	50		T
Average Benefits Paid Each Seafarer		51		1
Total Benefits Paid this Period			91,891	3-
WELFARE, VACATION BENEFITS P	AID THIS	PER	OD	
Hospital Benefits	7.425	00		1
Death Benefits	17 805	46		
Disability Benefits	1.375	311to-242-1		1
Maternity Benefits	4.400			
Vacation Benefits	60.885	Construction of the	÷.	
	_			

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

		1.2		
Hospital Benefits Paid Since July 1, 1950 •	430,950	00		
Death Benefits Paid Since July 1, 1950 *	795,020	00		-
Disability Benefits Paid Since May 1, 1952 *	29915	00		
Maternity Benefits Paid Since April 1, 1952 *	208 800	00		
Vacation Benefits Paid Since Feb. 11, 1952 *	2980, 970	57		
Total	1		4.445.655	57
• Date Benefits Began	1			1

WELFARE, VACATION PLAN ASSETS

Vacation	482233	58			
Cash on Hand Welfare	607380				
Vacation Vacation	238873	00			
Estimated Accounts Receivable Welfare	220,498	00		134 - P	
US Government Bonds (Welfare)	1.979255				
Real Estate (Welfare)	526520				
Other Assets - Training Ship (Welfare)	119060			1.10	
TOTAL ASSETS			4.173,822	11	

COMMENTS

Submitted

Total

Many men when being released irom 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.

Of Puerto Rico through the pages of the SEA-FARERS LOG. He noticed too, that there have been outed too, that 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 joying a pleasant party." price of \$500,000, but final ap-

Quite a Few Changes Getting back in harness, Pron

lecting vacation pay.

Administration. The sale-transfer had been rejected by the maritime agency at the time of the transaction, but was approved upon reexamination.

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.

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.

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.

Al Kerr, Assistant Administrator

and, remember this

1-18-54

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. sheriq mi

SEAFARERS LOG

Page Nine

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.

Scafarers 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 from Port Arthur that a third nine men were lost after they crash. Coast Guard officers in the stayed that way in the first drive are being hardtimed. But those who Atlantic tanker, the Atlantic went over the side of the ship. have remained in Atlantic have a big stake in our future success and States, was involved in another 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 vaca- lided head-on with an Esso barge tions and time off from the company and got first-hand knowledge of in the Sabine-Neches Canal. No the things that were worth fighting for, not only in terms of dollars injuries were reported in the 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.

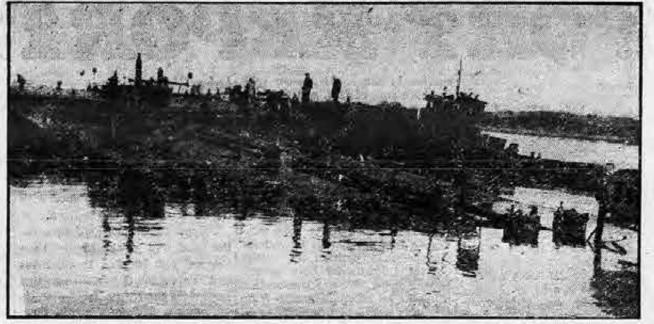
Having seen all that and enjoyed a small portion of it for a few days or weeks, they came back to Atlantic with a renwed belief in the SIU way of life. The pity of it all is that more of their shipmates didn't avail themselves of the same opportunity. They might then have felt a little differently in 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 hardtiming 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 ing for the fog to lift. The fatal- publication will be presented in Wilmington, not far from the SIU 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 +

mishap on January 6, when it col-

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.

was partially sunk.

States returned to Atlantic's At- Waller, FWT, who entered the yards. No fires resulted from the both men.

area are investigating the incident. Both ships were heading out at The SIU men lost on the Dealer the time; the States for Newark, were Frank Pomeroy, AB, who re-NJ, and the barge under tow for ceived book membership during New Orleans. Afterwards, the the Atlantic drive, and John I.

reco terminal where it was un- fleet less than three weeks before loaded, and then went into the the accident. Waller's last SIU shipyard in Mobile for repairs to ship was the Seanan (Stratford). the bow. The barge was refloated The full \$2.500 death benefit was and towed to the Gulfport ship- paid out to the beneficiaries of

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 pub-+

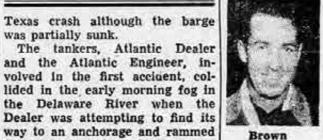
lished on the West Coast. Don D. Brown, editor and publisher of the new enterprise, says

> the first issue of the "Eight Bells" will be out some aboard all in-

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

At one time a frequent contributor of prose and poetry to the time this month LOG, Brown began sailing in 1942 and will be dis- when he joined the SUP. Shipping tributed in the as AB and bosun for several years, Los Angeles-Long including World War II, he later Beach area left the sea for a writing career.

He was, for a short time, editor coming merchant of the "Canadian Sailor," and later ships and at var- for a small town California daily. lous maritime Publication offices for "Eight

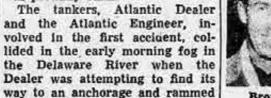


the after port side of the Engineer, which was already anchored wait- union halls in the area. The new Bells" are at 83612 Marine Avenue. ities were all off the Dealer. All the form of a tabloid-size news- hall there.

Cartoon History Of The SIU

Canada SIU Whips Reds

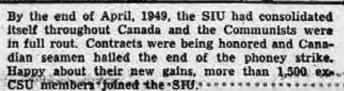
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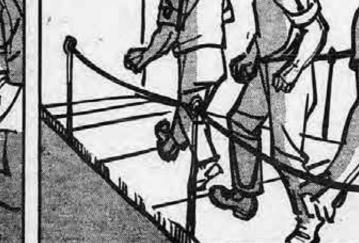




The SIU Canadian District, with assists from the A&G District, took up the fight of non-Communist seamen abused by the Communist-led Canadian Seamen's Union and began organizing in earnest. It accepted the contract over which the CSU, had called It its phoney istrike.

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.







water and Page Ten

SEAFARERS LOG

January 22, 1954

PORT REPORTS

Baltimore:

Shipping Weather Is Cold In Baltimore

Shipping in the port of Baltimore is at ebb tide at the present time and the future doesn't look very bright. We have several ships laying around that we expect to crew up in the near future, but there is nothing definite and I wouldn't advise any of the members to come to Baltimore expecting to ship out in a hurry.

We do have one ship crewing up here today that has been around here for several months, the Robin Mowbray (Seas), and we know that the men who take these jobs will have been around here for some time.

Ships paying off here in the past two weeks were the Raphael



nett, Roy B. Gorson, Donald J. Hewson, Earl T. Erickson, Henry T. Miller, Robert D. Musselwhite, Roy M. Hawes, Charles M. Sum-Bien-Semmes merell, Benedict Klakowicz, Wilville and Yaka liam Middendorf, Lloyd J. Linthi-(Waterman); Elizcum, Melvin Mason, Julian A. abeth, Mae and Blanco, Robert L. Lambert, Philip Evely;n (Bull); Costa, Leggett Clyde, Cloise Coats, Marore, Bethore, Lawrence Czworkowski, Francisco Cubore, Santore, Mayo, Jessie A. Clarke, Jeff Davis, Chilore and Bal-Raymond C. Myers, Michael J. tore (Ore), Mary-Pugaczewski, Thomas Cox and mar and Oremar Walter Sibley. of Calmar: Chris-

Deeds

tos-M of Marine Shipping; Steel Designer of Isthmian and the Strathport of Strathmore. Signing on were the Elizabeth and Evelyn; Marore, Bethore, Cubore, Santore, Chilore and Baltore; Oremar, Marymar and Bethcoaster of Calmar; and the Yaka.

In-transit ships were Alcoa **Pointer and Roamer (Alcoa); Steel** Scientist (Isthmian); Iberville of Waterman; Robin Trent of Seas and Bull's Ines.

The work on the new building is going along now at a steady pace and I am sure that there will be no further changes in the plans as checked. The contractor has employed quite a few more men and unless something unforeseen happens there is no reason why we should not be in there no later than the first of May.

On the local scene, the Democratic candidates in the primary election are stepping up the tempo of their campaign and it looks like it will be quite a battle to see who will be the candidate in the general election for the Governorship. I must say at this time, that all these candidates appear capable of doing a good job.

grateful to the SIU. During the recent bad weather We have quite a few oldtimers up and down the East Coast, Baltion the beach, including Jack more received its share. We had Thompson, Jo Jo White, "Red" masi, Sr., I. W. Thompson, about seven inches of snow here Braunstein, Pete Privas and Dave Otto" Pederson and others. which really fied up the traffic. As Barry, any of you fellows know, who ha had to use the Baltimore Tran Company's service here, there ju wasn't any. I think that we had about the poorest transportati

service in the country even with Lake Charles: the high rate of fare, and this out-

complain they are not making any

dough. It seems as though the

stockholders in this outfit want the

city to take over the operations

which they don't want any part of.

It seems as though the only solu-

tion to this problem is for private

enterprise to petition the Public

Service Commission here to run

private lines. We are hoping that

this will be accomplished as I am

sure this would be beneficial to all

The men in the Marine Hospital

for the last week are Michael L:

Ruta, Jay M. Deeds, Garland Sten-

Earl Sheppard

\$ \$ \$

While we saw a slight slow down

in shipping, it was nothing to be

In-transit ships in the past period

were the Sweetwater of Metro

Petro; Waterman's Azalea City,

Topa Topa, Hastings, Fairport and

Afoundria; French Creek of Cities

Service; Bloomfield's Anne Butler;

Alcoa's Pegasus and Planter; Cal-

mar's Seamar and Massmar; Isth-

mian's Steel Artisan, and the

Northwestern Victory of Victory

The SIU moved in its usual fine

style to take care of its men when

we visited the families of the two

SIU men killed in the crash of the

Atlantic Dealer and Atlantic En-

gineer. We squared away their

immediate needs and headquarters

was notified as to their future re-

quirements. Both families were

.9.+

Baltimore Port Agent

Baltimoreans.

Labor Front Active; fit has the gall to ask for an increase in the rate. Yet, when it comes to giving their employees an Shipping Good In La. increase in salary, they always

Things are running along smoothly here as far as the SIU is concerned, but not so good with the other AFL unions in town.

Shipping has been good here for the past two weeks as we have shipped out 70 men in all rates and departments. Causing this rush were the Cities Service scows of Abiqua, Chiwawa, Bents Fort, Government Camp, Lone Jack, Fort Hoskins and Winter Hill; Republic's Trafalgar and Petrol Tanker's Bull Run.

We have plenty of men in all ratings here. Sometimes, however, on the weekend we have to scurry around to get men as the boys are bashful or hiding with some of the beautiful gals around here. We have to resort to shipping a few new men every now and then, but as a general rule we always find a man who has sailed with us. We don't recommend that any one come here unless he can carry himself for a few weeks.

Building Strike

On the Labor Front, the AFL **Building Trades and Construction** Council has all the contractors who are members of the Associated General Contractors shut down over a wage and working rules dispute, with the men holding firm and determined to get their just demands. We are standing by in case we are needed, and of Seas. ready to back up the boys as always.

We held a meeting here last week which was attended by 14 book-

members. Chairman was brother M. Launey, while E. T. O'Mara was recording secretary. Lau-ney hails from that famous

town 'Big Mamou." We have one O'Mara

member laid up from an auto accident, but he is able to be up and around having only a busted jaw. Guess it's soup for him for awhile.

Among the boys here we have M. Beeching, "Whitey" Pritchett, J. A. Coyne, J. P. Stanford, C. H. Tullia, R. Thompson, F. Latimer, A. Hebert, B. C. Slaid, F. J. De-masi, Sr., I. W. Thompson, "Big

gaged in heating the boys at pin- Mobile: ochle, or vice versa. He says that if it wasn't for the SIU he would still be working for peanuts and having to take all kinds of abuse from ships' officers. Now, however, thanks to an alert Union, he is respected as a man should be. Leroy Clarke

Lake Charles Port Agent ±. \$ \$

New York: **Expect To Crew Two Vessels Next Week**

Shipping for the past two weeks has slowed down considerably. We paid off 13 ships, signed seven on foreign articles and had 14 in transit.

For the past period we had one ship, the Dorothy of Bull, lay up. However, in the next week or few days we expect to crew the Wacosta of Waterman and the Marina of Bull. This will take a little slack out of the slow shipping.

Ships paying off were the Steel Scientist, Hoosier Mariner and Steel Traveler of Isthmian; Seatrain's Louisiana; Republic (Trafalgar); Frances and Suzanne of Bull; Council Grove and Chiwawa of Cities Service; Robin Hood and Robin Gray of Seas; Michael of Carras and Val Chem of Valentine.

Signing On

Signing on were the Hoosier Mariner, Steel Traveler and Robin Gray, in addition to Waterman's Bienville, Raphael Semmes and City of Alma; and the Robin Kirk

Ships in transit were the Seatrains Savannah, Georgia, Texas, New York and New Jersey; Bull's Beatrice, Suzanne and Ann Marie; Waterman's Fairisle and Antinous: Isthmian's Steel Designer; Winter Hill and Government Camp of Cities Service, and the Republic of Trafalgar.

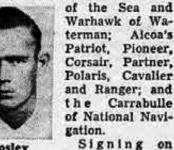
Thanks Members

I would like to thank the membership for their help on the waterfront beef. It seems as though all of our hard work was not in vain, as it looks as though the NLRB may call for a new election. If this happens all of us are going to have to do a lot more volunteer. work to insure victory for our brothers, the AFL-ILA. So, when we ask for help, please pitch in and give us a hand so that we can settle this beef and help get shipping back to normal. The companies have been diverting their ships to other ports to avoid having them tled up in case of a longshore O'Mara, by the way, comes from strike.

Shipping Is Great; Laud AFL-ILA Drive

Shipping in the Port of Mobile for the past couple of weeks was very good with approximately 197 men shipped on regular jobs and about another 100 shipped to various relief jobs in and around the harbor. We had a total of 16 ships paying off, 10 signing on and three in transit. All payoffs and sign-ons were smooth with only a few minor beefs settled to the satisfaction of the crews.

Ships paying off included the Beauregard, Claiborne, Warrior, Mobilian, Maiden Creek, Monarch



of the Sea and Warhawk of Waterman; Alcoa's Patriot, Pioneer, Corsair, Partner, Polaris, Cavalier and Ranger; and the Carrabulle of National Navi-

Mosley

were the Alcoa Pioneer, Patriot, Partner, Polaris and Ranger; Maiden Creek, Warrior, Warhawk and Carrabulle, and the Jefferson City Victory of Victory Carriers. Ships in transit were Waterman's De Soto, Chickasaw and Raphael Semmes.

Hanging around the hall in what amounts to a farewell appearance for awhile is brother Ernest Mosley, who is in imminent danger of receiving induction orders. Mosley usually sails DM and AB and makes his home in Mobile.

We have a couple of ships in port that are currently awaiting cargo, the Beauregard and Mobilian, both of Waterman, Present plans call for crewing up the Beauregard about January 20 and the Mobilian later on.

While shipping prospects for the coming two weeks don't look as good as the previous two, they promise to be fair with about a dozen ships due to hit port either in transit or for a payoff.

Dock Election

The main topic of conversation around the port now is the remarkable show of strength made by the AFL-ILA in the recent NY dock election after a campaign of only eight weeks. Despite the short time the new union was in the field it managed to poll a heavy vote and the actual results of the election are still in doubt pending the outcome on the challenged ballot issue. The splendid results of the drive indicate the eagerness of the honest rank and file longshoremen for affiliation with an honest, militant trade union which has the interest of the workers at heart. The SIU will continue to give the new outfit all the support and help needed to gain the objective.



Wilmington: **SIU Helps Families Of** Dead Atlantic Seamen

Carriers.

alarmed about.

Throw In For A Meeting Job

Under the rules of the SIU any member can nominate himself for meeting chairman, reading clerk or any other post that may be up for election before the membership including committees, such as the tallying committees, financial committees, auditing committees and other groups named by the membership. Since SIU membership meeting officers are elected at the start of each meeting, those who wish to run for those meeting offices can do so.

The Union also welcomes discussions, suggestions and motions on the business before the meeting.

Sam Cohen Wilmington Port Agent	gang. At the moment he is en-	Asst. Secretary-Treasurer
SIU HA.	LL DIRE	CTORY
SIU, A&G District BALTIMORE 14 North Gay St. Earl Sheppard, Agent Mulberry 4540 BOSTON 278 State St. James Sheehan, Agent Richmond 2-0140 GALVESTON 3081/2 23rd St. Keith Alsop, Agent Phone 2-8448 LAKE CHARLES, La 1419 Ryan St. Leroy Clarke, Agent Phone 2-8744 MIAMI Dolphin Hotel Eddie Parr, Agent Mami 9-4791 MOBILE 1 South Lawrence St. Cal Tanner, Agent Phone 2-1754 NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent NEW YORE 675 4th Ave. Brooklyn HYacinth 5-6600 NORFOLK 127-129 Bank St. Son Arket St. S. Cardulo, Agent Phone 4-1083 Phone 4-1083 SAN FRANCISCO 450 Harrison St. To Banning, Agent Douglas 2-3475 Market St. SAN FRANCISCO 450 Harrison St. There Agent Phone 2-1635 New YORE 675 4th Ave. Brooklyn HYacinth 5-6600 NORFOLK 127-129 Bank St. Phone 4-1083 SAN FRANCISCO 450 Harrison St. There Agent Phone 2-3475 Market St. SAN FRANCISCO 450 Harrison St. The Breithof, West Coast Representative PUERTA de TIERRAA, PR. Pelayo 51La 5 San FRANCISCO 2018 Agent Phone 2-1096 PUERTA LA CRUZ Calle Miranda 16 BII Oppenhorat. Rep. Phone 2-6966 PUERTA LA CRUZ Calle Miranda 16 BII Oppenhorat. Rep. Phone 2-0966 PUERTA LA CRUZ Calle Miranda 16 BII Oppenhorat. Rep. Phone 2-1728 San YANNAH 2 Abercorn St. Jaf Morrison, Agent Phone 3-1728 Statt Market St. San YANNAH 2 Abercorn St. Jaf Morrison, Agent Phone 3-1728	TAMPA	Ontario Phone: 3-3221 PORT COLBORNE

Cal Tanner Mobile Port Agent

Quitting Ship? **Notify Union**

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

Ten Men Give Blood For Seafarer's Child

Shipping is still very slow in Boston and we are not quite sure what the next period will bring in the way of jobs.

Ships paying off were the Abiqua of Cities Service; Queenston Heights of Seatrade and Bull's Hilton. The same ships signed on again.

In-transit vessels were the Antinous and Chickasaw of Waterman; Bradford Island of Cities Service and the Robin Hood of Seas.

We had a rush call for blood for Beverly Cummings, the daughter of Tom Cum-



Gordy

home. The membership was highly cooperative, with ten of the boys leaving the hall in the middle of a snowstorm to go over to the hospital to do- time. nate their blood. These men were Robert Lang, John Sullivan, Gaeton Lightbody, Lawrence Melanson, Glenson Brooks, Frank Robbins, Earl Harrison, Vernon Warren, Lindley MacDonald and Truman Patriquin.

Men in the USPHS hospital are T. Mastaler, J. Duffy, F. Mackey, R. Churchill and R. Rogers.

D. Hodge and T. Fleming just shipped out after a long spell on the beach here. F. Simione and Chris Karas were working ashore making ends meet until they could ship on their old home, the Ann Marie of Bull. Some of the fellows on the beach want to know where the hot ports for shipping are. Men on the beach include B. Gordy, W. Prince, J. McLaughlin, J. Fawcett and J. Beresford.

James Sheehan

Boston Port Agent \$ \$

New Orleans:

Election Hot Issue In Port Of New Orleans

\$

Since the last report shipping has been okay in the port but we must for once say the outlook for the coming two weeks is bad, unless we get the chance to crew up some of the idle ships that are here in the port. We have the Sunion (Kea), Frederic C. Collins (Drytrans), and the Tainaron (Actium), awaiting orders. With the expansion of the grain facilities here in New Orleans we were in hopes of hearing about the loading of these ships and movements in the grain trade. From reports, there is not a single keel to be laid in 1954 for 1 an ocean-going passenger or cargo vessel in the United States. Decline in shipping for American seamen can be laid to the decline in our merchant fleet, as figures will bear it out. Directly after World War II, American ships carried 65 per cent of the country's foreign trade, today they carry 28 per cent. During World War II General Eisenhower cited the importance of our merchant vessels: "When the final victory is ours, there is no organization that will share its credit more deservedly than the merchant marine." Figures backed up his statement: World War II

merchant marine casualities were San Francisco: 6,000 seamen and 600 ships lost in action. Could he, after being elected president, forget his words and praise for the merchant marine?

Duska "Spider" Korolia, who nearly cashed in his chips recently, seems to be doing fine as he was

out on a pass yesterday. C. "Red" Cobb who has been a convalescent for the past few months is looking forward to seeing the better side of life as he has hopes of

joining his many friends on the

beach outside the drydock and hoping to be shipping before long. Back in the hospital since being discharged last March is brother mings who is Ernest E. Gross. Brother Gross has been in the hospital over two full sailing on the been in the hospital over two full Bradford Island years off and on since 1950. A as cook. The girl speedy recovery is hoped for by was badly burned brother Gross's shipmates.

when her cloth-Tuesday, January 26, is election ing caught fire day in New Orleans and the teleas she was putvision time is about taken up with politicians. If it was left to the Men in the marine hospital are ting a pan into the oven at kids who miss out on the programs to vote, it would really be a hot election as they really are burnt up here in NO with only two channels and one of them is on part

> There are plenty of people running for plenty of jobs, but it will probably be after the first primary before they really get down to business with the elimination of the majority of the candidates. There is quite a lack of labor candidates with one only coming out strongly for labor and in turn being backed strongly by the various labor groups in his district. He is Fred Cassibry who is running for Councilman from District D comprising the 5th, 6th and 7th wards of the city. An attorney for the building trades, he is without a Union and various other AFL and CIO groups.

Ships paying off were Mississippi's Del Oro, Del Santos, Del Mar and Magnolia Mariner; and Waterman's Chickasaw, De Soto and Iberville. Signing on were the Del Mar and Del Sol.

Ships in-transit were the Alçoa Patriot, Alcoa Corsair and Alcoa Polaris; Isthmian's Steel Scientist; Mississippi's Del Mundo; Seatrains New York and Savannah (Seatrain); Waterman's Claiborne and Monarch of the Sea; South Atlantic's Southport; Bloomfield's Marie Hamil and the Southern States of Southern.

Lindsey J. Williams

Three Waterman Ships To Pay Off Next Week

Shipping has been holding its own and in the next two weeks it is expected to be the same. The way the picture looks now there should be at least three Waterman ships paying off before next meet-

Ships paying off were the Madaket, Gateway City and Kyska of Waterman; Blackchester's Amerocean and the Lewis Emery Jr., of Victory Carriers. Signing on were the Topa Topa and Kyska of

In-transit vessels were the Steel Seafarer of Isthmian; Alcoa Pegasus; Calmar and Seamar of Calmar; Waterman's Young America, Hastings and Azalea City, and the Longview Victory of Victory Carriers.

Oldtimers on the beach include C. Nien, R. Moisant, J. Arellanes, D. Pierce, V. Collins, C. Newton, H. Dell'Orfano and E. Glazowski. H. Choe, W. Timmerman, F. Haigney, W. Singleton, J. Childs, O. Gustavsen, P. Suzon, J. Singer, W. Keller, B. Davis, W. Loss, M. Wilson and B. Robbins.

Tom Banning

San Francisco Port Agent

ま \$ \$

Savannah:

man.

Union Settles Beefs On Two SIU Vessels

Fine is the word for shipping in this Georgia port, and we expect it to keep along the same even keel for the next period.

The City of Alma (Waterman), paid off and signed on again, while in-transit vessels were the Council doubt a friend of labor. He is also Grove of Cities Service; Steel Dian attorney for the Electricians rector, Hooster Mariner and Steel Scientist of Isthmian; Robin Gray and Robin Kirk of Seas; Seatrains New York, Savannah, twice each (Seatrain); and Bienville of Water-

> We had beefs on the Seatrain New York and the Steel Director, Ponce of PR Marine. but we are straightening out both matters and will see to it that there is no trouble in the future. On the Steel Director, the skipper has been giving the boys some headaches. It seems that he can't be talked to by any delegates and tries to run the entire ship by himself. On the Seatrain ship the them right. Maybe they'll have bettrouble is with the mate who has ter luck now that Hialeaft has used up about a dozen bosuns in opened.

the past year. They don't want to

ness and we are going to see that | Seattle: we get a little cooperation or a new mate.

PORT REPORTS

Governor Herman Talmadge signed into law legislation prohibiting policemen from joining an officers' union in the future. Talmadge issued a statement in signaffirmed his belief that "no legal in the path of labor's unquestioned happen. right in this free country to organize, bargain collectively and strike when reason demands it. This belief, however, does not extend to peace officers who are sworn and have the strongest protect the peace impartially, with- be a temporary condition. out fears, favor or derilection of duty."

-We haven't had any snow here, but we sure have

been cold for the past couple of days. That Yankee weather ain't to our liking. Oldtimers on

the beach at the moment are R. Nash, C. E. Lee, L. A. Dewitt, J. W. Craven, W.

Moore, E. Jordan and C. W. Jordan. Dewitt is a boy who just got married down this way.

Dewitt

Some old boys in the USPHS hospital are P. Daugherty, F. U. Buckner, J. Littleton, E. Debardelaben, J. Kramer, J. Smith, S. Small, A. Cohen, P. Bland, J. Siney, B. Rickard, W. C. Lee and J. M. Power.

Jeff Morrison Savannah Port Agent

\$ 5 5

Miami:

Tourist Season And Shipping Are Slow

Shipping has been fair for the past period and will continue along the same lines, at least.

The Florida of P & O paid off on vessels were the Yaka, De Soto and Iberville of Waterman and the

The tourist season is slow down here and everyone is complaining from the Chamber of Commerce on down. CC is still advertising temperatures in the 70's while they are down in the 30's and 40's. Also, the boys are complaining that the horses and dogs are not treating

Eddie Parr

Slow Shipping For Port Of Seattle

Shipping in the past period was a little slow. In fact, it was the ing the measure, which labor had worst Seattle has had in several urged him to veto, in which he re- years and likely the last extremely slow period we will have for some stumbling blocks should be placed time. Just one of those things that

We attribute the slow shipping of the past two weeks to a postholiday letdown. Contrary to our expectations, not as many boys got off for the year-end doings. Guess they like where they are and want moral duty to enforce the laws and to homestead awhile. It should only

> The next period begins with a bang-a full crew was shipped to the Liberty Bell (Tramp Cargo)." This is the fifth Liberty to come out of temporary lay-up in the past two months and we don't expect this to be the last.

Ships paying off were the Holystar of Intercontinental and the Seacoral of Coral. Signing on were the Ocean Lotte and Ocean Betty of Ocean Trans. Intransit vessels were Waterman's Azalea City. Dolphin's Capt. Palmer; Seacomet II of Ocean Carriers; and the Alamar and Calmar of Calmar.

Oldtimers on the beach include J. Walker, F. England and J. Risbeck, while men in the marine hospitals included Lee Broussard, Jack Stough, C. E. Dudley, W. K. Gulley, J. B. Garrison, L. Hodges, C. E. Johnson, J. L. Milner and J. Wells.

> Jeff Gillette Seattle Port Agent

2 1 1

Galveston:

Shipping Is Cold In **Lone Star State**

Shipping has been very slow for the past two weeks and it is not expected to improve much in the coming period. We can only hope for the best.

Ships paying off were the Genecontinuous articles, while in-transit vieve Peterkin and Margaret Brown of Bloomfield. Bloomfield's Marie Hamil signed on again.

> In-transit ships included the Val Chem of Valentine Tankers: Michael of Carras; Del Oro of Mississippi and the Scatrains New Jersey, Louisiana and Texas.

> On the beach now are J. Riley, O, Orr. B. Mitchell, J. McRae, B. Lynn and E. L. Render. Men in the hospital include J. Parks, A. Sistrunk, H. Ledbetter, R. Stetson, C. Hill, C. Adkins, C. Rasmussen, F. Idell, M. Fontenot, H. Reynolds, E. Lachappelle, C. Kogler, H. Liles,

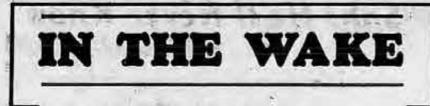


New Orleans Port Agent	sail	with him b	ecause o	f his pett	i- I		mi Por		J. Markopolo and D. Patterson. Keith Alsoy Galveston Port Agent
A&G Shippin		igg:	3			ALC: NO.	23		Speak Your Mind At SIU Meetings
	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	Contractor States	TOTAL	Under the Union constitu- tion every member attending
PORT	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW.	SHIPPED	a Union meeting is entitled to nominate himself for the
Boston	15	17	12	44	10	6	4	20	elected posts to be filled at
New York :	112	115	81	308	33	41	34	108	the meeting-chairman, read-
Philadelphia	26	39	25 .	90	17	18	17	52	ing clerk and recording secre-
Baltimore	133	89	71	293	82	60	56	198	tary. Your Union urges you
Norfolk	14	17	8	39	9	5	4	18	to take an active part in meet-
Savannah	18	17	11	46	18	10	14	42	ings by taking these posts of
Tampa	. 26	28	24	78	10	8	9	27	service. And, of course, all members
Mobilé	75	. 54	57	186	77	55	62	194	have the right to take the floor
New Orleans	92	. 76	93	261	87	63	67	217	and express their opinions on
Galveston	35	18	16	69	17	16	9	42	any officer's report or issue
Seattle	32	27	15	74	7	4	5	16	under discussion. Seafarers
San Francisco	59	67	62	188	51	45	41	137	are urged to hit the deck at
1. Solve and the second s	26	24	28	78	15	6	12	33	these meetings and let their shipmates know what's on
Wilmington					7.5				their mind.

Page Twelve

SEAFARERS LOG

January 22, 1954



One of the first clipper ships, built outside New York, the Surprise was designed by Samuel 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. t ±

Although Columbus had an astrolable, 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 rine life scientists in Florida hold astrolabe was not a very accurate instrument. It is believed, however, that Columbus was the first huge turtles live, and that it's navigator at sea to record compass probably no longer than the avervariation by comparison with the direction of the North Star some are known to have reached (Polaris). He is also said to have at least 150. The idea that large used dead reckoning, the method size indicates long life is also beof finding the approximate posi- ing contested, due to the fact longitude that came into use soon century.

ACROSS

Away from wind

5. One of the

1

Next month is the 150th anniversary of a naval incident in which the son of a US naval com-Pook, then only 23, and was built mander 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.

\$ t t 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 121/2-day trip from the Equator to within 200 miles of San Francisco. But it took her an-

other week to make those 200 27, 1951, when miles.

t ± t The popular belief that blg sea turtles live for hundreds of years appears to be taking a licking, if the experiments conducted by maup. The feeling is that actually no one knows just how long the age human life span even though experiments reached a length of pounds in only four and a half.



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

John Jederlinich, 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. \$ \$ 1

William Bergquist, pumpman: It was way back in 1916 in the Bay

> France. We were in the storm four days and the seas pilothouse and smokestacks. She didn't blow, but

t \$ 3 Vincent Retcliff, OS: I was a passenger on the Warrior on March for lime juices and tea leaves.

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.

\$ 1 3 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.



CHARLES MACDONALD, Wiper

farer Charles MacDonald has been more than a year, dug in on the going to sea for more than 12 side of hills. years, ever since he first began high school. Not that his studies suffered, but the young Seafarer vision, MacDonald spent more than often would ship out between a year in and around the "Punch terms, during summers and at ir- Bowl," "Heartbreak Ridge" and regular intervals when the mood "White Horse Mountain" areas. 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, of Biscay, between Spain and 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 hit us broadside, he learned to drink coffee and he tearing away the hasn't stopped since. Black coffee it was, says he, with no milk and pouring down the less sugar, and belay the man who tried to spike that cow punch with a little sweetness. It was odd, too, we drifted helplessly for 36 hours. he felt, that he should be introduced to the ways of the bean upon an English ship, long noted

> 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 perand headed directly for the com- along with a wife.



Though only 26 years old, Sea-| bat zone in Korea where he spent

Saw Plenty of Action

Attached to the First Marine Di-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.

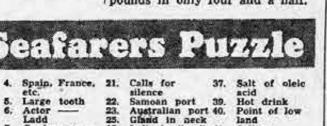
Macdonald earned his US citizenship through his hitch with the Marines, getting his final papers while in service. The Marines aren't through with him yet, however, as he still has six years to serve in the Corps as a reserve. Once a Marine, he says, always a Marine.

He is single and plans to stay that way a long time, according to present plans. Says he doesn't have fection, Mac was shipped overseas ulcers and doesn't want them



earthquakes in one day. . . . A provided the Polish government joint statement by Prime Minister abandoned its eastern frontier dehurchill and President Roosevelt

Mexico City was shaken by three |"strong and independent Poland," attacks



tion as determined by latitude and that a green turtle involved in the after the adoption of the compass almost four feet in ten years and for navigation around the 13th a loggerhead turtle weighed 80 **The Seafarers Puzzle**

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SEAFARERS LOC

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SEAFARERS * LOG Vol. XVI. No. 2

January 22, 1954

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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 alowed 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 the furniture people and got them



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.

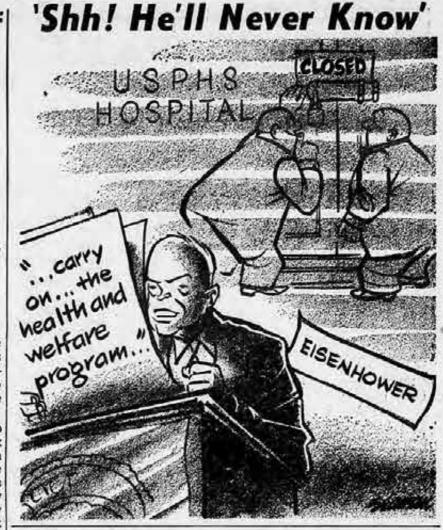
She had a bad infection and for a the bills.

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 to agree not to take the furniture away until I could get straightenhouse, which was a welcome relief to all of us. 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



sudden layoffs when sales slack off among as many men as possible. 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 inventorics 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 gunwhipped by a deputy sheriff in Thiboadaux, 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.

2

A 12-year-old fight for back ployees of the Eastern Uniform Corporation by the CIO Amalgamated Clothing Workers. The total when the company closed its plant in November, 1941, claiming bank-As a result, my family is getting ruptcy, 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.

An industry-wide policy to avoid as to spread the work around

* * *

A hat on every giri'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 wages has been won for 369 em- in the walkout at the company which manufactures drugs and pharmaceutical products.



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

slightly premature) funeral oration. Congress, which has the final say in these matters, may think somewhat differently ed out and take care of things myabout it if Seafarers keep notifying their Representatives how self. The furniture stayed in the amounts to \$32,362. The case arose 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 of another child. So you see I have 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 the fine work the Union is doing procedure so that Seafarers can keep up with the operations to help the seaman. of their Union constitution. " a summing of openant, saw

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 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

... Mates Lorenzo

3 3

Workers in the oil industry are considering a shorter work week in the event that the petroleum law in 1951, but the Santa Fe is industry decides to start laying off resisting union demands on this men. The CIO Oil Workers Inter- score. It is expected that the test national Union said that if layoffs case will eventually wind up in become general the Union intends the US Supreme Court for final to ask for a shouter work week so decision

* * * The much-troubled Long Island Railroad, long the target of com muters' 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 bencfits. The Long Island has long had financial difficulties and is asking for fare increases at the moment.

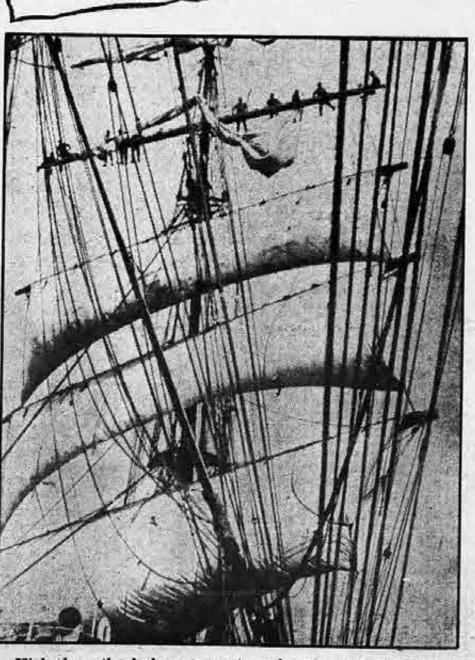
t t t

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 I THEFUL

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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 life₄ 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 roman-it c "iron ships."

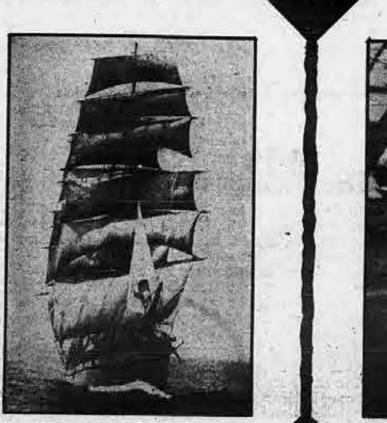


High above the deck on a cross-tree, the crew unfurls a sail.

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Page Sixteen

SEAFARERS LOG

January 22, 1954



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 com-

pany, 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.

34

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 3,600-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 Southhampton (England) docks.

\$

2 3 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-weekstrike 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 Misr, 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 sternnext 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 glant 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

SEAFARERS in ACTION

There's nothing like the anticipation of a party to brighten shipboard morale and keep men cheerful, or so they say. Anyway when somebody broached the subject of a Christmas Party on the Hoosler 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 Nicholson

James L, Nicholson, John J. De Poo, and Brother Carlos were delegated to make all the arrangenments. 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.

1 1

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, 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.

Kerr

Another Seafarer who was men-



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

cheek on the hands.

Cross and other agencies.

Kneels On Knee

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

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 fore-

arm. The opposite foot is placed near the

elbow of the other arm. For those who find

The operator kneels on either his right

To use the back-pressure arm lift method,



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.



a minimum interval.

As is normal with all respiration techtioned for doing a solid job was niques, it's important to see to it that the Joe Falasca, ship's delegate on the subject's chin does not sag, and that the

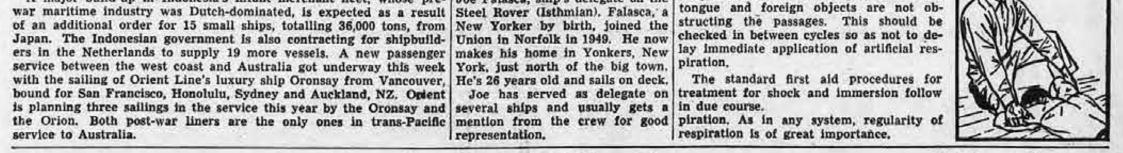


The second step is the positioning for the expansion phase. The hands are lifted off, and the operator rocks backward on his heels placing his hands on the victim's arms just above the elbows.

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





Pretty Big 'Schooner' By Bernard Seaman Burly THAT'S THE NEW HI, FELLAS - WHERES A.B. - SURE TRAVELS THE FOUR-TO-EIGHT LIGHT, EH FOC'SLE P!! BURLY YEAH - THAT'S WHAT I CALLS HOONER-RIGGED



US Maritime Administrator Louis S. Rothschild says the Government will go ahead with experiments to boost the others who aimed to cut down the efficiency of war-built Liberty ships by 50 percent if Con-

gress gives the green light to+ the cost of a planned conver- of the Propeller Club of the Unision program.

Rothschild revealed that the Federal Maritime Board was planning "laboratory tests" on several ber. 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

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.

ted States, suggested conversion of the Libertys at hearings before a Senate sub-committee last Octo-

Gallagher offered plans for a program which would enable the 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 wholely 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.

(Continued from page 3)

mies such as the railroads and 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 Libertys to do as much as 18 knots 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, equipment and similar paint, 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 Masters, Mates and Pilots; Hoyt transfer is in the interests of the Haddock, NMU; Ben Man, NMU; transfer is in the interests of the

union representative to be present | neers; William Steinberg, CIO Raat 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 USowned economic cargoes or Government-financed cargoes to be carried on American ships. No aid of any kind to be given to runaway 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 fairlyconducted, 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 drailed 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,

dio 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, WFOW; 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) fected 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 hereby 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.

NLRB Backs AFL-ILA Charges Of Intimidation In Dock Vote

(Continued from page 5) the Labor Board was the fact that nounced decision to "clean up" dock foremen and hiring bosses the organization. Details of the threatened men with the loss of clean-up plan were not announced jobs unless the ILA won the elec- other than to state that certain tion. Buses were chartered by the locals would be consolidated in the US merchant marine. A maritime H. L. Dagget, CIO Marine Engiold ILA to go from pier to pier future. picking up voters, who were told

past weekend produced an an-

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 softpedaled 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



Longshoremen pickeling on 29th Street pier, Brooklyn, take a coffee break. AFL-ILA won reinold ILA representatives over the statement of shop steward as result of strikes, " f. t. ...

Put Number On Meeting Excuses

Seafarers sending telegrams or letters to the New York headquarters dispatcher asking to be excused from attending headquarters m e m b e r s h i p 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.

East African Natives Moving Up In Social Scale With Cov'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 Kipipiri 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.

When an African swears to uphold Mau Mau law, reports Sea-

farer - 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 emmuch worse. He has little clothing, mostly leftovers, and his pay each dinner for two in New York City any afternoon.

Kronmel

pounds or \$14 million has been without a struggle. 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 clock and modern machinery is seen for the first time all over goods are high at present and the good. African stevedore and laborer who never before had the right to

for him. Arbitration is going on right month only would buy a decent now between the stevedore unions and their employers. For a complete shift of approximately eight The Kenya government has been hours, the worker receives the

shocked into a more liberal post- equivalent of \$.65. Recently, a full fruition he says, with little tion regarding the natives, in addi- raise of almost 100 per cent was common sense on all sides.

tion to which pressure from Lon- asked by the workers, giving them don has produced quick results in \$1.05 for the day's pay, but it is this land. A school system that only in the talking stage. A strike never catered to the non-European threatens Tanga and Dar-Es-Sais now welcoming Kyukyu, Indian laam if the deadlock, going on for and Asian elements into the uni- 17 days now, is not broken soon. versities. A sum of five million The employers aren't giving in

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 under-The Mombasa docks work around standing among races. The big copper industries of Tanganyika and Rhodesia are trying to break the the port area. Prices on consumer | color line and the success has been

The next step under consideration by the copper people is the ployer is dissatisfied, he is called strike, today has unions to fight 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

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.

holidays in the United States? Each

Did You Know

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,

ized Seafarers received the annual \$25 Christmas bonus from the SIU defeated by Jack Johnson, who had Welfare Plan? The trustees of the beaten the man, who in turn had Plan at a meeting early in Decem- defeated the fighter whom Jeffries ber voted to approve the bonus had declared the winner in the which is payable to any patient in bout he refereed.

That there are no "national" | the hospital for more than one day during the week of December 20-26 inclusive. As usual the Christmas bonus was paid in addition to the regular \$15 weekly benefit paid to all eligible Seafarers for as long as they are hospitalized.

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.

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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.

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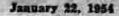
That when James J. Jeffries abandoned the heavyweight boxing crown in 1905, he named two fighters as the logical contenders for the title and refereed the That an estimated 200 hospital- bout? Five years later, when Jeffries tried for a comeback, he was

Seafarer Blues – Before The SIU Contract



By B. McCoullough and A. Whitmer





SEAFARERS LOC

Page Nineteen



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 execellent 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 blubs 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

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-

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 Davit 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!"

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 interocean 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

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.

after the deed but has him locked in durance vile before they say, nothing sails like the the crime is committed. What Tagalam. caused them to lose faith in all these evidences of the modern, the crew, is the last trip of the split-second world in which they Tagalam. The old vessel, writes live is the ship itself. Nothing, the lads, took all of ten days to go

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.

In support of this thesis, says

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 calumny 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.

Crazy, Man, Crazy

Jack Horton engine delegate

aboard the Seavictor, sports

a new, crazy hat he bought re-

cently on the beach. The photog didn't say whether or

not Horton got the fancy

chapeau from the SIU shore-

side sea chest.



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)

SEAFARERS LOG

Seaman Learns Sad Sun O

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 the

nothing else, have convinced call. He got more gall from the behind. Upon reporting to the him that there is nothing like company than call, but that came ship, he said, he found it to be an the SIU.

up with Sun Oil in order to be able a ship in Houston, Texas; so he old rust pot was called the S. E. to ship out when he received the packed his gear and left Beaumont

later in his story. After much old motor vessel and the only thing Halbert, so his story goes, signed waiting, Halbert got a call to man new about it was the crew. The Graham, but the boys redubbed it the S. E. Groan for obvious reasons.

> The scow made six knots with-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 the last few years has been basket- Square Garden after a game. The was had and he knew it, but no amount of crying or arguing could cleaned its skirts of betting 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.



By Spike Marlin

It's long been deemed proper, [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 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 a fix simply aren't worth the risk.

over the betting activities of Jack Fort Wayne Pistons.

So far Molinas has only been aca buck or two on the horses. But the amount of money involved. is one sport that pretends betting seems hardly likely he would doesn't exist. But right in the bother to put through long disshadow of the "No Betting" sign tance telephone calls to New York the sporting gentry will wager you for that purpose. It's being asked on whether the next pitch will be if Molinas was involved in his a strike or a ball, whether the bat- college days and was still under the thumb of a big money bettor.

January 22, 1954

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 betare automatically banished from the ting 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 hundred or a few thousand dollars broke a couple of seasons back. that could be gained by attempting That's hard to believe if you take a look at the money passing hands The big culprit in the fix racket outside New York's Madison ball. The sport had just about crowd on the sidewalk is so thick and so busy you can't fight your troubles a couple of seasons back way through. And with so many when a new scandal blossomed hundreds of teams operating crosscountry, it wouldn't be surprising Molinas, a professional with the 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 Bucci, ship delegate, left, for the cameraman.



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.

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-like 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 backs of the Richey 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 tenyear 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 received an honorable discharge in

"Donald M. Richey," his merchant marine, Richey sailed time for Thanksgiving dinner with for two more years, getting off his his family. It was soon after that last ship, the Robin Sherwood, in that he went on his final voyage.

LLEY GLEANINGS

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*

though perhaps foolish, to wage cused of betting on himself, but few realize the amount of dough about \$400, is so ridiculously that changes hands at other sport- small for a player crowding the ing events. Baseball, for example, \$10,000-a-year bracket that it

out straining its jet motors to ter will get a hit, how many innings the pitcher will last, how many runs, if any, will be scored

foreign dishes and menu items came a regular Sunday feature. 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 chlef 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

Tubo, who's been sailing in the SIU since 1947, said he found a heat will cause the chicken to typical reaction to the dish on shrink altogether. Serve with boil-Robin Line ships, when passengers on the African run found it on the cidentally, can be followed with Engineering Combat Battalion and menu. Since they had never heard big chunks of pork or beaf, except of it before, they considered it that in the case of pork, it should September of that year, with some suspicion, but after it not be in Returning to his first love, the was trotted out and served, they an hour. with some suspicion, but after it not be in the oven much more than

get the inside track on popular kept asking for more, and it be-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 soupspoons 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, Tilan, cook the combination in the same large pan you would use for a goulash, for 3-4 hours in a low oven. Too much ed rice. The same preparation, in-

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

\$ \$ \$ **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

Cantwell 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.

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.)

t t **Complains** Of No Leave In Korea



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 preciate them. contract, too.

There is only one thing we need on the Ponce and that's an SIU cerning the "old man's" wife. You slop 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 SEA-FARERS 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 SEA-FARERS 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

To the Editor:

SEAFARERS LOG

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 ap-

Last year I happened to see, in a copy of the LOG, a cartoon con-



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 t 1 1

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 erew 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 put over their point. 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. 1. 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 エエエ



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 contacted 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

\$ \$ \$ 1 **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 Breithoff 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! . 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

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

To the Editor:

This is just a note to let the Unlon 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 !

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.

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.)

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 strengthen our determination to the USPHS hospitals for the benefit of merchant seamen, US Coast has wavered in the face of such Guard employees and other Fed- threats, and I hope no one does the past 33 years. eral employees, who are now being give in to them. served by these hospitals.

When my attention was first the troublemakers, but only one especially the friendship and courcalled to the recommendation made



to the Secretary of the Department of Health. Education and Welfare that funds for the op- Atlantic Drive eration of USPHS Individual One 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 himself with even one Atlantic 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 Gets Booby Prizetouch 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.) 李 \$

SEAFARERS LOC

It was agreed by the medical

would be beneficial to my health.

Without any further notice I made

preparations for my departure from

New York for good old New Or-

leans where I had shipped from

There is something about New

On my arrival I made a survey

of some of my old haunts and be-

Orleans that is beyond expressing,

More of the same happened to Ships To NO For

To the Editor:

were hit with the syrup. Also, we Health. Likes It

man has had courage enough to tesy expressed by its people.

·LETTERS 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. profession that a change of climate In addition to meeting nearly everybody, I met the crooner, Moon Kouns,

Paddy Farrell 击 \$ \$

and also resided on and off for 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.

astounded to see In this city there is a most exthe many changes quisite place where a seafaring man can enjoy himself. The owner is a perfect host and the in the city in 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 exseafaring 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.) * * *

Welcome Sight

I am now starting my fourth found a number of SIU men who year as a member of the SIU family, and once again I am very McDonough for his interest in the happy to belong. I had to pay off Seafarers on the beach. I might 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. McCollian * * *



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

* *

I would like to thank you for

ing all around the ports. It sure

makes me feel like shipping out

Ernie Pascucci

About Shipping

To the Editor:

Wisconsin,

Stony Creek Is Not Up To Par To the Editor:

January 22, 1954

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 dissen-

sion 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 to-



gether 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 Gibralter, 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.

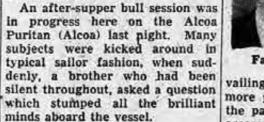
The captain and the mate came up with the idea that-only one sailor would be required on watch and that the other two would have to get rich some other way. Anyway, the deck department voted to follow the agreement - three men on watch.

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 Crewmember List rounds that the "Filthy Creek" is headed for Monkey Wrench Cor-Here on the good old Neva West ner. Let us pray. The name was hung on the ship by the Navy 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.



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

Harry Kauffman when his shoes

SIU men aboard have been threat-

ened on the messroom bulletin

boards and on the blackboards be-

lew. We were warned that we had

better get off or the trip north

would be rough. Such threats only

stay. Not a single SIU man aboard

The revokers seem to be leading

sign his name to anything. I go

t

Herman Duran

\$

now, but I shall return.

t

To the Editor:

The answer came from a softspoken brother whose words brought a crimson tint to many a in the 48 states in the near future 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 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."

This struck me as being an adequate reply to the question. If, however, this unhappy experience has awakened the membership to our individual responsibilities in these drives, then something important was accomplished after all.

Frank Reid 1 1 \$

Frances' Food To the Editor:

In the food department, it looks like Bull Lines is taking up where Calmar left off-at least as far as the Frances is concerned. Since this ship crewed up in Philadela stereotyped beef at the een

Farrell more progress had been made in

ing projects that have been completed throughout the city and suburbs are a credit to the prevailing administration. I saw that

lieve me I was

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 at the current rate of progress.

I visited the Catholic Maritime SIU Agent Is Club, 711 Camp Street, and was cordially greeted by Rev. Mc-Donough: I was so enthused that I To the Editor: decided to stop at the place. I had the highest praise for Father 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 seament. 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. Two Tinys Top In the rear there was a large room with seats around and in the middle of the room there was a trap | To the Editor: phia on October 18th, this topic door that led down to the saloon underneath. When a Seafarer 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 potations.

the past five years. The build-

Offensive Starts On Board Henry To the Editor:

10

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 imita- future. tion maple syrup on my bunk. How childish can you get? I wonder how they'd act if they lost?

I have not mentioned the inci- Thanks Men For dent to anyone, because this juvenile delinquent undoubtedly told all his buddles about it and they To the Editor: 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 to me. May God bless each and this takes place, and I discover the every one in the New Year and papers to take a snooze. Many of culprit, there will be a summary execution.

stretched to the breaking point and the past. I am known to seamen I may not be able to hold on much as "Mom." longer. ten to dorthis with

meetings, but the situation has remained unchanged.

This is one of the worst feeding ships most of us have ever been on. If we can't improve the condition for our unfortunate selves, we can at least warn anyone who has designs on sailing her in the

> Fred T. Miller \$ * *

Xmas Present

I take this means of thanking every seaman who was in the USPHS hospital here in Galveston, Texas, for Christmas, for the nice Christmas gift that was presented smooth sailing.

I will be on the job this year My patience long ago was the same as in all the others in

Box Car Bed

At night, many of the brothers Likes To Read 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 sending me the LOG regularly.' I up the ladder on the side of the box car and spread out their newsthem would wake up in the Elysian Fields, or Galveston, which are two points apart. The cars just one more time, even though you. would move everywhere. However, I am way over here in Kenosha, the old timer knew which one might be around for a while, and

Elmer Black

\$

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

Settled SIU Man Wants LOG Sent have enjoyed reading about the To the Editor:

\$ \$

Now that I have a permanent SIU ever since 1947, as well as all about the things that are happen- home in Baltimore, where I am shipping, I would like to have the LOG sent to me regularly. Thank

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

Mrs. Alice Knowlton

SEAFARERS LOC

Fage Twenty-three

Junuary 23, 1984.

Vikings-Pirates DeLuxe

Best known of the earliest seafarers are the Vikings, thet 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 ticularly grisly affair, 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 con: to serve as supply and manpower descendingly 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 dinavian fatherland. Since our 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 Blood-curdling sacrificial rites 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.

Vikings were the most feared raiders in memory. They were supert 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 parsailed for home and the plaudits

Established Colonies

of friends and families.

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 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 Scanaccounts 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.

Christians the victims. The Vikings remained barbarians until Leif Ericson was converted to Christianity. The son of To their potential victims, the 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 ter a concerted campaign, where shipbuilding nations. Their ship former paganism wherever he en- weapons inevitably wore down the with his father, Eric the Red, who tions. After this they were free were conducted, with reluctant regarded the strange Christian to plunder at will.

rites as sacriligious. 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 conquerers. The victors parcelled including Charlemagne, possessed 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 and the northeastern part of the the German Rhineland, and the re- as many men as it had rowers. One

stamping out every remnant of his the Vikings superior numbers and countered it. In doing so he be- resistance of the defenders. They came involved in a death struggle then moved in for mop-up opera-

> 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 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

designs indicate an influence dating back to the seagoing Baltic tribes in Roman doys. 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, an adequate navy.

12,000-Man Fleet

By the time of Eric the Rcd and Leif Ericson, there are records of craft with 20 to 30 rowers' benches, which meant 40 to 60 oars, since by as much as 450 years. Among conquest. Areas where there is each bench held two rowers. The evidence of this are the fox grapes, strong evidence of this include the vessels operated on rowing shifts, native to the east coast of Canada section of Ireland around Dublin. so each ship carried half again



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 marconed 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.

United States, which were successfully transplanted to Iceland and the Scandinavian penisula and grow there still.

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 strategle 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 thta 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." AI-

gion around the mouth of the Loire River in France.

Even during the barbarian age, the Vikings were superior to the Those who claim there was no Christian nations in material pos-Viking landing on the North sessions, particularly those relating to naval adventure. They were the most advanced of the

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. antis Comments with

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 warriors teach oarsman the 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 mailshirts, 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.

SEAFARERS LOG

121241212165 DIGEST of SHIPS' M

VENORE (Ore), December 16-Chair-men. V. Lucas was elected ship's dele-man, Bill Mitchell; Secretary, Bert Shan-gate. Motion was passed to take the beef on pulling ice to the boarding pa-trohman and see if it can't be straight-ened out. Mate should be asked about

sougeeing foc'sles. SEANAN (Orlon), November 1 --- Chair man, A. D. Williams; Secretary, John Fisher, There is a balance of \$50 in the ship's fund; \$15 was used to buy a radio ship's fund: \$15 was used to buy a radio speaker. Robert Wagner was elected ship's delegate. Discussion was held on making repairs before painting, but af-ter weighing the matter we thought it might be best to paint now, while the captain is in the mood. Messhall should be left clean: last standoy should put the finishing touches to the messhall tables. Wipers and OS will clean the laundry and the steward department will be responsible for the recreation room. November 14—Chairman, E. F. Benson: Secretary, A. D. Williams. Repair list

November 14—Chairman, E. F. Benson: Secretary, A. D. Williams. Repair list was given to the captain. Water sample will be sent to New York as soon as pos-sible Letter was read by the steward delegate on the chief cook changing jobs because of health. Bosun promised the ship's delegate that the chains and oil barrels blocking the No. 5 hold will be removed. There should be a regular time for the slopchest to be open. Cap-tain will be asked about having the elec-tric fans cleaned and painted. If the stove goes on the bum again the steward department will have to arrange to take department will have to arrange to take care of it. Men working on OT should make their own coffee and not take the watches'. Capitain will be asked about seinding air mail from Guam.

SUNION (lea), December 20-Chairman SUNION (lea), December 20-Chairman, Antonio Sirgrano: Secretary, Walter R. Geis, All refrigerated stores should be removed before the next voyage. Ship's delegale should collect fifty cents per man by payoff time to pay for the tele-gram sent to headquarters. Ship's dele-gates should contact the chief mate and chief engineer to have all quarters souged before arrival. Repair list will be turned in. be turned in.

FELTORE (Ore), December 13—Chair-man, Arthur E. Sanders: Secretary, Jack Todd, Arthur E. Sanders was elected ship's delegate by acclamation. Discus-sion was held on the water condition. Steward was asked for more variety in the night lunch. Repair list will be pre-pared by department delegates. Clean-ing of the laundry and recreation room will be rotated.

DEL AIRES (Mississippi), December 20-Chairman, David W. Clark/ Secre-tary, John W. Picou, Many items on the repair list were not taken care of before sailing. R. (Dutch) Vellinga was elected ship's delegate by acclamation. All menus should be written on a blackboard and ship's delegate by acclamation. All menus should be written on a blackboard and placed on tables. Fruit juice should be placed on all four tables. Something be-sides grapefruit should be served at breakfast every morning. There should be more variety in the night lunch. Menus should be changed more often. Brother Thomas Field was given a vote of thanks for the fine baking he has been doing so far this trip. Engine depart-ment should check coffee, sugar and ment should check coffee, sugar and cream during the daytime and not wait until 10 PM to do so. Steward put in a requisition for frozen food and ice cream in San Pedro, Cal. Ship's delegate will see the purser about giving the gang the clopchest items that they want, and also proper medical attention. Ship's deleproper medical attention. Ship's dele-gate should check the medical supplies for the ship, including the engine de-partment first-aid kit, prior to the ship's arrival in San Pedro, Cal.

12



SOUTHPORT (South Atlantic), Novem-ber 12-Chairman, R. E. Pierce; Secre-tary, J. M. Chassereau. Motion was passed to contact the agent in Savannah about having the ahlp fumigated after this trip. Donations for the ship's fund will be accepted at the first draw in the States. Name of man who missed ship will be turned in to the Savannah agent. Ropair list will be made up and mailed in from Alexandria, Egypt. New washing machine will be asked for as present one is worn out.

BALTORE (Ore), December 20-Chairman, E. Morgan: Secretary, Charles Hen-schkew. Men were asked to be more fully clothed in the future when enterschew. Men were asked to be more fully clothed in the future when enler-ing ship's pantry. Steward department meeds extra plates of various sizes. Menus of this ship will be given to the patroiman to be compared with other ships of this company, to see if the food abeard this ship is inferior. In-structions were given to the membership that in future they were not to discredit the steward department of this ship but direct their grievances against those who are responsible. In the future, when serving iced tea or other beverages con-taining ice, it would be appreciated if the pieces of ice were small enough to enter each individual glass. Crackers are to be included in future night lunches. Toaster needs repairing. There is not enough soap to clean the haundry tanks. Repair list for minor items will be given to the deck engineer so that they can be taken care of before arrival in Baltimore. in Baltimore.

SOUTHPORT (South Atlantic), Novem-ber 22-Chairman, R. E. Pierce; Secre-tary, J. H. Chasseread. Motion was passed to contact the Savannah agent about having the ship fumigated after completion of this trip. Donations for the ship's fund will be accepted at the first draw in the States. Names of the men who missed ship will be turned in to the Savannah agent. Department heads will be contacted about painting out rooms. rooms.



GATEWAY CITY (Waterman), Novem-ber 30-Chairman, G. E. Annis: Secretary, J. Woodcock. Ship's fund has a balance of \$12.35. Ship's delegate saw the cap-tain about windbreaker for flying bridge when men have to stand look out. Cap-tain would not have windbreaker put up. Chief engineer will be asked to paint out the engine department head, showers and rooms. Crew will yote before the and rooms. Crew will vote before the heat is turned on in the aft quarters. Department and ship's delegates will get Department and ship's delegates will get together and make up a repair list to be turned in to the capiain. Steward asked each man to change his own linen, re-turn coffee cups to the galley and keep the messroom clean after card and checker playing. Each man should clean up the washing machine after us-ing it. Deck and engine department continue men will take turns cleaning to sanitary men will take turns cleaning up the aft recreation room: each department will clean the laundry for a week at a time

ROBIN GRAY (Robin), December 16-Chairman, McInis; Secretary, Edward Tresnick. It is impossible for the deck department to get back without disputed department to get back without disputed overtime, for everything we secure the mate calls it for the safety of the ship. Patrolman will be asked to straighten the mate out at the port of payoff. Old washing machine will be repaired if possible. Ship's delegate will see the chief mate about giving the carpenter time to build shelves for the ship's library in the PO messroom.

TROJAN SEAMAN CAR. Sage. Company had agreed to much on the repair work needed, and said they but nothing was done except fixing the sereen doors and on the main deek and was elected steward delegate; H. Acosts was elected new ship's delegate; Ship's action they decide on in regards to the memory's negligence over the repair list. Misthiman), Decem Secretary BADGER MARINER (South Atlantic), December 21-Chairman. G. F. Shaffer; Secretary, A. D. Hill. The crew voted to put in for a linen allowance because of a shortage of bedspreads. Several questions that the crew has will be asked of the SUP hall in Honolulu. Ship's fund will be spent to telephone there. We are short of outies a faw items but the are will be spent to telephone there. We are short of quite a few items, but the cap-tain says he will not approve purchase of any supplies but fresh milk, fruit and vegetables until the ship reaches the States. Steward has a list of items that can be purchased in Hawaii, and he will give this to the captain upon arrival in Kalubui. Complaint was made about marving opheate the cites and this of the

Get New Books Through Agents

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

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

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

the LOG. Messman was given a tip from the crew for his splendid service and for keeping the messhall in such clean con-Receiping the messahi in such clean con-dition at all times. November 11-Chairman, E. M. Bry-ant; Secretary, W. Lachance. One man missed ship in Baltimore, two in San Juan. There have been complaints about the crew messman not being on the ball. Steward tried to straighten him out the man reduced to astraighten him out but the man refused to cooperate. Every-thing squared away to the crew's satis-faction at this time. Electrician fixed the hot plate for the crew and put it in

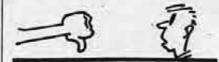
the pantry. MASSMAR (Caimar), December 6 — Chairman, John T. Wulten: Sacretary, Phillip 8, Livingston, Washing machine will be repaired in port. Repair list was turned in. Screen doors for the passate-way will be requested on arrival. Dis-cussion was held on the old crew's wash-ing machine, which needs repair. Sug-gestion was made to ask for crew dona-tions at the payoff to repair this. Sug-gestion was made that the crew stop patronizing the Atlantic Laundry, as this company does not render antisfactory company does not render satisfactory

INES (Bull), no date-Chairman, Ray Brown: Secretary, R. Donaldson. Ship's fund has a balance of \$42.38. Ship's delegate will try again to get some ac-tion on the repair list. John H. Emerick was elected ship's delegate; ship's fund was turned over to him. Soap and food situation okay. Vote of thanks went to the steward department, Patrolman will be contacted on the repair list. in Balbe contacted on the repair list, in Bal-timore. Crew messroom needs painting.

EETHORE (Ore) December 13-Chair-man, L. A. Underwood; Secretary, J. H. Kenselly, Handle on the washing ma-chine should be fixed as well as the drain hose. Steward will make out a requisition and hand it over to the cap-tain. Three new mattresses for the black gang will be placed on the requi-sition, and a coffee percolator for the saloon mess. There is no guard for the electric fan in the oller's foc'sler several foc'sles have no wind scoops. Bosun was taken off the ship in Puerlo de Hierro, Venezuela, on account of illgess, and the AB was advanced to bosun. **EETHORE** (Ore) December 13-Chair-

CUBORE (Ore), December 20-Chair-man, Chuck Hostetter: Secretary, Van Everetts. There is a balance of \$92.30 in the ship's fund. Man on the last standby should clean up the pantry after the night lunch; all brothers are to help keeping this spot clean. A brase for the coffee pot will be made by the machinist so it doesn't ge damaged in rough weather. Steward said he would make a big Christmas dinner, regardless of low many men would be aboard to eat. Crew wants wind chutes for north

cat. Crew wants wind chutes for port-holes and the deck of the night lunch pantry painted. Steward will get a new coffee pot and more silverware for the coffee room.



cross passages by sanitary men. heads are to be cleaned properly.

STEEL DIRECTOR (Isthmian), Novem-ber 4-Chairman, W. H. Moody; Secre-tary, A. Anapol. Captain will continue opening the slopchest every week instead of issuing cigarettes in a lump sum. Third cook is to improve his cooking of vegetables. Shoreside personnel should be kept out of midship house. All are to cooperate on this. to cooperate on this.

to cooperate on this. November 25—Chairman, F. Tampaly Secretary, C. Hughart. Captain and chief engineer refuse to pull ice on week ends, even though there is mone for meals. Deck department was cautioned to keep a close eye on the gangway in Calcutta. Delegates will get up a repair list and turn it over to the ship's dele-gate, so it can be turned in before leav-ing Colombo. Ship's delegate explained that due to the ice situation, making of ice cream would be cut down. Cook was asked to cook vegetables a little more.

TAGALAM (Seatrade), December 13 --Chairman, A. Goldsmit; Secretary, J. San-chez. F. Gaspar was elected ship's dele-gate. Each department should try to straighten out its own beefs before brin ing them to the ship's delegate. Ea Each department will make out a repair list. All repairs not done before reaching port will be brought to the attention of the patrolman. Patrolman will be arked to investigate delayed sailing from New York New York.

MICHAEL (Carras), November 25 — Chairman, Fred Bruggner; Secretary, E. Manuel. \$31 was collected for the ship's fund; \$1.50 was spent for stamps and \$6.70 for other items. leaving a balance of \$21.80 which was turned over to the treasurer, E. Manuel. Duke Livingston was elected ship's delegate. Linen must be turned in on linen day when receiv-ing fresh linen. ing fresh linen.

December 26-Chairman, Fred Brug-gner; Secretary, E. Manuel. Deck de-partment and steward department sailed one man short. Brand of washing powder is inferior. Linen will be issued piece by piece, due to the crew not turning in all linen. Messhall must be kept clean at all times.

OMEGA (Omega), December 26-Chair-man, L. Mooro) Secretary, W. Ward, S. Homka was elected ship's delegate by acclamation. 12-4 deck watch com-plained of too much noise in the mora-ing. Steward department was thanked for a wonderful Christmas dinner, Repair lists will be made out.

CATAHOULA (Nat, Navagation), Decem ber 29-Chairman, D. Visser; Secretary, C. Case. One fireman missed ship in New Orleans. Disputed OT will be taken up with the patrolman on arrival in port. There is a balance of \$14 in the ship's fund. D. Visser was elected ship's delegate. Missing man's gear will be checked and taken back to the Gulf port.

SUNION (Kea), December 20-Chair-man, Antonia Sirgrano; Secretary, Wel-ler R. Geis. Letter was drawn up on the crew's opinion on the marine hos-pital situation. All refrigerated stores should be removed before the next voy-age. Ship's delegate will collect \$.50 from each man before or at the payoff to pay for the telegram sent to head-quarters from Hiroshima. Ship's dele-gate will contact the chief mate and chief engineer about having all quar-ters sougeed before arrival. Repair lists will be turned in by tomorrow. SUNION (Kea), December 20-Chair

ORION COMET (OII Carriers), Decem-ber 27-Chairman, R. Lee: Secretary, J. Rubery. Several members' personal gear Rubery. Several members' personal gear was damaged by leaking port collars. It was reported to the captain but they are still leaking like sieves. Sick men will be checked by the doctor on arrival. Bosm's OT is lower than the rest of the gang; mate will bring it up to standard later on. Union will be contacted on radio silence, and see if men can send a message to their folks, as we are not at war now. There was discussion on the silamming of doors while the gang is trying to sleep. All hands should be more careful of gear on deck, such as cots, cups, linen, chairs. Vote of thanks went to the steward department for the went to the steward department for the fine grub and the way it is served.

passed to have the steward try and make a change in the menus. Motion was passed to buy cigarettes from the Sea Chest and add the profits to the ship's fund. There is \$14 in the ahip's fund at present. Repair lists will be made up and sent to headquarters.

FRENCH CREEK (Cities Service), De-cember 13-Cheirman, Harry Jaynes; Sec-reiary, Woody Whilford. Crew will sign articles, dated back to Boston. In Lake Charles. Repair list will be posted and the mate will paint all fociles this trip. Motion was passed to start a ship's fund. BR will be responsible for this and will buy games in the next port. Watertight doors need repairing. Cold water foun-tain needs fixing. Harry Jaynes was elected deck delegate.

elected deck delegate. December 24—Chairman, J. Tutwilery Secretary, R. Kipnasi, There is \$14 in the ship's fund. Delegates were asked to turn repair list over to the ship's dele-gate. Chief cook paid off in San Juan. Chief cook's payoff will be reported to the patrolman. After coffectime, cups should be returned to the pantry. Evapo-rated milk lately received is full of jumps. Ship's chandler should dispose of this milk to other suckers.

of this milk to other succers. STEEL TRAVELER (Isthmian), Novem-ber 29-Chairman, Aussie Shrimptony Secretary, William Devlin, Slopchest was poorly stocked with foul weather and winter gear. Captain was notified. Vote of thanks went to the steward depart-ment for a job well done. Report on the incident involving a performer has been made out and will be handed to the patrolman for disposal. Arrival pool will, be run by the steward, with half the proceeds going to the winner and the other half to the ship's fund. Re-pair list must be ready for boarding patrolman. Arrangements will be made to pick up new books and magazines dur-ing the coasiwise run, if possible. December 15-Chairman, Aussie

December 15-Chairman. A usis December 15-Chairman. A usis Shrimpton; Secretary, William Davila, Jr. Brothers were reminded to leave the ship in shipshape order for the incom-ing crew. All extra linen will be turned over to the steward in time for the final inventory. Repair list has been made out and given to the department heads, and copies will be given to the patrol-man. Some repairs will be taken care of and copies will be given to the patrol-man. Some repairs will be taken care of by the ship's crew. Small OT beef will be straightened out in New York. Patrol-man will be asked to investigate reason why the slopchest for this voyage was so poorly stocked. Ship left Stateside in warm weather and returned in the mid-dle of winter. Men had no opportunity to buy proper clothing. Arrival pool will be run in New York, with the win-ner paying \$30 into the ship's fund. Everyone is satisfied as to the conditions and manner of running the pool. and manner of running the pool.

BEATRICE (Bull), December 25-Chair-BEATRICE (Bull), December 23—Chair-man, J. Foli; Secretary, E. O'Rourke. A. Longuet was elected ship's delegate by acclamation. Pantry door should be kept locked in port to keep out undesirable people. Gangway watch will hold the key. Linen should be turned in by 4 PM on Saturday so that it can be bagged on arrival. Deck gang wishes to know from the patrolman if the gangway watch is responsible for each unauthorized person who may come aboard while he is busy who may come shoard while he is on lines or elsewhere.

KATHRYN (Bull), December 20-Chairman, Antonio Gonzalez: Secretary, Mike Zelonke. Patrolman will be asked about chipping when men are sleeping.



SEATRAIN GEORGIA (Sestrain), De-cember 20-Chairman, Raymond L. Perry; Secretary, A. Hansen. Joseph Peragallo was elected ship's delegate by acclama-tion. "Cook asked about the preparation of soups and was informed thiat his work was satisfactory. Steward asked for more shore bread to be regulationed, as the ship was running low. Messhall should be painted before holidays. There is \$31.50 in the ship's fund.

BINGHAMPTON VICTORY (Bull), No-Secretary, T. Zielinski, Repairs from the last voyage not completed include re-pairs of washing machine wringers, flushometers. Laundry and recreation room should be kept clean. There are some beefs about the chow, including the shortage of canned fruit at suppertime, shortage of canned if all auppertime. Steward was warned to put out better chow and night lunch. Messman should keep the tables, bulkheads and garbage can cleaned. Steward said he will see that the messroom is sougeed. Vot of thanks went to the purser for the good work he has done.

in port. Position of snip's delegate will be rotated to a different department each trip. E. Starns was elected for this trip. Quality of the slopchest and the allotment of cigarettes was discussed. Sea Chest catalog brought aboard in New York was brought to the attention of the membership. Orders are to be given to membership. Orders are to be given to the steward, who will forward them. Cig-arettes are to be put in cans provided for this purpose, not on the deck. Nich-olson, Carlos and De Poo were elected to make arrangements for the Christmas

STEEL ROVER (isthmian), December 13-Chairman, Joe Falasca) Secretary, Fred Bittle, \$35 was donated to the ship's fund by the crew. Flowers were sent to the captain's wife during her ill-ness. There is now \$26.24 in the ship's fund. One man missed ship in New York. Steward will point out to the captain that certain overtime work is be-ing neglected. James Long was elected ship's delegate. Steward reported that the egg supply was a fresh consignment. the egg supply was a fresh consignment, when questioned about the egg condi-tion. Motion was made to have the steward and delegates check stores besteward and delegates check stores be-fore the vessel leaves port to make sure that there is an adequate supply. Pan-tryman will make sure that a sufficient amount of coffee, sugar and milk is left out to last throughout the night. A vote of thanks was given to Joe Falasca. retiring ship's delegate, for a job well done. Steward is to ask the cooks to re-

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ANDREW JACKSON (Waterman), De-cember 6-Chairman, Keare G. Silver-sten: Secretary, Leo Bruce. Ship's dele-gate said that everything on last trip's repair list was checked off; porthole screens were ordered by the steward and will be ready in New Orleans. Motion was passed to buy six dozen clothes pins. Ship's' fund was turned over to the ship's delegate. It was voted to issue magazines after the Panama Canal. Deck department asked whoever was turning

magazines after the Panama Canal. Deck department asked whoever was turning out the switch at night in the foc'sle to kindly stop doing this. No wet clothes are to be hung on the rail of the fidley; there are lines for that. Care should be taken of the washing machine. Books from the Union will be opened after leaving the West Coast. Ship's delegate is to receive mail only. Linen will be issued only on 'Tuesday. Crew approved asking new men to donate \$1 to the ship's fund. December 27-Chairman, Kaare G. Sil-

But the particulate approximation is to be provided by the steward department of the statistic will be used if possible.
ELIZABETH (Buil), December 13 - Chairman, E. M. Bryant: Secretary, J. C. Wingata. Conflict in the black care will be black for the splendid Christmas dinner which was served. A letter and a copy of the menu will be sent to the steward department for the service at Christmas. J. R. Lene; Secretary, not listed. The mate is trying to hardward the part for the service at Christmas. J. R. Lene; Secretary, not listed. The mate is trying to hardward the part for the service at Christmas. J. R. Lene; Secretary, not listed. The mate is trying to hardward the part for the service at Christmas. J. R. Lene; Secretary, not listed. The mate is trying to hardward the part for the service at Christmas. J. R. Lene; Secretary, not listed. The mate is trying to hardward the part in for porthole screens and a copy of the menu will be sent to the secret will make service at Christmas. J. R. Lene; Secretary, not listed. The mate is trying to hardward with scoops and never got them. Delegate Mark scoops and never got them. Delegate Mark scoops and never got them. Delegate Mark and the part in for porthole screens and will be sent to the secret will has sent to the secret will be sen

STEEL ADVOCATE (Isthmian), Decem-STEEL ADVOCATE (Isthmian), Decem-ber 19—Chairman, Rex H. Coote; Secre-tary, Teny Gaspar. Suggestion was made not to use coffee mugs as ashtrays. All hands should cooperate with the mess-man by keeping pantry and messhall clean, and returning dirty cups and dishes. Men should be careful of fruit juice, so there will be enough for the trip. trip.

YAKA (Waterman), December 29 — Chairman, Richard J. Brown) Secretary, E. Wiley Carter, Repair list was turned in. The men who fouled up will be turned over to the patrolman at the pay-off. There is \$22.17 in the ship's treas-ury. New washing machine will be or-dered on arrival. Vote of thanks went to the steward department for their service at Christmas.

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ALEXANDRA (Carras), November 26-Chairman, Chief Steward; Secretary, C. Carison, Repair list will be made up by each department. Discussion was held on sanitary work, due to the unusual passageways aboard this particular T-2. Delegate will see about getting keys for

Delegate will see about getting keys for foc'sies. Decomber 17—Chairman, nol listed; Secretary, E. F. Goodwin, Disputed OT will be turned over to the patrolman, Fans and one mattress are needed, as well as cots for the crew when going foreign.

LAWRENCE VICTORY (Mississippi), December & Chairman, V. Porter: Sec-retary, R. C. Morrisette. Motion was passed to repair the washing machine. Each man will see to it that he leaves the laundry clean after using it. Patrol-man will check the medicine chest in New York, Inspector will check the meat. Drinking water and ice boxes will be checked. be checked.

SEATRAIN TEXAS (Seatrain), Decem-ber 20-Chairman, James Oliver; Sarra-tary, Y. E. Padraza, Brother Bivondo is surprised at the way this Seatrain feeds

(Continued on page 25)

SEAFARERS LOG

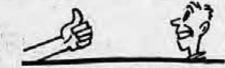
Page Twenty-five

DIGEST of SHIPS' MEETINGS

(Continued from page 24) he mays the ship is one of the best feed-ers he has been on in the ten years he he has sailed

SEA COMET (Colonial), November 11-Chairman, George Finkles; Secrefary, R. C. Perry, R. Perry was elected ships delegate by acclamation. Discussion was held on Dos and Don'ts for the general welfare of the crew.

weifare of the crew. December 22-Chairman, Kruzlik: Sec-retary, H. Speriing. OT was turned in for restriction to ship in Inchem. Mo-tion was passed to dispose of old, stale stores before arrival, and to have fire hases inspected in port. Steward will make out store lists for the delegates' use. Discussion was held on food and cof-fee. Oilskin locker will be turned over to the deck department by the steward. Draw situation will be referred to the patrolman on arrival. Patrolman will be told about the member who was told to stand his watch after he asked to go to the hospital: his condition was serious. Patrolman will speak to the captain about stores requisition being out.



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STONY CREEK (Mar Trade), October 4. Chairman, M. Pyke; Secretary, J. R. Thompson, Captain failed to sign on the towaway as yet. He posted a letter on the builetin beard stating his thanks and appreciation for the cooperation of the crew during the plane crash emergency. Captain has been very uncooperative. Chief mate made derrogatory statements about the Union, the officials and the deck delegate. Mate refused to accept Of sheet for licensed personnel doing unlicensed men's work. He claims he can do any work he pleases. He still in-sists that one man be tank watcher. Captain said the mate will run the watches from now on. Chief engineer has the day workers standing three dif-ferent watches, due to shortage of men-in black gang. Chief engineer has been sying malicious things about the crew. STONY CREEK (Mar Trade), October sying malicious things about the crew. October 31--Chairman, J. R. Thompson; Secretary, R. C. Ruttkay. Captain was asked about putting a first aid kit in the engine room. Captain said he would buy shoes, tobacco and cigarettes for the slopchest. Steward got fresh milk in Japan. Captain was asked for some re-pair work. He is very uncooperative. Stowaway finally signed on in Singapore in front of American consul after being here two and a half months. Captain promised the consul to pay him from August 3. Joe Brown was elected ship's delogaie. A wreath was bought in Japan saying malicious things about the crew delegate. A wreath was bought in Japan to be thrown over the side at the loca-tion of the plane crash where one crew member and three US AF personnel were killed.

Decembor 10-Chairman, Joseph S. Barren: Secretary, J. R. Thompson, There is no medicine chest in the engine room yet. Slopchest is in bad shape. One man missed ship in Yokuska. Mates

Puzzle Answer

MARY OLIO RIO ERU VER LAGUAIRA ORANG STET PAMPER ITEA Speed Unhands The Bassy Nap SABBATH MOIRE OLGA LULANE SEUE LOOSE PORTLAND AMOS INN EYED TUNA TEE GARY EDEN

are continuing to do unlicensed mem-bers' work and mate is still disputing OT. One man claims to be sick. This is very doubtful due to his past performances. Sieward department head needs repair work and painting. Motion was passed to collect 1.000 yen per man for the ship's fund, for postage, developing pic-tures, flowers, etc.

ROBIN WENTLEY (Tets Shipping), De-cember 19—Chairman, Frank Crider, Sec-retary, W. J. Waish. Blackboard will be moved from the PO mess to the crew messroom, and in the future will be used as a call and bulletin board. Washing machine is not to be used after 10 PM. All three departments will cooperate in kceping the laundry clean and all mem-bers using the machine will help keep it

clean. CITY OF ALMA (Waterman), December CITY OF ALMA (Waterman), December 13—Chairman, R. F. Grant: Secretary, E. Kuudissiim. Repair list will be made out early, so there won't be any excuse for not having done repairs. New toasters are needed. Last time the request for toasters was turned down. Unauthor-ized persons should not mess with steam and water valves. Crew quarters back aft have been without hot water on ac-count of this.

FRANCES (Bull), September 17-Chairman, D. Cummings; Secretary, P. Dum-phy, Ship's delegate will give out re-pair lists on request. Suggestion was made to improve menus. Messhall and pantry and glassware should be kept cleaner. Dishes were being washed in cold water. Steward said all these beefs cold water. Steward said all these beefs would be taken care of, but asked for cooperation. Discussion was held on the amount of milk bought in Puerto Rico; members think more can be had, but patrolman will be asked. There should be cold suppers more often in the tropics. Discussion was held on clean-ing laundry; anyone leaving the ship should leave locker and bunk clean. December 30—Chairman, F. Cornier; Secretary, Leonard Jones. One man missed ship in Trujillo but rejoined in Puerto Plata. This matter will be turned over to the patrolman on arrival. More night lunch should be put out, especially when the deck gang works late. Wash-ing machine is not working properly, be-cause a broken belt was replaced with one night fitting tightly enough. Every-

cause a broken helt was replaced with one night fitting tightly enough. Every-one should help keep the laundry clean. Tollets are not working properly. Mess-room tables should be rearranged for more walking space. No date-Chairman. Richard Cum-mings: Secretary, Fred T. Miller. Cap-tain was reminded that the men cannot sleep because of the noise made by chip-ping guns. Necessary repairs will be ping guns. Necessary repairs will be made on the washing machine. Discus-sion was held on the condition and va-riety of food: It is not being properly prepared, and is stale.

STEEL SCIENTIST (Isthmian), Decem-ber 20-Chairman, J. C. Christian; Sec-retary, W. E. Parnell, There is \$42.74 in the ship's fund. Letter on the clos-ing of the marine hospitals will be given to the New York patrolman. Repair list will be revised, as a lot of repairs have been taken care of on ship. Discussion was held on men reporting back to the ship late in Alexandria and the man who missed ship in New York, at the start of the voyage, and rejoined it in Baltimore. Motion was passed to have the patrolman handle this matter. Suggestion was made to serve biscuits and hot rolls more of-ten. Curtains should be put on crew to serve biscuts and not rolls more of ten. Curtains should be put on crew messball portholes. Brother who paid to send letter to the LOG will be re-imbursed out of the ship's fund. Sug-gestion was made to reimburse Chips for the Christmas decorations, but he said to put the money into the ship's fund Second electrician asked the broth. said to put the money into the ship's fund. Second electrician asked the broth-ers to turn off the washing machine when it is not in use. Another scupper should be put in the crew laundry deck. Galley stove needs repairing, when the ship reaches a port in the States. Dis-cussion on the shore leave being can-culted in India after medical immediated celled in India after medical inspection

'Can-Shakers' **Have No OK**

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

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

will be referred to the patrolman at the payoff.

SEATRAIN LOUISIANA (Seatrain), De-cember 27-Chairman, R. W. Sweeney; Secretary, Paul Ulrich. After the sale of 35 cases of coke bottles, there was a halance of \$213.76 in the ship's fund. Steward department got a vote of thanks for the excellent way the food is being prepared and served-especially the Christmas dinner. Everything was per-fection. Ship's delegate will contact the company about getting larger sheets for the heds. Suggestion was made that each man donate \$1 to rent films for Brother Lester's moving picture camera. Suggestion was made to take \$90 out of the ship's fund to rent three films. If the fund gets too low, the coke machine should cover the difference, but if not, each man should donate \$1. Some of the watertight doors are impossible to open once they are closed. SEATRAIN LOUISIANA (Seatrain), De

DOROTHY (Bull), October 12-Chair-man, C. Rogers: Secretary, B. Klakowicz, C. Rogers was elected ship's deletate. There is a balance of \$13.75 in the ship's

November 26-Chairman, Jack Tutwiler: Secretary, R. C. Kipnest. There is \$13.50 in the ship's fund. Steward de-partment was thanked for good food and fine service.

DEL RIO (Mississippi), December 20-Chairman, Blacky Sanchez: Secretary, Charles Frey. Ship's treasurer reported that the purchased \$20 worth of books to supplement the fine library put aboard for the crew. Jack Gardner resigned as bin's delocate and was discan a reusing ship's delegate and was given a rousing vote of thanks for a job well done. M. H. (Pete) Munster was elected ship's delegate by acclamation. Shoreside person-nel should be kept out of midship hous



Joseph Bramley

Please phone or write your wife. Urgent.

> \$ \$ 3 William F. Weaver

Write to your mother, Anna M. Weaver, 695 E. Main Street, Bartow, Florida. It is urgent. Anyone knowing this seaman's whereabouts please inform him of this notice as he does not know his mother's present address.

> t \$ t W. L. (Wally) Ashford

Please write or come home.

at mealtimes, and wait to be served by the messman. Ship's delegate was asked to see about getting a hot water tap in the Sanitary men's locker, and schedule the dock engine departments to keep this locker clean.

DEL VALLE (Mississippi), December 26 — Chairman, J. P. Shaughnessy: Secre-tary, Ramon Irizarry. Port captain in New Orleans promised to take care of all repairs, and nothing was done. J. P. Shaughnessy was elected ship's dele-gate by acclamation. Ship's delegate will see the captain about having erew's quarters painted this trip if possible. Vote of thanks went to the steward de-partment for a fine Christmas dinner. All members agreed to clean up the messroom, after they have finished play-ing. Coffee mugs and glasses should be put in the sink at night. Suggestion was made to have the date of crew's quar-ters' painting stenciled in the crew's mess, to let new crewmembers know when a new paint job is called for.

JOHN B. WATERMAN (Waterman), JOHN B. WATERMAN (Waterman), January 3—Chairman, Robert L. Garriss; Secretary, J. R. Hassall, Jr. Report on the four men who missed ship will be sent to the Baltimore agent. Subsistence will be psid for the cold meal served aboard last month. Coffee cups should be returned to the pantry after use, and crewmembers should keep the laundry cleaner. Clean linen not being used should be returned to the sieward.

VAL CHEM (Valentine), December 12 —Chairman, W. C. Snell; Secretary, Ed-win Rushten. Ship's treasurer, John Healey, reported that a down payment was made on a record player and radio of \$60; ship's fund has a balance of \$101. Ship's delegate reported that he make to the which emission that he sion, ship's delegate reported that he spoke to the chief engineer about the washing machine; if the ship doesn't get a new one by the first of the year, the matter will be brought to the attention of the patrolman. Regular dish cloths and dish towels should be used in the messroom instead of rags from the rag has. bag.

SEA CLOUD (Seatraders), December 13 SEA CLOUD (Sectraders), December 11 —Chairman, George Hatgimisios; Secre-tary, La Verne Waldon, New wringer for the washing machine will be ob-tained in Italy, if possible. Two wooden bunks are needed for the bosun's room. Crew okayed a cold supper for Christmas night. Cups should be put in the sink after use. The Christmas dinner was enjoyed by the entire crew, thanks to the cooperation of one and all on board.

STEEL ARTISAN (Isthmian), January 1 Chairman, Dick Grant: Secretary, Ray cole. Vote of thanks from all hands Poole. Peole. Vote of thanks from all hands went to the steward department for the excellent holiday dinners and service aboard. All agreed that this was truly the best feeding ship they ever sailed. Everyone is grateful for the good library books aboard ship by the Union.

OCEAN BETTY (Ocean Trans.), Decem-ber 27 Chairman, Henry Mooney; Secre-fary, Lee Dwyer, Red Connell was elected ship's delegate unanimously. Washing machine must be checked, as well as one of the ovens on the galley range. range.

ANN MARIE (Bull), December 20-Chairman, W. Ortiz: Secretary, Marry L. Franklin. Frank Natale was unanimously elected ship's delegate. Steward asked everyone to cooperate regarding the re-turn of used linen; linen should not be put away in lockers, drawers, etc. Vol-untary contributions to the ship's fund-will be accepted at the payoff.

HOOSIER MARINER (isthmian), De-cember 3-Chairman, A. Graf; Secretary, William Janisch. Steward got a vote of thanks; food has improved considerably.

CALMAR (Calmar), January 3-Chair-There have been two deaths in your man, Charles O. Lee, Secretary, S. G.

Margaret Provident

saloon about the food meal. He wants more towels than he is entitled to. Crew wants the San Francisco patrolman to speak to the mess-man, who is not doing his job. Deck department will see the mate about more matches.

NEVA WEST (Bloomfield), December 20—Chairman, Tiny Wallace; Secretary, Tiny Kennedy, There is a \$40 balance in the ship's fund. Clothes should be taken off the line as soon as possible. Department heads should order wash buckets for all foc'sles. One bunk needs renairing. repairing.

repairing. No date—Chairman, Henry Loper: Sec-retary, H. (Tiny) Kennedy. Burdick was elected ship's delegate. Captain Rose has orders from the Houston office to give the limit draw and to back-date the articles. Most of the crew voted against this and wanted to pay off. Crew voted to get 17 new mattresses. Washing machine should be checked and repaired properly. Chief engineer was contacted by the steward and said he would have it fixed Monday. Patrolman will be asked to check the slopchest for complete stock*and more sizes. stocktand more sizes.



MONROE (Buil), December 23-Chair-man, James Sellers: Secretary, James T. Wilson. 580 collected will be donated to the boys in trouble in Puerto Rico. Re-pair lists should be made out, James Sweat was elected ship's delegate; money collected will be turned over to him. Crew suggested a more varied menu. Steward agreed to accept suggestions on the menu. Crew asked for more fruit juice and he agreed.

MARORE (Ore), November 25--Chair-man, Pat Fox; Secretary, A. Brown, Jr. First assistant promised to repair the washing machine as soon as possible. Pat Fox wes elected ship's delegate. Steward will instruct the messman in his duties. Men are to be properly dressed in the messhall. Last standby will clean up the recreation room and wash all cups.

December 13—Chairman, Sjøberg; Sec-retary, Brown. New coffee pot will be procured for making coffee for the watch. Captain was asked to put up a price list and refused. He has agreed to take the Sea Chest.

STEEL ROVER (Isihmian). December 13—Chairman, Joe Falasca: Secretary, Fred Bithle, S35 was donated to the ship's fund from the crew. Flowers were sent to the captain's wife when she was BI. There is now \$26.24 left in the fund. Steward will point out to the captain that certain overtime work is being neg-lected. James Long was elected ship's delegate. One man missed ship in New York. Steward reported that the egg supply was a fresh consignment, when questioned. Steward and delegates will check stores supply before the vessel eaves port to make sure an adequate supply is on board. Paniryman will make sure that enough coffee, sugar and milk surply is on board. Pantrymen will make sure that enough coffee, sugar and milk is left out at night. Vole of thanks went to Joe Falasca, retiring ship's delegate for a job well done during his term. Steward will tell the cooks not to re-use grease in cooking. All departments were requested by the sleward to work to-gether to make this a successful voyage.

BADGER MARINER (South Atlantic), November 22-Chairman, Henry J. Her-kinhelns; Secretzry, Arloe D. Hill, Ship's delegate resigned, because the old man is too hard to get along with. Henry J. Herkinheins was elected new ship's dele-Herkinheins was elected new ship's dele-gate. He is the shin's corpenter. One men missed ship in San Pedro. Coffee pot and sugar box should be secured. Ship solled without any tab'ecloths for the crew. The steward, Hill, started using while table cloths, but this was stopped by the captain, who told the steward that he would approve requisi-tions for colored or checkered ones when the ship arrives back in the States. when the ship arrives back in the States. This captain is exceptionally strict about

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	in 1869. Its biggest vote was 271,- 000 in 1892 for presidential can- didate John Bidwell. 6. 1769. It was a three wheeled carriage driven by steam at a speed of three miles an hour. 7. Sen. Margaret Smith (Me.); Rep. Marguerite S. Church (III.), Katharine St. George (NY) and Elizabeth Kee (W. Va.). 8. (a) (b) and (c) are all correct.	wages and overtime check are being held for you at Transmarine Navigation Company, 215 W. 6th Street, Los Angeles, California, in care of Mrs. Olds. Please pick them up.	Florida, Joplin, Mo. Phone number is 5062 W.	man. Charles O. Lee: Secretary, S. G. Cooper. There is a beef on wipers trin- ming ventilators going through the Pana- ma Canal, and pumping galley fuel oil during sanitary hours. Ship's delegate will check keys to crew's quarters as soon as possible. Captain wants to call the partolman, saying the ship is not feeding too well. There are many beefs on the first engineer, who has beefing This captain is exceptionally strict about following every word of the agreement every day. In percus is to call the soon as possible. Captain wants to call in short supply. Personal belonsings of in short supply. Personal belonsings of the man who missed ship were invoiced and turned over to the purser. Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information) NAME	
ž	Katharine St. George (NY) and Elizabeth Kee (W. Va.).	men: Joseph Batausa Harold H. Nelli Nee C. Doa John A. Nelson- William T. Elwood D. D. O'Donnell Lou Feldman W. S. Porter	friends and shipmates to drop him	CITY	
一世世にあって	international standard adopted by other countries. 9. Marlene Dietrich, the world's most famous grandmother. 10. The "pipe" that measures two hogsheads of wine.	Graciano Fraustio Robort S. Gifford W. T. Higgins Fred Rochon Charles Hill Lou Samio Oscar Burst Paul Tittso R. C. Jones Boyd Thomas Ricardo Lourence K. Woodward David McDudie Richard McMana Mitcheil Zelack	t t t Edward J. Muller Contact John E. Brady aboard the Chiwawa in care of Cities Serv- ice Oil Company, 70 Pine Street, NYC.	TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below: ADDRESS	*

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SEAFARERS LOG-

January 22, 1954

New Seafarer-Children At Home



Starting their new lives are Euseble 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.



will collect the \$200 maternity Street, Baltimore 16, Md. 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.

ttt

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.

1 1 Ivy Taylor, born December 4, 1953. Parents, Mr. and Mrs. Rich-

for SIU[~] **MEMBERS** EVERYTHING YOU NEED IN SEA GEAR AND SHORE WEAR-FROMATOOTHBRUSH TO A SOUWESTER. ALL AT SPECIAL SEA CHEST PRICES your SEA CHEST SHORE WEAR & SEA GEAR SEA GEAR & SHORE WEAR at SIU HEADQUARTERS 675-4th AVE . BROOKLYN

3

All of the following SIU families | ard F. Taylor, 2807 Brighton | William L. Hummel, Star Route, * * * Barbara Ann Nelson, born De-

> Royal Avenue, Baltimore 17, Md. Brooklyn 35; NY. ttt Herbert Christian Gardner, Jr.,

born December 10, 1953. Parents, 209 Greene Street, York, Pa. t \$

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

1 1 1 Ralph Marshall Bladen, Jr., born December 4, 1953. Parents, Mr. Mrs. William A. Littles, Route 1, and Mrs. Ralph M. Bladen, Route Box 228, Fairhope, Ala. 4, Box 285, Alexandria, Va. t 3

Steve Martin Stokke, born December 12, 1953. Parents, Mr. and and Mrs. Boyd E. Thompson, 5609 Mrs. Sverre M. Stokke, 815 Canal 239th Street, SW, Edmonds, Wash. Street, Mobile, Ala.

t t Gerald Wayne Wilkerson, born December 29, 1953. Parents, Mr. James M. Cheshire, box 264, Lynand Mrs. Robert W. Wilkerson, 414 haven, Fla. South Cedar Street, Mobile, Ala.

* * * Ian Waldemar Sorel, born December 17, 1953. Parents, Mr. and Mrs. Johannes C. Sorel, 7416 Fifth Avenue, Brooklyn, NY. 1 1 - £

David Merlin, Doretta Coleen and Doreen Colette Long, born De-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.

Hinton, Va. \$ \$: \$

Carol Ann Joy, born December cember 5, 1953. Parents, Mr. and 30, 1953. Parents, Mr. and Mrs. Mrs. Curtis E. Nelson, 1413 Mt. Robert E. Joy, 288 Dover Street,

\$ \$ Margaret Mary Lampione, born November 20, 1953. Parents, Mr. Mr. and Mrs. Herbert C. Gardner, and Mrs. Robert Lampione, 1050 Park Place, Brooklyn, NY.

1 1 1 Ronald David Talley, born January 9, 1954. Parents, Mr. and Mrs. Lawrence G. Talley, 2362 Laurel Street, New Orleans, La.

\$ \$ 1 Jerry Wayne Littles, born November 2, 1954. Parents, Mr. and ± * *

Kirsten Ann Thompson, born December 31, 1953. Parents, Mr.

1 1 1 Pamela Joy Cheshire, born January 1, 1954. Parents, Mr. and Mrs.

in the HOSPITALS

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

USPHS HOSPITAL NEW ORLEANS, LA. Virgil Alford E. G. Knapp D. Korolia Leo H. Lang Virgil Alford C. D. Anderson T. L. Ankerson F. Barlizo T. W. Bernsee John J. Blair C. A. Bradley Charles E. Brady William R. Burch Max Byers C. D. Anderson T. L. Ankerson F. Barlizo T. W. Bernsee Leonard A. Libby John J. Blair C. A. Bradley Charles E. Brady William R. Burch Max Byers Herman H. Casas Clarence W. Cobb John Culeton S. Cope John Culeton S. C. C. McClelland John W. Malcolm William R. Massey John W. Quimby Leo Fontenot S. C. Reynolds S. F. Fullbright James E. Gardiner Jack H. Gleason John Hane John Hane John L. Hinton S. C. W. Welborn John L. Hinton B. R. Huggins J. H. Jones USPHS HOSPITAL Thomas F. Keller W. J. Johnston USPHS HOSPITAL SAN FRANCISCO, CAL. L. Carmine Henry J. Childs Ho Yee Choe Billie J. Davis F. B. McCollian B. L. Robbins C. Sanuiti Edward Seserko John W. Singer W. Singleton H. Dell'Orfano Edward Glazowski Olav Gustavsen F. J. Halgney A. M. Keller William L. Loss W. Timmerman M. B. Wilson R. S. Yuzon Ramon E. Murillo USPHS HOSPITAL SAVANNAH. GA. Paul B. Bland Fred U. Buckner A. Cohen P. G. Daugherty E. J. Debardelaben R. A. Denmark F. G. Daugherty Bert Rickard Samuel Small William C. Lee Jimmie Littleton John M. Powers Joseph Kramer James H. Smith USPHS HOSPITAL STATEN ISLAND, NY John Abraham C. McBrien John Beckmann Sau Mok Earl A. Bink G. N. Monahan B. Blanchard Montford Owens Marcie Boyles Donald Peterson William J. Carey Virgil Sandberg Jar Chong Ira A. Sandt Spero Demolas S. J. Sbriglio Eddie Driggers Robert Sizemore D. Dianchard Marcie Boyles William J. Carey Jar Chong Spero Demolas Eddle Driggers R. Edmondson John Fontries Robert Sizemore Walter Sudnick John Struller S. Swienckoski S. Tobiassen Harry S. Tuttie John Uszakiewicz Bjorn Wagones Frank Walaska Francis Wall Eric Foreman Estell Godfrey Halim Hambouz Hans R. Hassen Michael Katrausky Joseph J. Keating K. R. Kuchinski Chang Choo Lai Alf Larsen Albert Williams Yu Song Yee

OLD ROPER HOSPITAL CHARLESTON, SC Joseph Kramer LONG ISLAND COLLEGE HOSPITAL BROOKLYN, NY Isabelo Garcia USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY Emilio Delgado John J, Driscoll Emilio Delgado Antonio M. Diaz MEDICAL ARTS CENTER NEW YORK, NY Marthin Lea USPHS HOSPITAL SAN JUAN, PUERTO RICO Abraham Aragones METHODIST HOSPITAL BROOKLYN, NY BROOKLYN, NY Francis Wherrity ST. AGNES HOSPITAL PHILADELPHIA, PA. Francis Wherrity Henry McCullough POTTENGER SANITORIUM MONROVIA, CAL. E. L. Pritchard MERCY HOSPITAL NEW ORLEANS, LA. Leonard Munner USPHS HOSPITAL USPHS HOSPITAL BOSTON, MASS. R. M. Churchill Theodore Mastaler John A. Duffy Robert A. Rogers W. V. Louzounas A. P. Violanto Roy L. McCannon Henry Currier Frank Mackey USPHS HOSPITAL SEATTLE. WASH. Norris R. Brown Leonard E. Hodges C. E. Dudley K. R. Kittelson J. B. Garrison Ralph M. McDaries W. K. Gulley Henry G. Stump F. R. Hall M. W. Townsemd E. A. Hancock Joseph E. Wells USPHS HOSPITAL BALTIMORE, MD. Leslie R. Aaron L. G. Linthicum Julian A. Bianco Melvin Mason BALTH Leslie R. Aaron Julian A. Blanco Jeasie A. Clarke Cloise Coats Philip Costa Thomas J. Cox L. Czwarkoski Jeff Davis Jay M. Deeds James R. Dodson Earl T. Erickson Roy B. Gorson Roy M. Hawes Donald J. Hewson S. C. Hudgins B. Klakowicz Melvin Mason Francisco Mayo George Melizer W. Middendorf Henry T. Miller Jack D. Morrison B. Mucasubhi 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 Wasley H. Ludia B. Klakowicz Robert Lambert Clyde R. Leggett Wesley H. Ludlam USPHS HOSPITAL NORFOLK, VA. Charles Burke Charlie W. Phelps Lonnie Hall W. A. Rowe Jr. Charles Burke Charlie W Lonnie Hall W. A. Ro H. D. Milliner USPHS HOSPITAL OSPHS HOSPITAL GALVESTON, TEX. D. B. Patterson ot Julius Parks Hill C. E. Rasmussen Idell Harry Reynolds logler A. Sistruck ogler A. Sistruck ter Albert T. Weaver C. Adkins M. Fontenot Edward C. Hill Edward R. Idell Charles Kogler E. Lachappelle H. Ledbetter Howard E. Liles Joseph H. Traxler

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+-

cember 14, 1953. Parents, Mr. and considerably to the Long expenses occurred in the unusual was a little bewildered by it all, Mrs. Robert G. Long, 3119 State household rather than dis- birth. Daughter Charlotte, first but soon got to know her new

* * * 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 Ramonia Jones, born December 28, 1953. Parents, Mr. and Mrs. Mobile, Ala.

triple maternity benefits paid by Betty Irene Hummel, born Octo-ber 10, 1953. Parents, Mr. and Mrs. went a long way toward defraying \$

rupting 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 some-thing 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 111/2 ounces each for the girls and five pounds 121/2 ounces for the boy.

ber 28, 1953. Parents, Mr. and Mrs. Seafarer Long and his wife, Carl D. Jones, 208 State Street, Nancy, were thankful for the multiple blessings as well as for the triple maternity benefits paid by

born of the Longs, 16 months old, 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.

SEAFARERS LOG

Fare Twenty-seven



(News about men in the hospitals and Scafarers receiving SIU Wel fare 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 Arickaree 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 Tobiassen of Elizabeth, NJ. Toblassen just got off the Steel Traveler of Isthmian where he was signed on board as the second electrician.



Driggers

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. 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.



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.

How to Apply

For Birth Pay

Applications for the mater-

nity benefit must be supported



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 money coming into the house. had run into a serious family | Consequently, when an installemergency when his wife developed ment fell due on the houseful of a severe infection during child- furniture he had purchased rebirth. All of his emergency funds cently, the furniture store, as is were used up, as well as the \$200 the usual custom, sent the man he received from the Union as a maternity benefit, in payment of forthcoming immediately, they hospital bills and other necessaries. would come and remove the stuff. And since the Seafarer had to quit his ship and stay ashore for a few weeks, there wasn't any other

notice that unless payment was

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, Kure Honshu, Japan. He had been and the Seafarer and his family

FINAL DISPATC

The deaths of the following | Middle Village, Long Island, NY. 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 a member of the deck department, have their furniture intact. which Brother Brunson was driv- and joined the SIU in Norfolk, in ing overturned, injuring his chest and causing a fatal suffocation. The accident occurred near Fairfay, SC. For the past five years Brother aboard the Bessemer Victory, apparently of a heart attack and was He Calls SIU, SC. For the past five years Brother New York, He leaves his father, buried at sea. Brother Jefferson

Conrad Jensen, 48: Pulmonary digestion caused Brother Jensen's death on September 1, 1953 near

±

\$ \$

1951. 1 1

Nolen Jefferson: On August 7. 1953 Brother Jefferson died at sea





by the following documents: Your marriage certificate. · Baby's birth certificate dat-

Chong

ing birth after April 1, 1952. · The discharge from the last ship you sailed on before the baby was born.

> 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.

Kelly M. Brunson, PO Box 3213, 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. 1 1 1

* * * Kirby Otis Digman, 48: A chief Herbert D. Milliner, 47: On January 4, 1954 Brother Milliner died cook in the steward department, Brother Digman died of a cerebral of a heart ailment, and was taken ailment on October 21, 1953 at the to Accomac, Va. for burial. Since 1951 Brother Milliner sailed as a Glenhildur Nursing Home, Capetown, South Africa. He had been fireman from the Port of Norfolk. a member of the SIU since 1947. He is survived by his wife, Elizaand sailed out of Norfolk. Survivbeth Lee Milliner, 12 King Street, ing is his father, Lafayette E. Dig- Onancock, Va. man, PO Box 35, Montrose, WV. t \$

Abdon Sylvera, 52: Brother Syl-* * * Torsten Magnusson, 46: A stew- vera died of a heart ailment on all was well and that a letter from ard in the steward department, December 28, 1953 in New Orleans, his wife would follow shortly. At Brother Magnusson joined the La. He had sailed as a steward out last report the Seafarer was head-SIU in Mobile; he had been sail- of New Orleans for the past 13 ed homeward in a much happier ing since 1947. Death was caused years. He is survived by his wife, frame of mind, knowing that by asphyxiation. Brother Magnus- Beatrice Johnson Sylvera, 111 things were not as bad as he had son died in New York, NY and was North Rocheblave .Street, New pictured them when he first got buried at Fresh Pond Cemetery, Orleans, Lan the news,

Not Fire

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 cabled 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

to discuss his 1954 legislative pro- - Here the money-sa gram. Presidential advisors figure to take advantage that the president will need as Actress Trees M much hel

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bre that

cats. Me Drin iderable difference of opinion in the Democratic cares hey should give the President support.

is he cap

Vol. XVI

No. 2

Dennocrat

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WEST, RUSSIANS TO MEET IN BERLIN-The first series o settle East-West difficulties is scheduled for January 25 in per German capital city. Foreign ministers from all four ma tions, US, Britain, France and the Soviet Union-will meet th take up major international problems such as control over the and unification of Germany. Western diplomats were not too co ent that the conference would prove fruitful, but are willing to , t a try.

RED-LED TROOPS SPLIT INDO-CHINA-In what appears to b heir most serious threat in the seven years of war is Indo-Chins. Communist-led troops of Ho Chi Minh's rebel government attacked french and Vietnamese troops, put them to rout, and cut the peninula in half. The victorious Viet Minh forces were poised to surep. cross Laos and attack Thailand. This was perhaps the last straw to | he French, among whom the war is bitterly unpopular, Members of he French Assembly, representing most French parties, scalled for a and t ruce. Some French politicians demanded additional United States II-CO-011 notal aid and American troops as their price for continuing the fight. union-sp there is no indication of what position the administration will take means o regard to these developments. heavy char

roblems raised by the New York dock clean-up and the probable policy ent regarding the maritime industry in the current session of Congress are

SEAFARERS GUIDE TO BETTER BUYING

YOUR DOLLAR'S WORTH

ing 1954's High Costs

costs this year are turning out to be just as a 1953. Seafarers with families especially need how they can cope with these steep prices to living standard.

as two of the best techniques for beating is year, the art of being selective in what og your buying for the best buying op-

e shaping up this year, we can exhe average, and food costs at least vibly higher. On the other hand, little on clothing, furniture and upment, some building materials,

STATISTICS.

can be a real

ing trends

fating needs

Food Biggest Problem

he creeping inflation in rent, food is currently ant problem for a moderate-income family. opproximately one-third the income mily. Some families spend as

present prices. Pork is usually considered meat. But this year the supply is low an ury product. Beef will continue to be co sonably priced this year and much the the lower grades especially offering bacon only very moderately this year. pound it costs 13 per cent more than la even more expensive later in the year. income families, spending for bacon is the family meat bill. However, bac sidered a meat. Nutritional experts Cheese and eggs will be more reasy should be used abundantly and in possible to give your family high-o tle cost.

Written exclusively fa

idnay Margo Ing Export on Sa

SEAFARERS @

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC AND GULF DISTRICT . AFL .

Timing Your Bu:

Clothing and some household e down last year and will be even Here the money-saving technique to take advantage of the best but can do this with the help of th below. Each year stores have cle same month. For example, Jan of the best buying months. Yo on "shoes, coats and suits, she ther goods. If you know your

ALL AND A buying opportunities the regular pri ending re

A Regular Column By A Nationally Famous Expert On Buying

he SEAFARERS LOG

Jan. 22.

1954

- 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



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 ng inflation is

the most dominant problem for a Nowadays food takes approximat of a typical wage-earning family much as 40 per cent of their inc

This is where the art of seleg lifesaver to you this year. 7 in food prices at this time. while some are unusually costly on personal prejudices and spa prices have been going up weeks and soon you may se food markets than now.

Specifically, avoid buy present prices. Porl meat