

# Steward Comm. Report And Recommendations

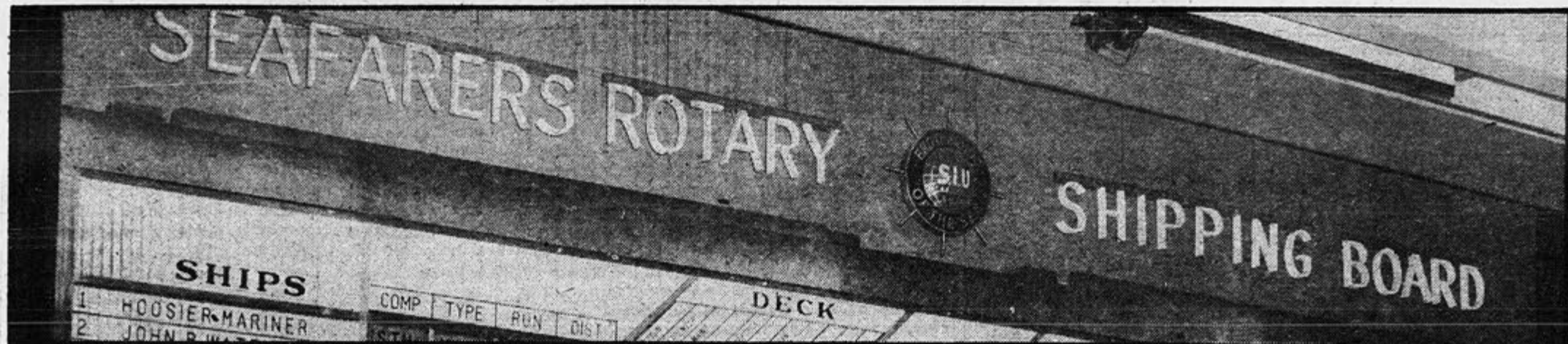
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Vol. XVII  
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# SEAFARERS LOG

Oct. 28  
1955

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



## SIU Organized Nov. 1, 1938



# SIU YEARS

# Co's Rap Kings Point, Echo SIU

As the Senate Maritime Training Subcommittee widens its hearings on the question of Federal support to Kings Point and other maritime officer academies evidence continues to pile up supporting SIU criticism of Kings Point operations. Final hearings on the issue are scheduled for wind-up in Washington Monday, October 31.

Even staunch Kings Point supporters have conceded that there is too much emphasis on Navy and

not enough merchant marine in the Academy set-up. Industry representatives have complained of the lack of experience in dealing with crews, maritime contracts and down-to-earth problems of ship operation among Academy graduates as well as of the failure of gradu-

ates to go into the maritime industry. They have indicated willingness to support changes in the character of the Academy's operations.

These concessions in the pro-Kings Point camp came up as the SIU pointed out in the SEAFARERS LOG that the Kings Point was actually functioning as a "junior Annapolis" at maritime's expense. The LOG story quoted figures showing a very small percentage of Kings Point men made a merchant marine career while all of them are required to serve a Navy hitch. Most graduates stay in Naval Service permanently or head for shoreside jobs, after receiving a free college education.

### SIU Position

The SIU's consistent position is that either the Navy should take over the Academy lock, stock and barrel for its own purposes or the school should be closed. In either case, marine officers should come out of the foc'sle.

Answers to a questionnaire returned to the committee by 31 major US operators on performance of Academy graduates reveal that a dozen of the companies that bothered to answer operate virtually without a single Kings Pointer. Those who do employ them reported that the graduates needed practical shipboard experience in cargo handling, ship maintenance, below deck watches and other shipboard routine. "The suggestion was frequently made," the ques-

tionnaire summary said, "that more time should be spent at sea."

Another strong need, the companies said, was "more practical training in the field of labor relations, union contracts, labor law and intelligent handling of crew." The Navy aspect of training disturbed many companies with the report saying that "Kings Point runs the risk of teaching too much naval science and military ceremony, thereby making its graduates less adaptable to merchant vessel routine."

Industry people were also disturbed over the failure of Kings Pointers to enter the industry although they are supposedly trained for that purpose at no cost to themselves. "Every means must be exercised," the report said, "to insure that Kings Point graduates . . . make the sea their career."

### Better Officers From Foc'sle

The report made some interesting comparisons between Kings Pointers and officers who came out of the foc'sle. "The majority advised that men up from the ranks were better in matters relating to practical routine, handling of the crew and ship maintenance." Academy graduates were superior in "administration, preparation of logs and reports, shipboard demeanor and theory." Eventually, the companies said, Academy graduates overcome their lack of experience the only way possible, by going to sea.

Individual spokesmen for industry (Continued on page 15)

# Calls Cargo Law 'Must' For Tramps

NEW ORLEANS—The "50-50" shipping law is the difference between "life and death" for US tramp ships, James B. Stuart, president of the American Tramp Shipowners Association, told the convention of the Propeller Club here. Any modification of the law, he warned, "would, in effect, be sounding the death-knell" of the tramp fleet.

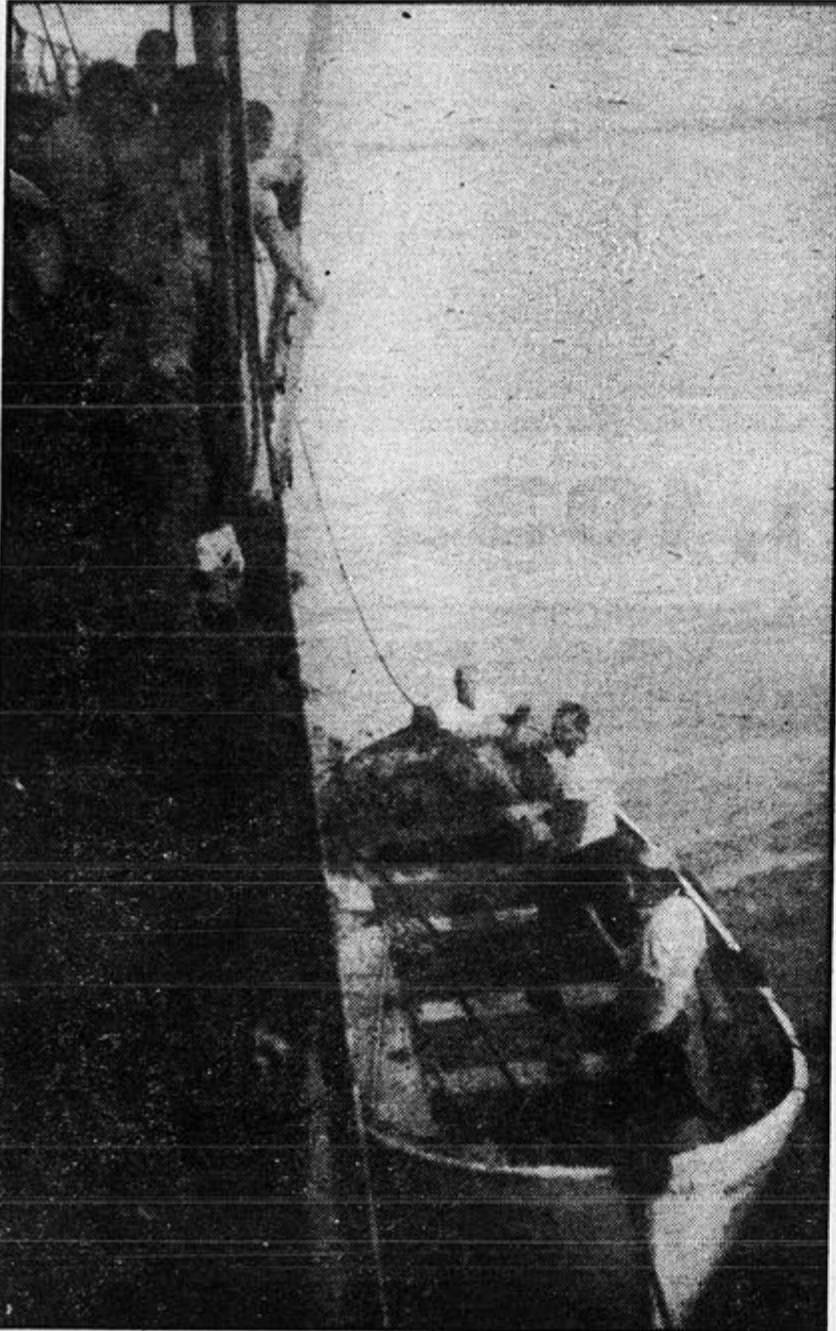
Despite the transfer of about 90 tramps to runaway flags, an equal number still remain in operation under the US flag and provide jobs for over 3,000 US unlicensed seamen and officers.

### Should Boost Aid

The cargo preference act, he said, is the only source of cargoes for virtually all of the tramp ships still in operation. Far from repealing "50-50," he added, the Government should be considering other ways of aiding the tramp fleet.

He pointed out that no tramp fleet can survive indefinitely on the basis of Government-financed cargoes and suggested other steps which should be taken to establish tramp operations on a firm basis.

He proposed that the Government amend the 1936 Merchant Marine Act to provide subsidy benefits to tramps.



SIU crewmembers in boat come alongside the disabled Shinnecock Bay at San Jose, Guatemala, to bring fresh water aboard from ashore. Crew lugged cans of water from shore for cooking, washing and drinking and boilers after tanks broke down. Ship used water faster than it could be brought aboard.

# Crackdown Ends Safety Violations Aboard 'Worst Ship In 20 Years'

After a harrowing trip from the West Coast during which the ship listed as much as 22 degrees and constantly threatened to run out of water, the Shinnecock Bay sailed for Europe with a "new look" aboard. Union headquarters delayed the payoff for five days un-

til necessary repairs were assured and the crew got \$2,000 additional overtime for such varied duties as chopping wood for the galley, unloading lumber and building life-rafts.

Characterized by Assistant-Secretary-Treasurer Claude Simmons as "the worst ship I've seen in 20 years," the Shinnecock Bay was buffeted by misfortune from the time it left Puget Sound until it

arrived at the Panama Canal 31 days later. All the while it was threatening to roll over, crewmembers knew that some of the life-saving equipment was in dubious or defective condition.

The episode raises questions as to the efficiency of Coast Guard inspection. It also reflects on an American consul in Guatemala who failed to act in face of the obvious unseaworthiness of the ship.

The vessel's pending misfortunes were tipped off on the previous trip when the hot water supply failed and the crew did without for 14 days. When she arrived on the West Coast in August, the Union promptly collected a claim for \$2,800 in penalty money for the hot water shortage.

Following this payoff the ship took on a deck load of lumber at Aberdeen, Washington, and headed for the East Coast. It wasn't long before the list started showing. Eight days out of Aberdeen the list was 22 degrees, so severe that the engineers were having trouble getting feedwater into the boilers. Water rationing was put into effect as the engineers tapped the fresh water supply to keep the plant going. All efforts to trim the cargo and reduce the list sufficiently were unsuccessful with the ship never going below a 16 degree list.

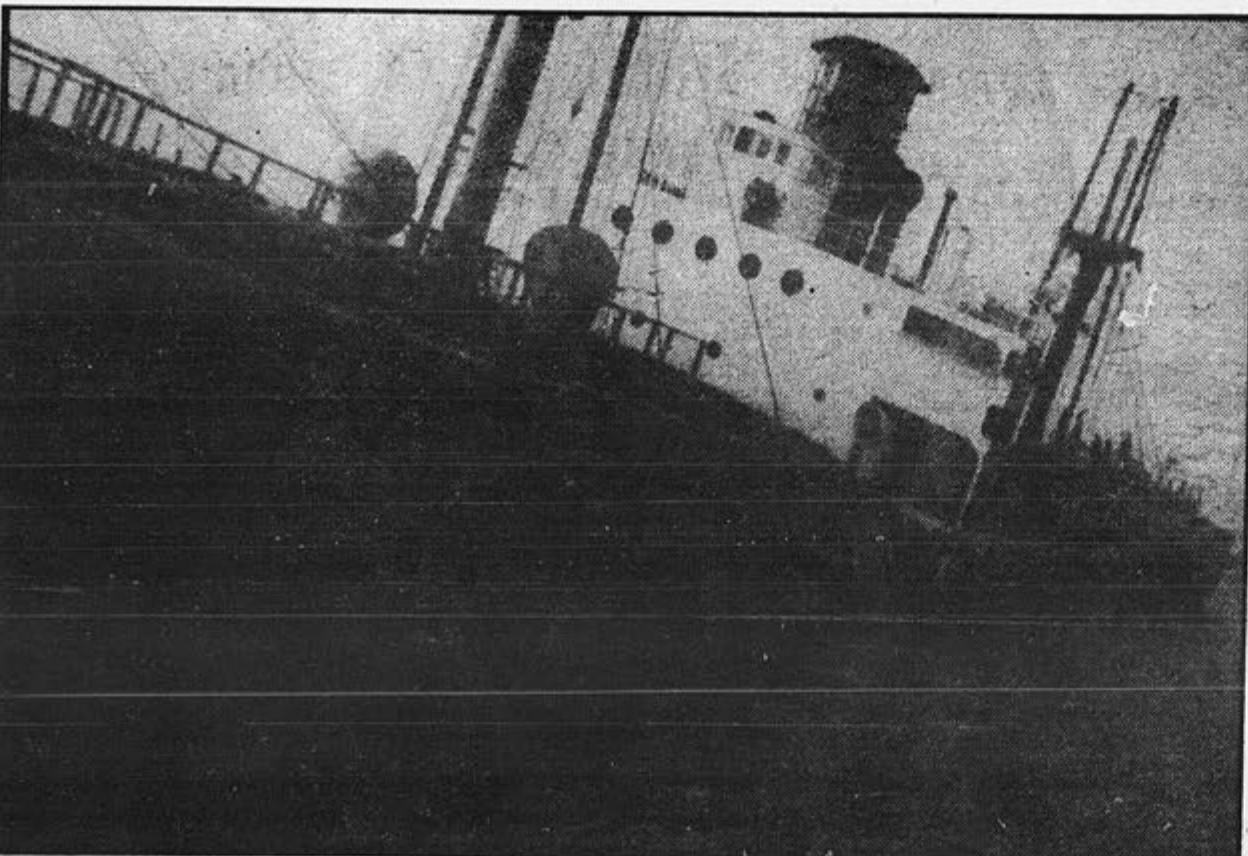
### Carried Water In Cans

Finally, in desperation, the captain pulled the vessel into San Jose, Guatemala, in the hope of getting some more water. But there were no facilities for putting water aboard in the port, so part of the crew was put to work bringing cans of water aboard in two of the ship's lifeboats, while other men

were unloading lumber in an effort to correct the list.

Meanwhile conditions aboard were becoming more unlivable each day. Because of the list the scuppers backed up and the toilets refused to drain. Foul waste water and oil spills were all over the decks and the galley. Crewmembers could not take showers or wash clothing and the messman was washing dishes in salt water. One man's arm was broken in a skid on the slippery deck.

The crew appealed to the American consul in San Jose requesting that an inspection of the ship be (Continued on page 15)



Listing to port at times up to 22 degrees off normal, the Shinnecock Bay is shown at sea with deck cargo of lumber which produced a round of troubles for the SIU-manned ship. She was en route from Aberdeen, Wash., where she picked up cargo to the Panama Canal.

## SEAFARERS LOG

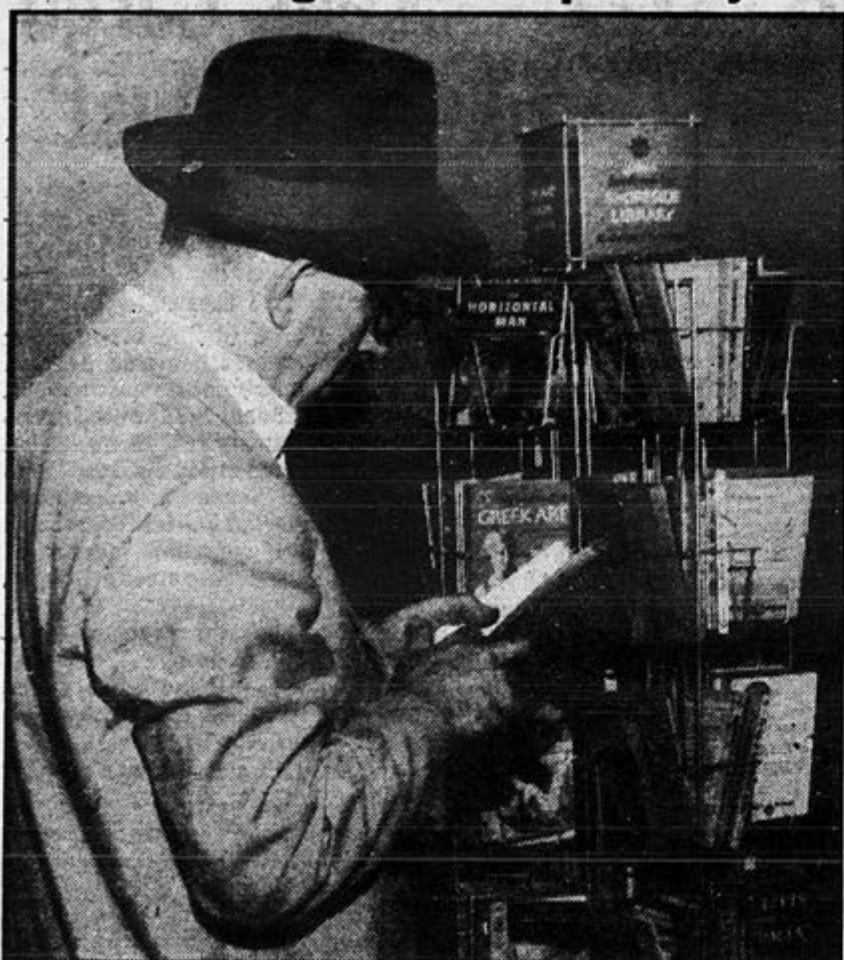
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PAUL HALL, Secretary-Treasurer  
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**Browsing In New Hq Library**



Seafarer Nick Gaylord, 2nd cook, browses through a SEAFARERS LOG library assortment furnished in the newly-installed library for membership use at SIU headquarters. Similar 50-book packages are put aboard all SIU ships every three months under the LOG's ships' library program.

# SIU Celebrates 17 Pacesetting Years

The SIU Atlantic and Gulf District will celebrate its 17th birthday next Tuesday, November 1, in what is unanimously regarded as the best physical, financial and economic shape it's been in during all its years of existence.

Acknowledged as the pacesetter of maritime labor, the SIU has rolled up a series of noteworthy achievements during the past 12 months to add to an ever-increasing record of gains for Seafarers.

Chief among them were the winning of a seniority shipping and hiring system preserving the Union hiring hall, extension of hospital and surgical benefit protection to the families of SIU men, completion of the Baltimore building program and expansion of membership facilities in other ports.

The launching of the Andrew Furuseth Training School, organization of new SIU companies and successes on the national legislative front were also high marks of the year. The record was marred principally by the still unexplained loss of the LST Southern Districts with 23 crewmen, including 14 SIU men, in an Atlantic storm.

Even so, the great forward strides could not eclipse the history of the Union from its modest beginnings in 1938.

Officially, the actual birthday of the SIU was October 15, 1938, when the AFL convention issued an international union charter to Harry Lundeborg, secretary-treasurer of the Sailors Union of the Pacific.

**Parent Is SUP**

The SUP subsequently became the West Coast district of the new international, and the A&G District was started with members who transferred from the old AFL Seamen's Union, a group which had been operating under a federal labor union charter, and was affiliated directly with AFL headquarters.

It wasn't until November 1, 1938, however, that the SIU-A&G actually started functioning, and thus the Union's birthday each year is marked on that date. The Sailors Union commemorated its 70th anniversary last March.

Many formidable tasks faced the infant A&G District, not the least of which was the fact that it was not only confronted with instant opposition by Atlantic and Gulf Coast shipowners but also with the then-powerful apparatus of the Communist Party's waterfront section, which already controlled the fledgling CIO National Maritime Union, formed a few years previously.

But founded as a non-Communist organization, the SIU-A&G quickly began attracting support from seamen on both coasts dissatisfied with poor wages and even worse conditions. Contracts with major Gulf shipowners followed in short order, as the Union stuck to its demands and gained respect throughout the industry for doing so.

**Vital War Role**

The outbreak of the second world war slowed the forward drive, but the SIU had already established

itself as a going concern, gained additional contracts, refused to knuckle under in the face of assaults by various Government ship agencies and, when V-J Day was announced in 1945, was stronger than ever before.

It had lost more than 1,200 Seafarers to the hazards of war, but thousands more had bolstered the ranks. A post-war organization campaign was launched almost before the smoke of World War II had lifted, and a string of new victories followed in rapid succession.

The Union took on Isthmian, last of the big open-shop outfits, and tamed it in a whirlwind drive. Cities Service took longer, but eventually succumbed also. Of this campaign, a Senate Labor subcommittee said later: "It is almost unbelievable that any union could continue in existence in the face of this combination . . . Certainly a smaller, poorer and less persistent union would have been destroyed."

**Building Program**

In the midst of this, gains had also been made on other fronts. From its original dingy office at 2 Stone Street, New York City, the SIU shifted headquarters temporarily to Washington, DC, then back to Stone Street, and then to its own building at 51 Beaver Street in 1944, and finally to new, modern headquarters in Brooklyn in 1951.

The same building program was carried on in other ports, as the Union bought or rented buildings to provide proper facilities and service to its growing membership. A Union-owned and operated slopchest service providing both retail and shipboard service was launched in 1952.

A few days after the start of the Korean War, in 1950, its pioneering welfare plan went into effect and has scored continuous gains since then in providing protection for sickness, disability, death, maternity, family hospitalization and surgery. Scholarships for members or their children was another innovation.

**Pioneered Vacations**

The SIU-A&G also pioneered in winning paid vacations for seamen, many of whom had not had a paid vacation in 30 or more years of previous sailing. Wages have more than quadrupled since 1938 and shipboard conditions are acknowledged as the finest in the industry.

The past 16 years have been good to Seafarers, who have come far from their humble start in 1938. At birthday time next Tuesday, they can look forward with confidence to much more in the years to come.

## Maritime Funds Facing Slow Bell In Congress

WASHINGTON—Despite far-reaching ship construction plans announced by the Maritime Administration, indications are that Seafarers cannot expect too much action on shipping problems during the coming session of Congress. Maritime observers in the nation's capital expect many maritime projects to stumble over a Congressional economy drive.

Trouble is expected when it comes to appropriating the actual cash to carry out ship construction and other programs sought by the industry and supported by the Maritime Administration. Observers point out that 1956 has all the earmarks of shaping up as a red-hot presidential election year with the outcome very much in doubt.

Under such circumstances, it is

traditional for Congressmen to turn economy-minded, particularly since tax reduction looms as a major Congressional issue.

**Subsidies Threatened**

It appears that even the subsidized lines, long recipients of favored Government treatment, will have trouble getting full appropriations for their operations.

The one bright spot in the outlook is the fact that the Office of Defense Mobilization has approved a fast tax write-off for builders of trailerships. This will help pave the way for Pan Atlantic's trailership program.

## Dependent Plan Features Speedy Benefit Payments

Now completing its fourth month of operation, the SIU's hospital and surgical benefits plan for Seafarers' dependents is running at top efficiency. An examination of SIU Welfare Plan records shows that when necessary documents are properly filed with a claim,

when his daughter was hospitalized, with the result that the Plan had no way of proving her relationship to the Seafarer and benefits were delayed accordingly.

Fortunately, an increasing number of Seafarers and wives of Seafarers are now contacting headquarters and port offices in advance of the hospitalization. This enables the Union to advise them on procedure and assure that a greater number of Seafarers collect their benefits speedily. It is not uncommon for a check to be written within the hour of receiving the claim.

Where necessary documents are not on file, delays are inevitable. In one recent case of this kind, a Seafarer had failed to file an enrollment card. He was out at sea

on both. However, the Plan recommends that in negotiating for hospital or surgical services the Seafarer or his wife try to get a price within the limits set by the Plan. The allowances under the Plan are among the most generous of any in the country and are figured on average costs in major port cities. They should be ample to cover charges, aside from the standard \$50 deductible provision.

Among the queries received by the Union the following are the most common:

• **What do I do if the hospital demands payment in advance and I do not have the money on hand?**

If the Seafarer is qualified, the Welfare Plan will send the hospital a letter of credit guaranteeing payment in accord with the limits set by the Plan. To date all hospitals have accepted this letter of credit in lieu of actual cash from the Seafarer.

• **Do I have to go to a particular hospital or doctor?**

You have full freedom of choice

• **Am I eligible for benefits and if so, how do I file a claim?**

Eligibility consists of 90 days seafaring in the preceding calendar year and one day in the 90 preceding the filing of a claim. All ports can speedily check eligibility via teletype to headquarters and all

(Continued on page 6)

## Statement Of Ownership

Statement of the ownership, management, and circulation required by the Act of Congress of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 (Title 39, United States Code, Section 233) of SEAFARERS LOG, published every other week at Brooklyn, NY, for September 20, 1955.

1. The names and addresses of the publisher, editor, managing editor and business managers are: Publisher: Seafarers International Union of North America, Atlantic & Gulf District, 675 4th Ave., Brooklyn 32, NY; Editor: Herbert Brand, 675 4th Ave., Brooklyn 32, NY; Managing editor: Ray Denison, 675 4th Ave., Brooklyn 32, NY; Business manager (none).

2. The owner is: (If owned by a corporation its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address as well as that of each individual member, must be given.) Seafarers International Union, Atlantic & Gulf District, 675 4th Ave., Brooklyn 32, NY; Paul Hall, Secretary-Treasurer, 675 4th Ave., Brooklyn 32, NY; Robert Matthews, Assis-

tant Secretary-Treasurer, 675 4th Ave., Brooklyn 32, NY.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semi-weekly, and triweekly newspapers only.) This information not required.

(Signed) Herbert Brand, Editor. Sworn to and subscribed before me this 20th day of September, 1955. Al Bernstein, Notary Public. (My commission expires March 30, 1956.)

# Steward Dept. Committee Recommendations

## 1. Recommended Work Policy For Steward Department

1. If the stewards are expected to perform their duties efficiently, it will be necessary to have the full support of all union officials in all ports.

2. The new SIU Meal Program to be put into effect on all SIU-contracted ships.

3. Definite rating should be specified when group three in steward department is called and shipped from the board. When any man shipped is found not capable of performing the job he is shipped, he is to be sent back to the hall if there is sufficient time to do this. When steward has to transfer a man into different jobs when no time is available to call for another man, this transfer is only for the duration of the voyage and the man found incapable at the beginning of the transfer shall be discharged and the other man returned to his original job.

4. When any man is found unqualified and inefficient, he must appear before a committee of three or five who sail in his rating to judge his qualifications. When found consistently that he is inefficient, he should be made to sail in a lower rating or attend the Union's training facilities for recertification.

5. **Recertification:** A man shall be certified in the following manner and such certification shall be stamped in his Union Book:

One year sea-time for galley to go as 2nd or 3rd cook

One year sea-time for 2nd cook to go as baker.

One year sea-time for baker to go chief cook.

Two years sea-time for chief cook to go steward.

## 2. Recommended Work Rules For Steward Department

In order to insure continued harmony and efficiency in the steward department, this outline of duties is submitted as a guide for the steward and is not intended to conflict with or supersede our agreement or is it intended in any way to limit the steward's authority.

The steward department works as a unit. The regular routine will be carried out within the scheduled working hours as specified and it shall be the duty of the steward department to organize its work so that it is accomplished within their eight hours per day as scheduled in the agreement.

Routine duties of the steward department shall be to prepare and serve meals; cleaning and maintaining quarters of the licensed personnel, including the radio officers, pursers, and passengers, all dining rooms, messrooms, galley and pantry, culling and sorting fresh fruits and vegetables; unless otherwise specified in the agreement. No overtime applies to the above routine work.

The following duties of each member of the steward department as outlined, shall be enforced by the steward and shall apply to the manning scale as herein adopted by the Seafarers International Union of North America, Atlantic and Gulf District.

**Duties of Steward:** Eight hours between the hours of 6:30 AM and 6:30 PM.

The steward shall have the full authority of making any changes and adjustment of this work, according to the circumstances or conditions that may arise, and the Union demands that each member cooperate in carrying out his assignments as a bargain of our contract. It shall be left up to the steward's good judgment, who will bear in mind that the results are always the determining factors, in better service, maintenance and greater economy. He shall coordinate the work of his department in the different classes so that none of his men will be taxed unfairly beyond their capacity. He shall have the right and free access to any parts of the vessel, where the function of his department is necessary. When settling differences he should make every effort to settle them satisfactorily for all concerned. His employees are entitled to private interviews when brought to task. This will improve the harmonious relationship now existing aboard ships. The regular duties of the steward shall be to supervise all work of the steward department, including the supervision of preparing and serving all meals; he is responsible for the receiving and issuance of all stores, inspection of work, preparing requisitions, taking inventory of stock, authorizing, checking and recording overtime, conforming with the agreement in distribution of extra meals to each man individually, issuance of linen and soaps to the crew and officers on the days designated with the help of the steward utility. He shall see to it that the SIU meal system and list of instructions, as set by headquarters and its representatives, shall be followed and he will be held accountable for its application aboard ship.

The chief steward shall set up a schedule for members of the department to keep the steward department quarters clean.

He shall prepare all menus and control all keys. He shall see that all quarters under his jurisdiction are cleaned properly, that meals are served on time, authorize the cleaning of all refrigerated storage boxes. He shall assist when there is a shortage of help in his department, he may also do any work which he may deem necessary for the efficient operation of his department.

**Duties of the Chief Cook:** 7:30 AM to 12:30 PM—3:00 PM to 6:00 PM.

The chief cook is in charge of the galley. He shall do the butchering, cook roasts, soups, gravies and sauces; direct the preparation and serving of all food, including night lunches, assist the chief steward in preparation of the menus when required. He shall work under the su-

pervision of the chief steward and shall receive stores when necessary and assist in the proper storage of same. As directed by the steward, he shall assist in taking inventory of galley stores and galley equipment; also report to the steward any repairs and replacing of all equipment. He shall render all fats, he shall be responsible for the general cleanliness of the galley and its equipment. He shall keep the meat box in an orderly condition.

**Duties of the Cook and Baker:** 2:00 AM to 10:00 AM at sea — in all ports as the steward may direct, between the hours of 6:00 AM to 6:00 PM.

He shall work under the direction of the chief cook; he shall do the necessary cooking, baking breads, pies, cakes, puddings, pastries, hot cakes, and all flour work, cook cereals, stewed fruits, assist with cooking and serving meals, and when required, he shall at 6:00 AM start the preparation of all meats left out by the chief cook. He shall be responsible for cooking and serving breakfast. He shall slice, prepare and serve all breakfast meats and assist in the preparation and serving of all meals. He shall assist in the general cleaning and upkeep of the galley and equipment. On Liberty ships where there is no galleyman, the night cook and baker shall do the third cook's duties between 9:00 AM to 10:00 AM.

**Duties of the Second Cook:** 7:00 AM to 1:00 PM—4:00 PM to 6:00 PM.

The second cook shall work under the direction of the chief cook and the cook and baker. He shall cook all vegetables and assist in preparing for the cooking and serving of all meals, prepare all cooked salads, and shall assist the night cook and baker with breakfast to order. He shall prepare all night lunches. He shall assist in the general cleaning and upkeep of the galley and equipment, sort and cull perishable fruits and vegetables, with the galleyman, as required.

**Duties of the Third Cook:** 7:00 AM to 1:00 PM—4:00 PM to 6:00 PM.

The third cook shall work under the direction of the chief cook and other cooks. He shall prepare and cook all vegetables, keep a sufficient amount of onions, carrots, etc., available for use, sort and cull perishable vegetables, and fruits, with the galleyman, as required. Keep refrigerated space neat and orderly, and clear out paper wrappings, crates, etc. Draw necessary linen for galley in exchange for soiled linen, assist in the general cleaning of galley and equipment, return unused and left over food to the refrigerator when necessary. When no galley utility is carried, he shall perform the work of the galley utility, and his working hours shall be 6:30 AM to 9:00 AM, 10:00 AM to 1:00 PM, 4:00 PM to 6:30 PM.

**Duties of the Galley Utility:** 6:30 AM to 10:00 AM—11:00 AM to 1:00 PM—4:00 PM to 6:30 PM.

The galley utility shall work under the direction of all cooks; he shall clean the galley and all utensils, peel potatoes, cull perishable vegetables and fruits, with the third cook or second cook, and keep refrigerated spaces neat and orderly, cleaning out paper wrappings, crates and so forth; empty and scrub garbage pails. After each meal, scrub galley deck. He shall assist chief cook in drawing daily meats from meat box, when required. Each morning after breakfast draw stores as directed, including linen. Clean between deck, passageways and bulkheads, outside refrigerator boxes and stairway leading to the main deck, he shall light fires when prescribed.

**Duties of the Passenger Utility:** 6:30 AM to 9:30 AM—10:30 AM to 1:00 PM — 4:00 PM to 6:30 PM.

When passengers are aboard, the passenger utility shall make and clean the passenger rooms each morning, he shall be responsible mostly for the caring and services to passengers, as the chief steward may direct, clean passenger lounges and smoking room. He may be required to assist steward in receiving and disembarking passengers. When six or less passengers are carried he is to serve them breakfast. He is to serve lunch and dinner at all times and when over six passengers are carried he will be relieved of serving breakfast to do his cleaning and will work in conjunction with the saloon and pantry messmen, as the steward may direct.

**Duties of the Saloon Messman:** 6:30 to 9:30 AM — 10:30 AM to 1:00 PM — 4:00 PM to 6:30 PM.

The saloon messman shall be responsible for the serving of the three meals daily to the captain and officers; he shall also assist in serving all meals to passengers. However, the saloon messman and saloon utility are solely responsible for preparing and serving breakfast when more than six passengers are carried. He shall be responsible for the cleanliness of the saloon, condiments, etc., polish silver and clean glasses, clean port boxes and glasses, mop the saloon each morning after breakfast and sweep after each meal, and clean fans. Draw all linen to be used in the saloon and be responsible for the setting of all tables for service. Spot sougee when necessary.

**Duties of the Saloon Utility:** 6:30 AM to 9:30 AM — 10:30 AM to 1 PM — 4:00 PM to 6:30 PM.

The saloon pantryman shall be responsible for the pantry and the refrigerator and fruits and all needed stores for the officers and passenger service. He is responsible for the preparation of salads (except cooked salads) under the direction of the steward. Keep pantry and utensils, bootlegs, steamtables, crockery and pans used by him, cleaned after each meal. Dish out food at service. Make coffee at each meal and morning (coffee time) before retiring. Empty and scrub garbage pail after each meal, work jointly with saloon messman and passenger utility in preparation and serving at all times.

*Story and membership committee's report giving recommendations and outline for further study is on opposite page.*

He may be required to assist in serving breakfast with saloon messman when more than six passengers are carried. Spot sougee when necessary.

**Duties of the Crew Messman:** 6:30 AM to 9:30 AM — 10:30 AM to 1:00 PM — 4:00 PM to 6:30 PM.

The crew messman is in charge of the crew room; responsible for silverware and glasses, condiments, and serving three meals a day. Provide milk, box cereals, butter, bread, cold drinks, and needed supplies; scrub the deck each morning before retiring. Clean messroom refrigerator, tables and chairs and spot sougee when needed. Assist the pantryman with salads. Place night lunches in proper places. Leave out a few cups and spoons after each meal. He shall check that there are necessary stores left out for night, such as coffee, sugar, milk, etc. Also clean fans.

**Duties of the Crew Utility:** 6:30 AM to 9:30 AM — 10:30 AM to 1:00 PM — 4:00 PM to 6:30 PM.

The crew pantryman shall be responsible for the cleanliness of the crew pantry crockery, coffee urn, percolators, all pots and pans used by him, refrigerators; scrub each day and clean after each meal. Make coffee for each meal and coffee for the crew for morning "coffee time" before retiring. He is responsible for the preparation of salads (except cooked salads) under the direction of the steward. He shall assist messman in serving when required during rush period. Draw needed supplies for the crew messroom and assist crew messman in making cold drinks. Spot sougee when necessary.

**Duties of the Steward Utility:** 6:30 AM to 9:30 AM — 4:00 PM to 6:00 PM.

Routine duties of the steward utility shall, other than making and cleaning officers' quarters include work in storerooms, linen lockers, ship office, officers' passageways and stairways, clean steward department showers, and toilet, court and bag linen, issuance of linen and soaps when necessary; do the general cleaning as the steward may designate. Clean the recreation room alternately with the wiper and ordinary seaman. The laundry is cleaned by each department alternately.

## 3. Recommended Guide For Steward Department

In order to improve the preparation and serving of food and eliminate waste on all SIU contracted vessels, the following guide is put into effect aboard this vessel:

1. Menus are to be prepared daily, on main entrees at least 24 hours in advance. Standardization must be avoided.

2. The chief steward is to issue all daily stores when practicable and must control all keys. Storerooms and iceboxes are to be kept locked at all times.

3. Maximum sanitary and orderly conditions must be observed in all steward department facilities, such as galley, messrooms, storerooms, etc. No smoking in the galley at any time. No smoking by any steward personnel while serving or preparing food.

4. White jackets must be worn by messmen at all times while serving. T-shirts may be worn while preparing for meals. Galley gang to wear white caps, cooks' jackets, white or T-shirts during hot weather.

5. Only qualified food handlers are to handle food and all personnel outside of the steward department are to keep out of the galley during the preparation of meals.

6. All entrees such as meats, fowl, and fish, including ham and bacon for breakfast must be served from the galley.

7. All steaks and chops are to be grilled to individual order. Meats and roasts must be carved to order.

8. No plate should be overloaded and only non-watery vegetable will be served on the same plate with the meat or other entree. Other vegetables to be served on side dishes.

9. At least two men of the galley gang must be in the galley during meal times. The steward to supervise the serving of all meals. Either the steward or the chief cook must supervise the meals when in port. Steward to be aboard when voyage stores are received.

10. Salads, bread, butter and milk are to be placed on the table not more than five minutes before the serving and only on tables where needed.

11. All coffee served for meals and coffee time is to be made in electric percolators when practicable.

12. No food, including vegetables, is to be thrown away after meals without the consent of the steward or the chief cook (left-overs).

13. Inclusion of sardines, boiled eggs, sliced left-over roasts, such as pork, beef, ham, etc., potato salad, baked beans, besides the ordinary run of cold cuts and cheese, to be served for night lunches. The night lunches are to be cut just before the galley closes.

14. Hot bread or rolls to be baked daily when weather permits. Cakes or other pastries to be served during coffee time as much as possible.

15. Stewards must keep a record of all daily menus for future reference.

16. Ground coffee for the black gang to be drawn from the steward within the steward's working hours and not from the pantry.

17. Typewritten copy of the daily menu to be furnished the galley force.

# Steward Proposals Draw Prompt Crew Responses

Crew responses are already arriving at headquarters on the proposed changes in shipboard steward department operations, working rules and up grading procedures. The proposals have been mailed to all SIU ships in the form of a three-part draft worked up by a 15-man rank and file headquarters steward department committee. The proposals are printed in full on the adjoining page.

Steward department members on the ships have been asked whether or not they approve or disapprove of the proposals as they now stand and have been urged to submit suggestions as to the content of the proposals. Suggestions having merit will be incorporated in the final draft of the proposals which will be handled by another rank and file committee to be elected within 60 days of the filing of the report. The final draft will then be submitted to the membership.

## Questions Explained

In responses received thus far, considerable interest has been shown in the new shipping procedure and in certain aspects of the working rules. A number of Seafarers raised questions about the proposal to ship group three men to a specific rating and requiring that a group three man transferred to another job in an emergency be required to go back to his original job when the voyage ends. The committee felt that a man throwing in for a specific job should be satisfied to return to his original choice. The procedure



Presenting interim report of rank and file steward committee, Seafarer Allan Lake, chairman, discusses recommendations at headquarters membership meeting.

would also eliminate favoritism in the department.

The change in the chief cook's working hours, the committee explained, was in recognition of the fact that most chief cooks already turn to before 8 AM. Consequently the working hours were advanced

to 7:30 AM but the spread of hours is the same.

Third cook working hours recommended were 7 AM to 1 PM and 4 PM to 6 PM. However, where the ship carries no galleyman, the third cook's hours would be changed to end at 6:30 PM so as to give the man a chance to clean up. The night cook and baker's working hours would become 2 AM to 10 AM so that he can look after whatever he has on the range.

Other questions were raised about the duties of the galleyman and the proposal calling for him to clean bulkheads. The committee felt that the only way to clean the bulkheads properly was to sougee them.

The committee's draft proposals are the outcome of the Union's ex-



Seafarer Frank Soriano, steward, addresses NY membership meeting on steward committee proposals.

perience with the new "to order" feeding system that has been installed on many SIU ships. Subsequently the membership in all ports elected rank and file committees to discuss proposals for re-vamping steward department operations.

## Steward Department Committee's Report

On September 22nd, a special headquarters membership meeting elected a 15-man committee to make recommendations as to procedure, working rules and Union policy for the shipboard steward department. The committee consisted of three stewards, three chief cooks, three bakers, three 2nd cooks and three messmen-utilitymen. Similar committees were elected in all of the outports to make recommendations and suggestions which were turned over to your headquarters committee for consideration.

The headquarters committee was in session for many days during which all recommendations submitted by the outports and by steward department members in headquarters were carefully considered. On the basis of these recommendations, and the suggestions arising within the committee itself, your committee has drafted a three-part report consisting of the following:

### Outlined Suggestions

An outline of suggested Union procedure in shipping and grading steward department men, including recommended rules for competency and upgrading.

A revision of shipboard working rules including specific listing of the duties of all ratings in the department. This includes a recommended change in the working hours of the chief cook.

A recommendation that the new SIU shipboard feeding system, in force on a number of Union ships, be extended to all vessels on the basis of procedure listed herein.

In line with the decision of the membership, the attached report is to be forwarded to all SIU ships for study by the shipboard steward departments so that they can submit their opinions and suggestions to headquarters.

Your committee strongly urges all steward department men to study this report carefully and express their feelings on it in writing for the further guidance of the Union.

### Standard Stores List

Your committee also proposes that pending further action by the membership on this report, that headquarters officials take over and complete a standard stores list which will establish minimum storing levels for all SIU ships. It proposes further, that the Union draft a list of foreign ship chandlers and the supplies they have available for storing American-style feeding ships, so that stewards who have to make purchases in foreign ports can be guided accordingly.

It is recommended that at the end of sixty days a committee be elected in headquarters to prepare a new draft of a steward department program. At that time the committee will sift the suggestions from the ships, reexamine the 3-part program presented here and study the stores list and foreign ship chandler roster for incorporation into one over-all steward department program. This package is then to be placed before the membership for action.

Your committee wishes to thank the many members in headquarters and the outports who offered their suggestions and opinions for consideration by the committee. The great interest that steward department men have shown in the drafting of this report is assurance that your committee's efforts have been worthwhile. We therefore recommend the adoption of the program, shipboard feeding guide and shipboard working rules submitted herein.

S. W. Johnson, chief steward; C. Dudley, chief steward; H. Marcus, chief steward; N. Nomikos, chief cook; D. Fry, chief cook; G. Curry, chief cook; A. Lake, messman; W. H. Dunham, 2nd cook; N. Gaylord, 2nd cook; N. J. Wood, 2nd cook; H. Donovan, night cook & baker; H. W. Morris, night cook & baker; R. Mendez, night cook and baker; E. C. Shaffer, messman; J. Colon, messman.

# Gov't, Bernstein Confer On Tour-Ship Subsidy

WASHINGTON—The first concrete steps toward clearing Arnold Bernstein's subsidy application for new transatlantic passenger liners were taken this week before the Federal Maritime Board. A pre-hearing conference on the Bernstein application took place on October 25 in FMB offices.

The Bernstein proposal calls for 20 voyages a year as a starter, utilizing a converted Mariner-type ship. Eventually it would offer weekly sailings with three such ships, all of them one-class vessels with cafeteria-style service. The ships would run between New York and Rotterdam or Antwerp.

The purpose of the pre-hearing conference is to submit documents and arrange for witnesses and pro-

cedure at the formal hearings. United States Lines, the only American company on the North Atlantic passenger run, has already intervened in the case, undoubtedly to oppose the Bernstein petition.

## Stymied By Korean War

Originally, Bernstein won approval for this type of service in 1950. Two Government-owned P-2 transports, the General Weigel and General Pope, were to be converted for that purpose. A few days after the application was approved the Korean fighting began and the Navy took the ships.

Present plans based on Mariner-type ships would provide accommodations for 900 passengers, all except 40 of whom would be in uniform tourist accommodations. Average round trip fares would be in the vicinity of \$360 based on 14 days at sea, roughly \$25 a day. The cost of crossing on present passenger ships with regular dining room service is considerably higher.

# FMB Asks 18 Knots In New Ships

WASHINGTON—Basic designs for four dry-cargo ships to replace existing vessels have been approved by the Federal Maritime Board on the basis of an 18-knot service speed. Shipowners who seek Government aid in building new vessels can modify them in various ways but cannot reduce the service speed below 18 knots.

The four types approved would replace existing C-type ships now in operation. They are the Island class, replacing C-1s, the Freedom class replacing C-2s, the Clipper class, in place of the C-3s and the Seafarer class, equivalent in size to Mariner ships and other C-4s. None of the presently-existing ships, except the Mariners, has a service speed of better than 16 knots. The additional service speed will undoubtedly mean a bigger and more expensive power-plant for the new vessels, although their tonnage would be approximately the same as the C-types they replace.

# Shot On Pier As 'Prowler'

BROWNSVILLE, Texas—Seafarer Charles Scott is recovering from a pistol wound at Mercy Hospital, Brownsville, following a night-time altercation with a warehouse guard on the Brownsville docks. The shooting took place when Scott, an AB aboard the SS Ideal-X, mistook the warehouse door for the entrance to the pier at which the Ideal-X was berthed. The warehouse was on an adjoining pier.

Crewmembers reported that the shooting was the result of a misunderstanding between the guard and Scott, with Scott thinking he had the right of access through the warehouse to get on to his ship and the guard believing that the Seafarer was a prowler.



Discussing recommendations of rank and file steward department committee at SIU headquarters which drafted proposals for revising galley and messroom operations, Seafarer Leonard Moona, reading clerk, reads report at special New Orleans membership meeting of steward personnel. The port meeting later voted approval of the committee report. Also officiating at meeting were SIU patrolman Herman Troclair, chairman, and Henry Gerdes, recorder.

# Lauds Top Disability Aid In SIU

BOSTON—A recent addition to the SIU's disability-pension list, Seafarer Charles A. McComiskey still regrets that he can no longer sail. But knowing that the SIU Welfare Plan will take care of all his future needs is in his words "simply wonderful."

"While it is indeed sad news to be informed by doctors that one can no longer receive a 'fit-for-duty' slip it sure brightens the otherwise gloomy picture to be assured by our Welfare Plan that my wife and I can face the remaining years with absolute confidence."



McComiskey

### Quit In April

McComiskey had to call it quits this April because of arthritis. Although he can no longer sail, the 63-year-old Seafarer is still active and is catching up on his visits to many friends and relatives whom he hasn't seen for a long time. "I look forward to visiting our Boston hall as often as possible," he says, "feeling certain that I will always be welcome."

McComiskey started with the SIU when the Union was founded and got his book on December 10, 1938. He served as engine department delegate on numerous SIU ships and through the years had his share of the major beefs in which the Union participated. In his sailing days he liked the coffee run into Rio and Santos, but if he couldn't get that run, Hawaii or Copenhagen suited him fine. In between trips he used to get in quite a bit of fishing and hunting.

### Compared Notes

With lots of time on his hands these days, McComiskey has run into a number of pensioners from other industries. On comparing notes, he finds that the benefits of other plans do not rate in the same class with the Seafarers' plan. "Many of the pensioners with whom I have talked," he reports, "are astonished to learn that Seafarers are entitled to so many additional benefits, other than the disability payments, without contributing one penny."

"The developments and accomplishments of our SIU, in such a short span of years," he concluded, "have, in my opinion been positively outstanding, and I might add, unbelievable."



Seafarer John Paerels, AB, is shown with sons John, Jr., 11, and Emilio, three, in between trips at their San Pedro, California, home. Young John is active spokesman for area's Community Chest services.

# Seafarer's Son, 11, 'Organizing' Ashore

SAN PEDRO, Calif.—Although he has not yet reached his 12th birthday, John Paerels, Jr., son of Seafarer John Paerels, is already showing the earmarks of a successful organizer.

One of six San Pedro children chosen to represent the area's Community Chest, Johnny has already spoken before a number of community groups in San Pedro and was scheduled for radio and television appearances along with other youngsters.

During his after-school hours young Johnny attends a local settlement house which is supported by the harbor area Community Chest. He and five others who are members of local youth clubs were selected as Red Feather spokesmen to explain the functions of Community Chest agencies throughout the Los Angeles area.

### Experienced Speaker

To date, his mother writes, Johnny has appeared before American Legion meetings, the Knights of Columbus, two Parent-Teacher Association groups, a local church group, a Spanish club and the parent's council of the settlement house he attends. He was also scheduled to speak to the American Association for the United Nations.

Johnny's father, John Sr., was written up in the SEAFARERS LOG of February 16, 1953, when he played Santa Claus to a group of South Korean orphans. Paerels bought a bagful of toys in Japan while on the Japan-Korea shuttle, and distributed them at Christmas-time in a Korean orphanage. At present he is aboard the Ampac Oregon, on another Far East run.

Young John is in the 7th grade and brings home a string of "A" grades. His parents are hopeful that in a few years he will be able to take a crack at an SIU scholarship.

## 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: Nov. 2, Nov. 16, Nov. 30.

# Directory Of SIU Branches

### SIU, A&G District

- BALTIMORE 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
- BOSTON 276 State St. James Sheehan, Agent Richmond 2-0140
- HOUSTON 4202 Canal St. C Tannehill, Acting Agent Capital 7-6558
- LAKE CHARLES, La 1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744
- MOBILE 1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1754
- NEW ORLEANS 523 Bienville St. Lindsey Williams Agent Magnolia 6112-6113
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600
- NORFOLK 127-129 Bank St. Ben Rees, Agent MADison 2-9834
- PHILADELPHIA 337 Market St. S Cardullo Agent Market 7-1635
- SAN FRANCISCO 450 Harrison St. Leon Johnson, Agent Douglas 2-5475
- MARTY Breithoff, West Coast representative
- PUERTA de TIERRA PR Pelayo 51-La P Sal Colls, Agent Phone 2-5996
- SAVANNAH 2 Abercorn St. E. B. McAuley, Acting Agent Phone 3-1728
- SEATTLE 2505 1st Ave. Jeff Gillette, Agent Elliott 4334
- TAMPA 1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1823

- WILMINGTON, Calif. 505 Marine Ave. Ernest Tilley, Agent Terminal 4-2874
- HEADQUARTERS 675 4th Ave., Bklyn SECRETARY-TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS J. Aigina, Deck C. Simmons, Joint J. Volpian, Eng. W. Hall, Joint E. Mooney, Std. R. Matthews, Joint

### SUP

- HONOLULU 16 Merchant St. Phone 5-8777
- PORTLAND 211 SW Clay St. Capital 3-4336
- RICHMOND, CALIF. 257 5th St. Phone 2599
- SAN FRANCISCO 450 Harrison St. Douglas 2-8363
- SEATTLE 2505 1st Ave. Main 0290
- WILMINGTON 505 Marine Ave. Terminal 4-3131
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600

### Canadian District

- HALIFAX, N.S. 128 1/2 Hollis St. Phone: 3-8911
- MONTREAL 634 St. James St. West Plateau 8161
- FORT WILLIAM 118 1/2 Syndicate Ave. Phone: 3-3221

- PORT COLBORNE 103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario 272 King St. E. Empire 4-5719
- VICTORIA, BC 617 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC 298 Main St. Pacific 7824
- SYDNEY, NS 304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec 20 Elgin St. Phone: 545
- THOROLD, Ontario 52 St. Davids St. CANal 7-3202
- QUEBEC 113 Cote De La Montague Quebec Phone: 2-7078
- SAINT JOHN, NB 177 Prince William St. Phone: 2-5232

### Great Lakes District

- ALPENA 133 W. Fletcher Phone: 1238W
- BUFFALO, NY 180 Main St. Phone: Main 1-0147
- CLEVELAND 734 Lakeside Ave., NE Phone: Cleveland 7391
- DETROIT 1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH 531 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO 3201 E. 92nd St. Phone: River 6-2445

# YOUR DOLLAR'S WORTH

## SEAFARERS GUIDE TO BETTER BUYING

By Sidney Margolius

### Buying Calendar For November

More prices are going up this fall than are going down, and one of the toughest markups moderate-income families have to contend with is the widespread increase in shoe prices, which are expected to be a dollar a pair higher by spring. This is an even harder blow than the markups in prices of 1956 cars and television sets. Shoes are a moderate-income family's biggest clothing expense, taking 18 to 20 percent of its entire clothing budget.

The good news is the additional reductions in the price tags of automatic washers, to the point where it is now possible to buy any of a number of good makes at close to the \$200 mark. Another help this month is the heavier supply of pork and beef, which is helping hold down the lid on food prices.

Many of the 1956 model cars are out now with increased horsepower and increased price tags, too. The hikes range from \$46-\$100 on lower-price models, to \$50-\$140 on medium-price makes. But significantly, dealers are already offering discounts on the 1956 models.

### New Homes Up In Price

Prices of new houses are also being forced up by higher price tags on heating units and other equipment. Too, houses are being shoved further out of the reach of moderate-income families by the concentration of builders on higher-price units. One building authority estimates that the average new house now sells for \$12,000, and only 15 per cent of the homes being built are in the \$7,000-\$10,000 range. Thus families with incomes under \$5,000 a year are being forced out of the housing market unless they are willing to assume an unusually high housing expense in relation to income.

Here are buying tips for November on family needs:

**SHOES:** Some of the increased prices of shoes scheduled for spring will be hidden from the public, especially in women's shoes. Women will find smaller selections of shoes at \$5, with many of the styles and qualities that were formerly \$5 now in the \$6 assortment, and many of the \$6 shoes now in the \$7 line. Price increases on men's and boy's shoes will be more open, and will range from 50 cents to \$1.

The grownups can beat the price increase by anticipating their spring needs ahead of time, taking advantage of the January shoe sales. But children's shoes are the real problem.

### Middle-Priced Shoes Best

This department's recommendation in buying shoes for both adults and children is to stick to the middle price lines. Cheap shoes aren't a good investment, but the most expensive shoes aren't either. The added price of expensive shoes often results from exclusive styling, novelty or extra decoration rather than any better materials and construction than is used in medium-price shoes.

One thing the higher-price shoe stores may provide more uniformly than the popular-price retailers is careful fitting, which is important for wear as well as foot health. An improperly-fitted shoe wears out faster. Shoes should be tried on with the child wearing both shoes and putting his full weight on them. Shoes should be fitted to the larger foot, and be a half inch longer than the foot, a quarter inch wider at the toe and should also provide room at top. The back of the shoe should fit snugly against the child's heel.

Watch how your children's present shoes are wearing to see if they are correctly fitted. The first sign of wear should appear at the ball of the foot. Chiropodists advise that wear at the toe indicates the shoe is too short; wear around the edges indicates it's too narrow (and corns and bunions may be on the way), while wear on one edge means the foot is off balance. Don't delay in having shoes repaired quickly (your own, too) rather than getting the last bit of wear. Delayed repairs throw shoes out of shape and shorten their potential life.

**COATS:** Cut prices are appearing on the new Orlon-Dynel women's coats recently reported here. Some stores are now offering them for as little as \$58—outstanding value in a warm coat. Another useful style gaining in popularity is the short mouton jacket, which makes a versatile and inexpensive winter outfit worn with a woolen skirt. A third useful and money-saving trend in winter coats, for men and children as well as women, is the zip-lined coat with an outer lining of Dacron-cotton blend poplin, a full wool alpaca lining and detachable alpaca collar. The advantage of this style is that with the lining in, the coat has excellent warmth for cold weather, and with the lining and collar removed, it can be used as a mid-weather topcoat, or a raincoat since the Dacron-cotton outer shell is treated for water repellency.

Look for cut prices on coats beginning with the Armistice Day sales, with price slashes growing progressively sharper until December, and final cut-rate clearances in January. So don't buy too early in the season unless you just haven't got a coat.

**FOOD:** Heavy supplies of pork have pushed down its price. Lower grades of beef suitable for pot roasting, stewing and hamburgers are cheaper now too, with large supplies of grass-fed cattle arriving in markets from the ranges before the onset of cold weather. Some cuts of lamb and veal have come down in price, especially veal shoulder, but lamb and veal will be better values in mid-winter when supplies are at their peak. In buying pork cuts, compare prices on the basis of lean meat. Boston or shoulder butts have the most lean meat (84 per cent), a loin-roast has 67 per cent; regular ham, 63, and picnic or shoulder roast, 61. Often you'll find picnic roasts and Boston butts are cheaper for the amount of lean meat you get than loin roasts or hams.

# Speed All H&S Claims

(Continued from page 3)

port agents can give applicants the necessary information on filing claims. The Union, if notified, will see to it that the family gets the necessary claim forms in advance.

• Can I use a Public Health Service hospital?

The PHS hospitals can be used by seamen only. Members of their

families are not covered by PHS services.

• Who in the family is eligible anyway?

Wives of Seafarers and unmarried children under 19. Stepchildren are covered if living with the Seafarer and being supported by him, and children boarded out or living in institutions are covered if the Seafarer contributes to their support.

**PONCE (Ponce), August 28—Chairman, P. Meranda; Secretary, W. Heister.** Ship's treasurer reported \$4.00 in the ship's fund. Flowers were bought for the funeral of an SIU member who had been a crewmember on the Ponce. Motion made and carried to take all beefs to department delegate and let him take them to the patrolman. Steward asked crew if anyone had suggestions about the food to make them at this meeting.

**QUEENSTON HEIGHTS (Seatraders), August 24—Chairman, E. Benson; Secretary, L. Sheehan.** Brother Pence in accepting the nomination as ship's delegate made it quite plain that he was doing so with the understanding that no personal or phony beefs would be tolerated as was the case on the last voyage. The coffee urn is so eaten with rust that it is impossible

disputed overtime. Recent communications from headquarters accepted and concurred. Captain is to advise all Mates to assist gangway watch. All unauthorized peddlers to keep off ship in port. Vote of thanks given to steward department. Ship's and deck delegates stated in order to avoid any unnecessary disputes with captain and chief mate, to relieve them of their positions as delegates.

**ROBIN GRAY (Robin Lines), July 3—Chairman, R. Kline; Secretary, W. Claymore.** It was unanimously decided, at a discussion held with the crew, that headquarters gets full backing on any action they deem necessary to defeat the bill aimed at black-jacking Union representation. No beefs. Request made for ventilator in bulkhead, and for gear locker for crew mess.

**LAWRENCE VICTORY (Mississippi), August 6—Chairman, J. Lukas; Secretary, S. Rivera.** Ship's delegate elected and everything going fine. To see patrolman about canvas insulation covering in thaw room box. Refer disputed overtime to patrolman. Repair list to be ready.

**SANTA VENETIA (Tankship), August 17—Chairman, McDavitt; Secretary, C. Hostetter.** Clarification needed on money draws in foreign ports. Motion made and carried to have repair list ready for patrolman since this ship is going into the shipyard. Vote of thanks to steward department.

**TRINITY (Carras), July 24—Chairman, J. Buzelowski; Secretary, M. E. Reid.** No beefs. Delegate to see chief engineer about water cooler. Marijuana was found aboard this vessel. Crew knows which crewmember is responsible and he will be reported to headquarters.

**ALCOA PENNANT (Alcoa), August 7—Chairman, E. Kelly; Secretary, J. Olsen.** Chief engineer promised to insulate all exposed joints on water heater, in starboard passageway. Keys to be made for each watch so that messhall can remain locked in all ports except for meal and coffee time.

**ALCOA POINTER (Alcoa), July 24—Chairman, C. Welch; Secretary, A. Johns.** Beef on gangway is to be settled in port of payoff. Poor quality of food aboard this vessel. Repair list to be made up.

**CHOCTAW (Waterman), July 28—Chairman, R. Evans; Secretary, D. Martinez.** No beefs, some disputed overtime. Repair lists to be prepared by each department. All books to be returned to library. Insufficient slop chest this voyage.

**CUBORE (Ore), June 28—Chairman, G. Brown; Secretary, C. Crockett.** Motion made and carried that ship be paid off sooner than the 4 1/2 hours, and that sailing board time be posted. Ship's delegate elected. More night lunch to be left out and steward department man to make coffee for 10 AM coffee time.

**JULY 24—Chairman, G. Brown; Secretary, R. Simpkin.** Boarding patrolman to see about variety of fresh fruit, more crackers, baker's yeast, fruit juices and other stores that are short. Discussions held on overtime on deck department; crackers for night lunch; baker's bread—reports shortage of yeast.

**August 7—Chairman, G. Brown; Secretary, R. Simpkin.** Discussion held about having two servings of ice cream this trip.

**ANGELINA (Bull), July 20—Chairman, D. Rood; Secretary, J. Kolodziejki.** Balance of ship's fund is \$8.50. No beefs. Keep washing machine clean.

**August 7—Chairman, McIlveen; Secretary, E. Bonefont.** One brother left ship in Puerto Rico to go to hospital. Ship's treasurer was given permission to buy new electric iron. Motion made and carried to have agent present at payoff to square away a black gang beef. Steward claims he orders enough food for trip but port steward does not put same aboard.

**ANN MARIE (Bull), July 29—Chairman, R. Cowdrey; Secretary, L. Calderon.** Minor beefs were settled, everything running smooth. Ship's fund—\$3.68. Motion made and carried to give ship's delegate vote of thanks. Steward requested crew's support to fire two men and was given same unanimously.

**CAROLYN (Bull), May 27—Chairman, E. Gross; Secretary, H. Thrash.** No beefs. Repair lists to be turned over to patrolman. Motion made and carried to elect ship's secretary-reporter, ship's treasurer and to have fund not exceed \$50. Discussion held on new 16" fans in crew messrooms. **July 26—Chairman, F. Mercuri; Secretary, W. Ludlum.** No beefs and little disputed overtime. Motion made and carried to read, accept, and concur with communications from headquarters. One man missed ship in San Juan because of death in family. Penalty cargo to be checked on.

**CHESTER HARDING (Const. Aggreg.), July 11—Chairman, A. Shrimpton; Secretary, C. Mulloy.** Delegate explained payroll system. No beefs. Meeting chairman read a personal letter that was to be dispatched to SIU secretary-treasurer giving him a general report of condition down here and Union morale aboard this vessel. Discussion held on keeping pets aboard.

**SEATRAN NEW JERSEY (Seatrains Lines), August 1—Chairman, W. Edwards; Secretary, P. Patrick.** Motion made and carried to accept and concur with communications from headquarters unanimously.

# HQ Revising Repair List Form

NEW YORK—Tackling the kinky problem of ships' repairs and the repair list form furnished to SIU crews, headquarters official this week began drafting a new type of repair list form to help expedite repairs throughout the SIU-contracted fleet.

Work on drawing up a new form was undertaken to correct the confusion caused by present list and to enable crews to note in detail their specific needs.

Claude Simmons, SIU assistant secretary-treasurer and New York port agent, also noted that once a new form is put into effect, the Union can more speedily process all repair beefs.

He pointed to the current success in the processing of ships' minutes under a new centralized set-up which has provided quick service on all types of beefs aboard the ships.

### Speedier Service

The importance of repairs cannot be over-emphasized, Simmons stated, as the ships grow older and more prone to breakdowns of all types of gear. Serious mishaps can be avoided by quick Union action on repair needs.

Shipping at headquarters, meanwhile, remained good during the past two weeks, as the dispatchers reported numerous jobs remaining on the board for several calls before being snapped up. The result has been the shipping of a large number of class C seamen to fill the jobs, in the absence of men with class A or B seniority who were ready to ship.

The forecast is for a slowdown in shipping in coming weeks, however, as there is not much in sight for the port right now.

### Ships In Good Shape

The port handled a total of 56 ships, including 23 payoffs, 16 sign-ons and 17 in-transits, all of which were in good shape with the exception of the Shinnecock Bay (Mar-Trade), Simmons reported.

# Bents Fort 'Automation' Has Deck Crew Buzzin'



The "Bumblebee," a three-headed monster of a chipping hammer, is demonstrated here by Russell, OS, who is holding on for dear life, as Jim Chesire, AB, looks on. The gadget is the invention of the chief engineer on the Cities Service tanker Bents Fort. It can do a fast job of chipping on deck providing it doesn't drill a few holes in it first.

Automation was just a word that the Bents Fort crew saw in shoreside newspapers now and then, but it's come alive because of the devilish ingenuity of the chief engineer. The chief has come up with a hydra-headed monster of a chipping hammer which consists of three conventional hammers welded together without a cutoff switch. The crew calls the contraption the "Bumblebee" because once it starts buzzin' there's no stopping the thing.

Seafarer T. W. King reports that the "Bumblebee" consists of three hammers with three teeth on each, three bars of lead weighing about 50 pounds across the top of them and a long handle. "Since there is no valve on it to shut off," he writes, "when you get hold of it it is like getting a bear by the tail." You can't let go, because if left to itself the hammers will drill nine holes in the deck.

### Let 'Bee' Whir

Some of the deck gang on the ship figured out that the only way to get a break was to turn the "Bumblebee" on its side and let it whir harmlessly at the air. That didn't work out so well though, because the sharp-eared bosun could tell the difference in the pitch and vibration noise even when below eating. He would come running and have the boys set her right side up again.

Fortunately the bosun has since left the ship and been replaced. Otherwise both the deck gang and the deck of the ship would be worn down to the nub by now.

# Ammo Movement Boosts Mobile Shipping Again

MOBILE—Renewed ammunition movements out of this port are making shipping news these days, with the SIU-manned Northwestern Victory now scheduled to take the first cargo out, presumably to the Far East.

The SIU ship will be the first vessel in the past month to handle explosives shipped from here. Information from the Army depot indicates that three more similar cargoes will leave within the next two weeks.

Meanwhile, shipping in the area during the past period was only fair, with 54 men shipped to regular offshore jobs and another 100 to relief jobs around the harbor. Prospects for the coming two weeks look fair, with quite a few ships already marked due for payoff and sign-on.

### Good Fishing

If there's any reluctance for men to take jobs here right now, it is probably due to the good fishing in the area, with enormous catches of speckled trout and redfish reported. Cold weather is due to hit here before long, so the anglers are catching in all they can before their time runs out.

Things look fine at this end in the expected representation election sought by the SIU-affiliated Marine Allied Workers in the Blue Stack Towing Company.

The company has been operating about ten tugs, mostly out of Florida, some of which hit Mobile regularly. An MAW victory in the voting appears pretty certain.

# Job Tides Ebb Again At 'Frisco

SAN FRANCISCO—Forecasts for shipping here have been coming a little too true to suit anybody's tastes.

When it's good, it's very, very good, and when it's bad, the only hope is that it doesn't last.

For the second time in a month, the prediction advanced at the end of the previous period came true to form, as a full-scale drought in jobs made itself felt during the past two weeks.

There were no payoffs at all, and only one sign-on, the John B. Waterman (Waterman) to break up the dry spell. Six in-transits came forward to ease the bleak picture somewhat.

But the crystal ball and the itineraries are combining once again to forecast another slow two-week period coming up. There are no payoffs in sight, but it is hoped a few in-transit ships will come around to take their quota of replacements.

# Digest of ships' Meetings

to make coffee in it. Discussion on the attitude of the chief engineer toward the SIU members.

**GATEWAY CITY (Waterman), August 14—Chairman, J. Brooke; Secretary, M. Machel.** Report read on the chief mate having men working under unsafe working conditions while on voyage. Discussion on hospital being used as quarters for repatriated seamen.

**DEL VALLE (Mississippi), August 22—Chairman, C. Murree; Secretary, M. Williams.** There is a total of \$92.30 in the ship's fund. Two men missed ship in Belam. Ship's delegate will see the chief mate about having svedores keep their toilets clean or have them locked up.

**FORT HOSKINS (Cities Service), August 21—Chairman, H. Westphall; Secretary, none.** Treasurer reported \$15 in the ship's fund. Discussion on how to get key for crew quarters.

**SEATRAN SAVANNAH (Seatrains), August 27—Chairman, B. Collins; Secretary, S. Johnson.** Beef concerning the steward and messman will be taken up by the boarding patrolman. \$26 in the ship's fund and all donations at the payoff should be given to the treasurer.

**VAL CHEM (Valentine), August 21—Chairman, H. Connet; Secretary, J. Austin.** There is a total in the ship's fund of \$33.05. All members will donate \$1 to the ship's fund. Delegates to see that radio antenna is bought and repaired if necessary.

**ALCOA CLIPPER (Alcoa), August 21—Chairman, L. Nicholas; Secretary, J. Powers.** The railing on the forward mast was repaired. Ship's treasurer reported a total of \$9.60 in the ship's fund after taking out money for movies, bulb for machine, and the payment to two messmen for cleaning up after movies. Headquarters report read, discussed and carried.

**ALCOA CAVALIER (Alcoa), September 4—Chairman, E. Moyd; Secretary, J. Stokes.** Ship's fund contains \$90. No beefs and little disputed overtime. Motion made and carried to accept and concur with communication from headquarters. Motion made and carried to send more LOGS to Trinidad for this ship.

**ALCOA CLIPPER (Alcoa), August 28—Chairman, H. Patterson; Secretary, L. Haggshelmer.** Ship's treasurer elected. Motion made and carried to accept communications from headquarters as read, unanimously.

**ALCOA PILGRIM (Alcoa), September 4—Chairman, J. McLaughlin; Secretary, E. Yancey.** Some minor beefs, and some disputed overtime. Motion made and carried to accept and concur with communications from headquarters. Men to learn their duties for fire and boat drill to avoid trouble at such drills.

**ALCOA RUNNER (Alcoa), August 21—Chairman, B. Friedman; Secretary, O. Guerrero.** Captain took care of pending requests from last meeting. All repairs taken care of. Communications from headquarters read and accepted unanimously. **September 4—Chairman, J. Dileo; Secretary, O. Guerrero.** Payoff was clean. Two men missed ship in NY. Ship's fund \$20. Delegates to make up repair list. Librarian requested cooperation from all hands. Hot cakes to be served three times a week.

**EVELYN (Bull), August 28—Chairman, R. Lundquist; Secretary, S. Pierson.** Laundry was cleaned up and keys were put out by captain on a \$1 deposit. Permits were told of the importance of them speaking up at meetings. Motion made and carried to accept and concur with recent communication from headquarters. Ship's secretary-reporter elected.

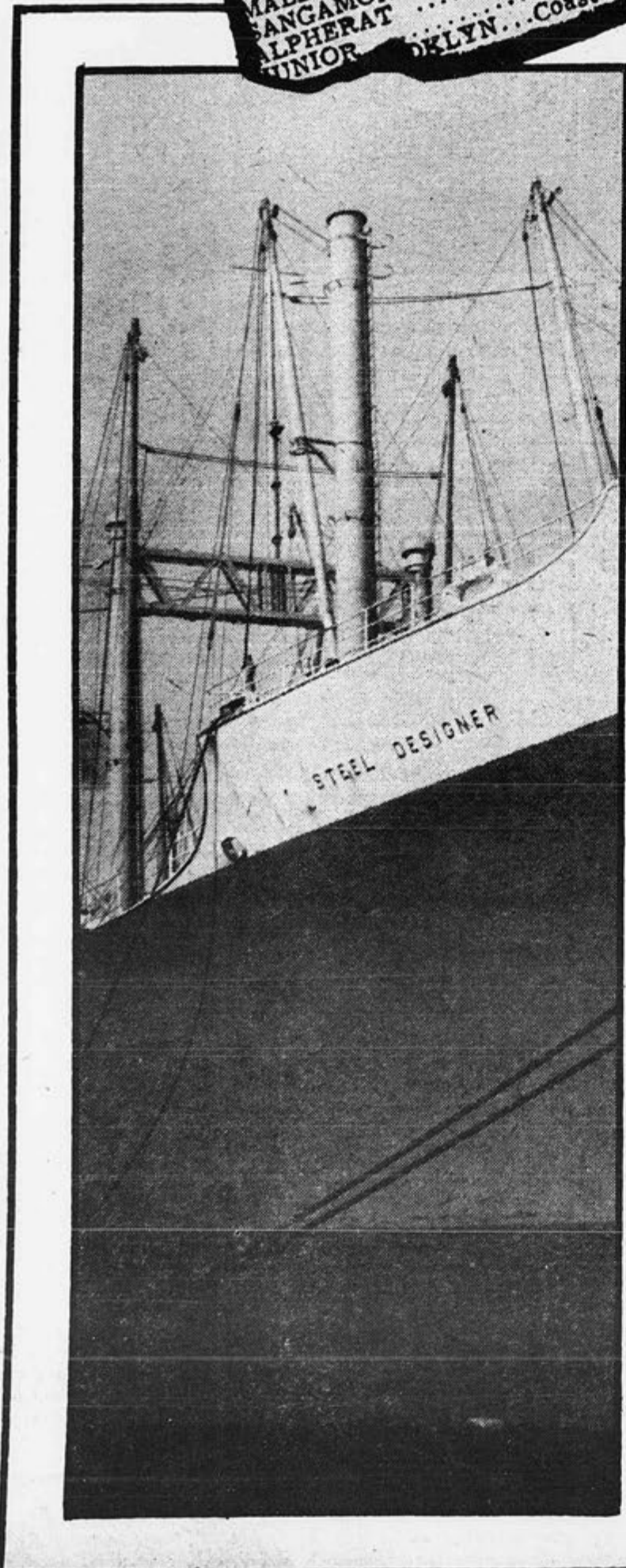
**FRANCES (Bull Lines), August 14—Chairman, S. Carr; Secretary, E. O'Rourke.** Ship's fund contains \$12.63. No beefs. Motion made and carried to accept and concur with communications from headquarters.

**OCEAN NORA (Maritime Overseas), August 6—Chairman, J. Nelms; Secretary, E. Kazniewsky.** Several hours

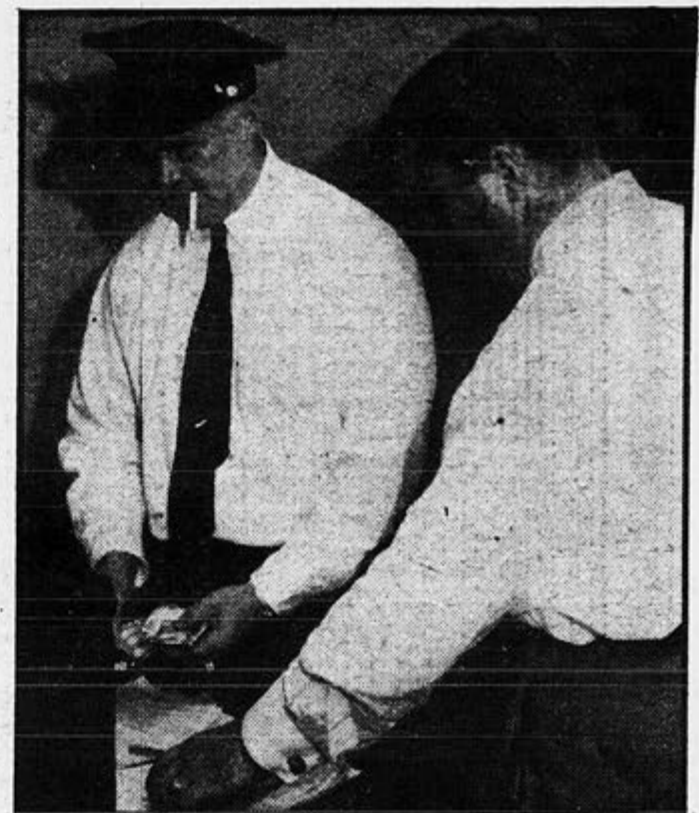
LET 'EM KNOW!  
Write TO THE LOG

### Ships That Arrived Yesterday

Ship	From	Date
STEEL DESIGNER	Boston	Sept. 21
CASA BLANCA	Not given	Sept. 23
PIONEER ISLE	Coastwise	
MARKLAND	Coastwise	
B. D. BENSON	Liverpool, N. S.	
FREYA TORM	Coastwise	
HOEGH S'STEAM	Halifax	
CAPE ANN	Norfolk	
ELIZABETH H.	Not given	Sept.
LUBUMBURGH	Antwerp	
ANGELBURG	Charleston	
KLAUS SCHOKE	Not given	
ESSO ZURICH	Not given	
DIS	Not given	
GREEN FREDERICA	Piraeus	
ANDROS FORTUNE	Coastwise	
ED CANYON	Coastwise	
WIGERBORG	Beaumont	
CONA	Cristobal	
REZ MARU	Coastwise	
ERT HOSKINS	Coastwise	
MOTOMAR	Havre	
NDRIA	Not given	
FLYING FOAM	Coastwise	
ESSO BANGOR	Coastwise	
MORMACELM	Coastwise	
MALDEN	Not given	
BANGAMON	Hampton Rds.	
ALPHERAT	Coastwise	
UNIOR	Coastwise	
OKLYN	Coastwise	



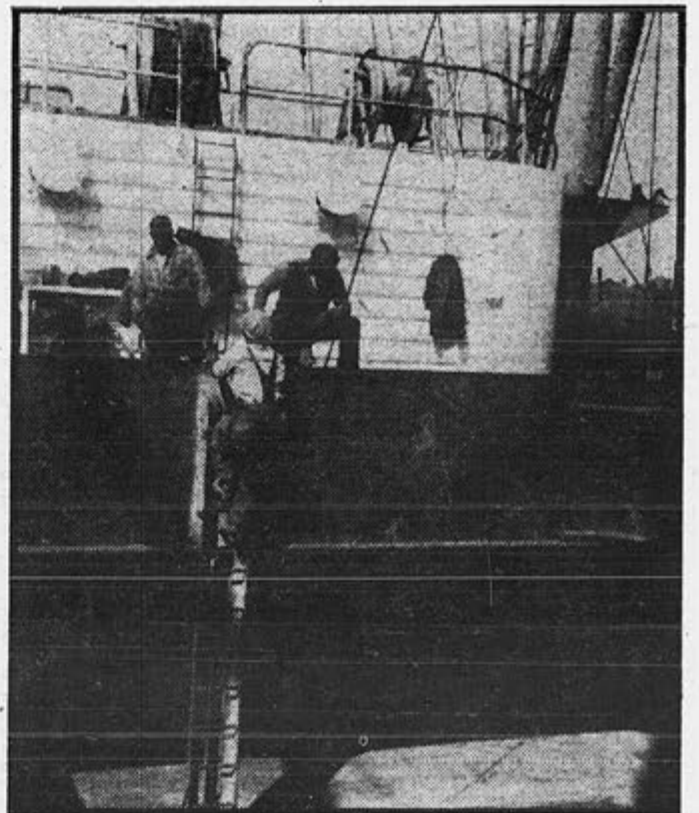
Collecting his payoff from company representative is H. Rogge, wiper. In rear, US Shipping Commissioner is taking care of crewmembers' discharges.



US Customs inspector, Ray Hansen (left) collects tariff charges from P. "Bob" Foy, AB, on his declaration of dutiable purchases in overseas ports.



Chief steward Eric Klingvall (left) and SIU assistant secretary-treasurer Eddie Mooney consult contract on steward department working rules for solution of shipboard beef.

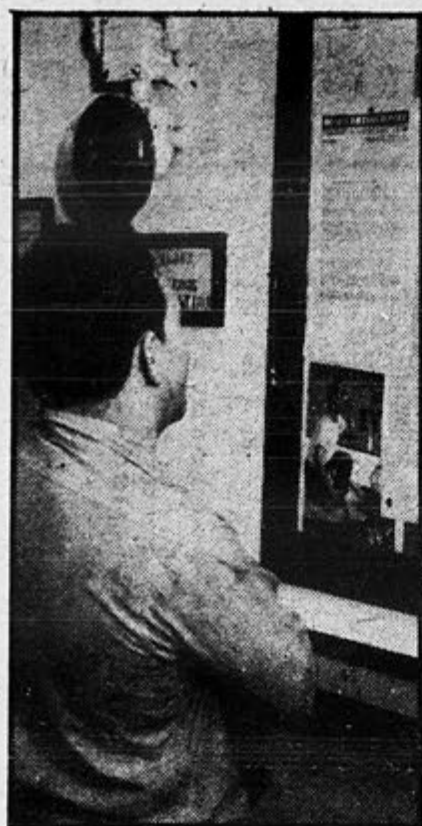


The hatch has been cleared of all incoming cargo, so longshoremen climb up the ladder. Ship brought back cargo of rubber, lac, dye nuts, ore, gums and hemp. She had been on westbound round-the-world run.





It's back to work for 3d cook Bernardo Tombocon who signed on again. He's turning on burners.



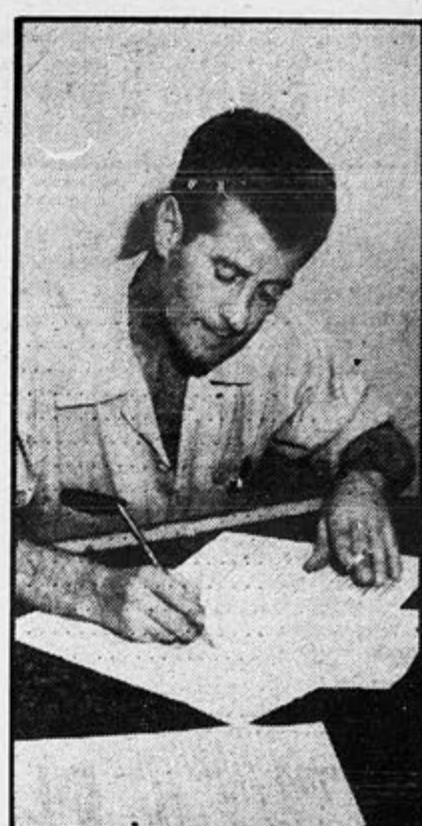
Wiper B. Gonzales catches up on what's new in Union by reading latest headquarters report.



Tom Lowe, DM, checks to see if his laundry is dry enough to take back to his foc'sle.



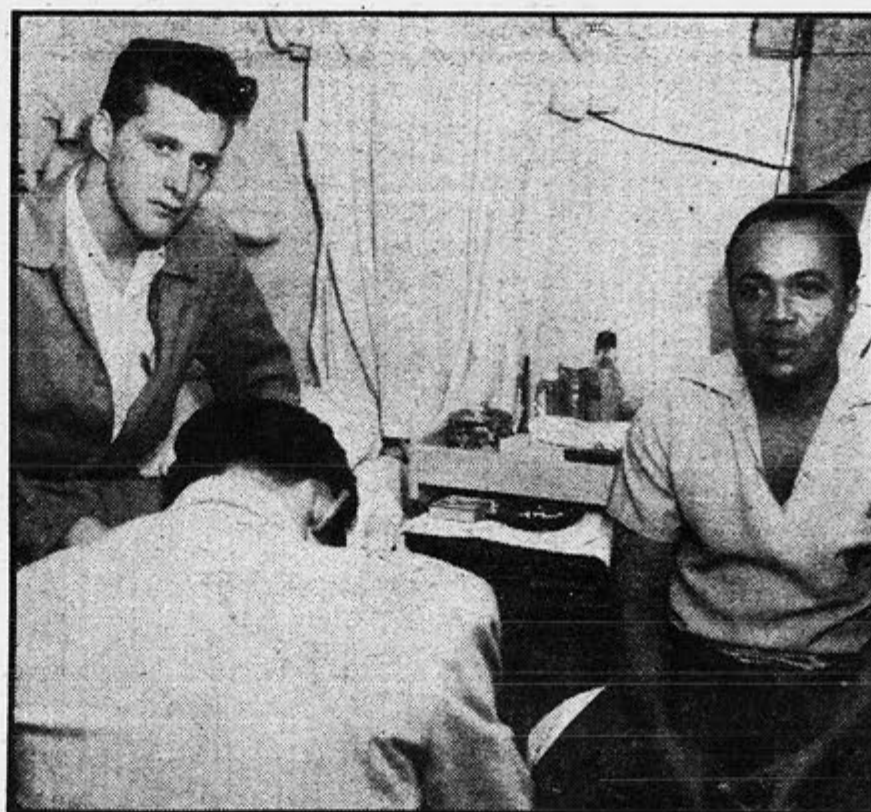
Shoreside laundry service delivered packages and Sam Doyle, 2nd cook, is looking for his gear.



Ship's reporter Winfred Kelly, oiler, works up report of shipboard doings for SEAFARERS LOG.



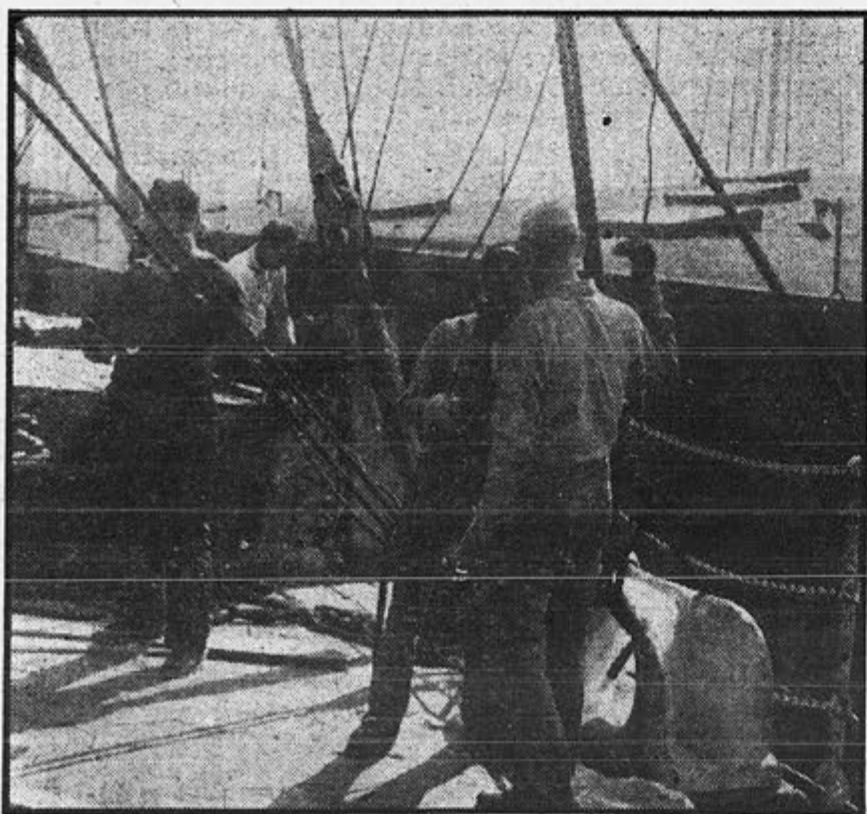
The payoff over, crewmen have books checked by Union officials (seated rear) Bill Hall and Ed Mooney. Crewmembers are (front) B. Gonzales and M. Gison (seated). Rear (left to right) W. Evans, H. Rogge, D. R. Goble.



It was world series time, and many crewmembers were glued to radio sets to hear the outcome. This intent group consisted of messmen Tom Campbell (left), G. Camache and W. Evans (back to camera).



Picking up odds and ends of gear, Malcolm Woods, AB, isn't going to leave favorite pin-up behind.



After unloading was completed, part of Designer's deck gang started securing booms for sea. Left to right, they are: Lee Broussard, OS; John McCauley, OS; W. Danny, AB; M. B. Woods, AB. Ship went back on westbound itinerary to Southeast Asia.



Chief cook J. Brasfield (left) collects package full of souvenirs from sealed locker. P. Shanley, 2nd mate, is doing the honors. Souvenirs and other overseas purchases are kept in locker pending inspection by US Customs at domestic port of call.



Leaving ship after payoff, Tom Campbell, MM, waves goodbye to shipmates who stayed aboard for another trip.

# Shipping Round-Up & Forecast

October 5 Through October 18

Port	Registered						Shipped															
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C	Total A	Total B	Total C	Total Ship.			
Boston	96	25	52	38	53	10	201	73	274	88	31	20	62	26	16	60	13	16	210	70	52	332
New York	26	10	19	6	15	6	60	22	82	31	6	0	21	18	2	11	5	8	63	29	10	102
Philadelphia	41	27	15	16	30	13	86	56	142	34	17	3	24	21	5	20	13	2	78	51	10	139
Baltimore	10	5	7	7	9	8	26	20	46	9	5	1	7	7	5	7	7	0	23	19	6	48
Norfolk	5	4	5	5	1	2	11	11	22	4	5	5	3	7	3	4	2	3	11	14	11	36
Savannah	2	1	1	0	5	1	8	2	10	3	1	0	1	0	0	3	0	0	7	1	0	8
Miami	0	2	5	2	9	3	14	7	21	2	1	2	0	1	0	3	2	0	5	4	2	11
Tampa	16	5	17	7	17	6	50	18	68	15	2	0	14	7	0	7	8	1	36	17	1	54
Mobile	55	14	34	13	56	19	145	46	191	33	6	0	28	3	0	36	7	1	97	16	1	114
New Orleans	19	14	9	19	11	7	39	40	79	20	7	1	8	9	3	5	6	5	33	22	9	64
Lake Charles	10	2	11	6	5	4	26	12	38	14	11	0	4	5	1	5	7	0	23	23	1	47
Houston	9	2	2	4	3	3	14	9	23	4	0	0	0	2	3	4	3	0	8	5	3	16
Wilmington	8	11	9	12	9	3	26	26	52	4	4	1	9	2	0	4	2	0	17	8	1	26
San Francisco	14	27	13	7	10	5	37	39	76	19	16	2	18	10	4	17	4	2	54	30	8	92
Seattle	290	115	37	200	120	44	191	81	41	681	316	122	1119									
<b>TOTALS</b>	<b>317</b>	<b>152</b>	<b>202</b>	<b>147</b>	<b>234</b>	<b>92</b>	<b>753</b>	<b>391</b>	<b>1144</b>	<b>290</b>	<b>115</b>	<b>37</b>	<b>200</b>	<b>120</b>	<b>44</b>	<b>191</b>	<b>81</b>	<b>41</b>	<b>681</b>	<b>316</b>	<b>122</b>	<b>1119</b>

## MAW Co. Plans Gulf Operations

PHILADELPHIA—Shut down by the winter season, Wilson Line excursion boats now under contract to the SIU-affiliated Marine Allied Workers in this port are shifting operations to the Gulf area on an experimental basis.

The first of them is expected to commence regular excursion sailings out of the Port of Houston by the end of the month and will probably be followed by others if the operation proves successful. Wilson Line was organized under MAW contract a few months ago.

Latest organizational success for the MAW in the port was the signing of several more Alumacraft plants, a local manufacturing concern.

On the local SIU front, things have been rolling along smoothly at a rapid pace, with good shipping and plenty of jobs for all takers. Supply is still running behind demand, and shipping is staying way ahead of registration.

Steve Cardullo, SIU port agent here, urged all Seafarers who are seeking a fast berth to make a beeline for this port, where they'll find little trouble moving out in a hurry.

### Horn & Hardart Beef

He also advised the membership in the area that the Horn & Hardart Automat-Cafeterias here are still on the "unfair" list and do not deserve patronage by union men. The beef with the company has been raging about eight months and still no sign of a settlement.

Everything has not been serious business, however, as one of the vessels in port supplied a small contribution on the lighter side which promoted a few chuckles around the hall although it wasn't any joking matter at the time to the men involved.

The drama unfolded after the Hurricane (Waterman) docked at Pier 60 South with a full load of sugar and Seafarer Antoine Johnson, galleyman, who had purchased a ukulele in the West Indies, continued his practice sessions far into the night so he could be in perfect tune by the time he got ashore.

### No Arthur Godfrey

Although the idea was fine with chief cook Leroy Gulley, the music wasn't. Since he had been subjected to the Johnson's allegedly off-key singing and plunk-plunking all the way from the Islands, he was rather upset when they reached port—the City of Brotherly Love, no less—and the musicale showed no signs of letting up.

One thing led to another, one of which was a burned pot of soup on the oven, which Gulley had forgotten about in his desire to escape the torment. Thus at mealtime, the crew berated the cook and he, in turn, vent his anger on the galleyman. However, all concerned survived the encounter and the two antagonists departed in search of new adventure.

## A Day Out With Daddy



Interrupted while munching a chocolate bar on a visit to the SIU hall in New Orleans, Ava Maria Fraone, 19-month-old daughter of Seafarer Frank Fraone, poses with her dad for the LOG photographer. Obviously "daddy's girl," Little Ava Maria remained with her father throughout the day's job calls.

## Seattle Beef-Free; Shipping's Good Too

SEATTLE—Seafarers serving as delegates on SIU ships that have called here recently have been lauded for doing an A-1 job in bringing in clean ships with a minimum of beefs.

Beefs have been way below normal, according to Jeff Gillette, SIU port agent, and are getting settled satisfactorily for all concerned. The successful efforts of the ships' delegates and departmental representatives is proving that the various crews involved have made wise choices for these posts, he added.

This fact, combined with the continuing good shipping for the Northwest area, is making the servicing of the ships here a real pleasure, Gillette noted. The only sour note in the proceedings is the frequent headache encountered in collecting crewmembers' wages and subsistence for travel. The problem appears as a fre-

quent one on this coast and is being recommended for serious discussion at the next negotiations session. Meanwhile, it is being handled as best as possible as each case develops.

## USPHS Has Last Say On Duty Slip

Under the SIU contract, US Public Health Service doctors have the final say on whether or not a man is fit for duty. If there is any question about your fitness to sail, check with the nearest USPHS hospital or out-patient clinic for a ruling.

The pace of SIU shipping slowed down again during the past two weeks, as the "off again-on again" boom fizzled once more.

Total number of jobs shipped was 1,119, lagging only slightly behind the registration of 1,144. Registration has not had a far jump on shipping for quite some time, due to the above-normal activity in the latter department.

The downward trend of the period showed up particularly in the major ports of New York, Baltimore and New Orleans, and San Francisco once again was far off its regular pattern of good shipping. Savannah and Houston also declined to a lesser degree, and Seattle, still very good, dipped slightly.

Only one port, Boston, reflected improved job activity for the past two weeks. The remainder, seven all told, remained pegged at the same level as the previous report. Philadelphia, Norfolk and Lake Charles held their own at relatively high levels, and the others continued slow.

### Jobs Top Registration

Another look at the statistics showed shipping outpacing registration in six ports and running even with it in three more. In only six ports did registration run ahead of shipping, thus accounting for the small margin between them overall.

The seniority breakdown indicated class A doing very well with 61 percent of the total, and shipping better than two men for every job shipped in class B. The class B percentage was 28 percent, and class C handled the remainder. The ratio of class B over class C held to almost three to one. Those proportions have generally remained stable for several months.

Miami did not ship any men in class C at all and four ports each shipped only one class C man. Overall, the shipping in class C, which has no seniority in the SIU, was one man shipped for every six jobs for class A.

The following is the forecast port by port:

**BOSTON:** Better, but not booming; future uncertain... **NEW YORK:** Boom is off again, but jobs still go begging... **PHILADELPHIA:** Holding own; high activity should continue... **BALTIMORE:** Down again... **NORFOLK:** Slowing up; new coal movements should help.

**SAVANNAH:** Fair now, but looks dismal for future. Registration low... **MIAMI:** Quiet as usual... **TAMPA:** Still slow... **MOBILE:** Fair; should pick up. Eight offshore, four coastwise ships due... **NEW ORLEANS:** Slowed down again.

**LAKE CHARLES:** Still pretty active... **HOUSTON:** Fair shipping should hold... **WILMINGTON:** Should improve again... **SAN FRANCISCO:** Very slow; no payoffs in sight... **SEATTLE:** Good; has been better than expected.

## LABOR ROUND-UP

**AFL Hotel and Restaurant Workers** made their first breach in the anti-union wall at Miami Beach when they signed contracts with two resort hotels. The Vanderbilt and Monte Carlo hotels agreed to contracts giving wage increases and other improvements. The union has been striking 22 Miami Beach hotels since April 13.

Members of the **AFL luggage and pocketbook union** who lost homes and personal possessions in August's disastrous floods have gotten \$8,000 in emergency relief checks from their union. Most of the workers lived in flood-stricken communities in northeast Pennsylvania and northern New Jersey.

Approximately **60,000 railroad workers**, members of the Brotherhood of Locomotive Engineers

and Firemen, have settled for a 17-cent wage and benefits package at 130 major railroads. The agreement covers an approximately equal number of road and yard workers.

**Payroll guards and drivers** for Brinks, Inc., in Washington, won average increases of 25 cents an hour and a reduction in the hours of work. Fifty guards and drivers in the nation's capital won the new gains after a two-day strike.

The strike call went out to 46,000 workers at the Westinghouse Electric Corporation after failure of new contract negotiations. The CIO Electrical Workers union and the company are at loggerheads over new contract terms with both sides aiming at a five-year agreement.

**New Arrival Visits Houston SIU Hall**



Mrs. H. C. Hunt applies at SIU Houston hall for \$200 SIU maternity benefit for new arrival, Paul Clayton Hunt. Charles Kimball, Houston patrolman, is handling application while two other Hunt children, John and Mary, wait on counter. Looking on are Seafarers John Loveless and Dave Emerick. Daughter Mary was also an SIU Maternity Benefit baby.

**Baltimore Keeping Hall Spic 'n Span**

BALTIMORE—Opened officially nearly a year ago, the SIU's modern new building here is now being treated to a "retouching" job by the maintenance gang so that it can be kept in A-1 condition.

The heavy traffic in and around the building has necessitated some spot painting inside and out to keep the place fresh and avoid deterioration. The mild facelift job is designed to maintain the hall in the same tip-top shape which has made it the union showplace of the city.

Port Agent Earl Sheppard said the fine condition of the building was a credit to the work of the maintenance crew which was on the job at all times.

He noted too that the hall is seeing some increased activity these days because of the slow-up

in shipping here over the past two weeks. The lift in business at the Port O' Call and at the branch Sea Chest store is already noticeable, since Seafarers have a little more leisure time to inspect them now.

**MAW Support**

The SIU's supporting role in the beefs of the Marine Allied Workers with the Old Bay Line, the NBC Lines and some smaller operations is killing a bit of the slack time, he pointed out, as picketing continues in protest against the Line's anti-union efforts. All of these beefs are expected to unravel before long in the union's favor, however.

Although job activity over the past two weeks did show a decline, Sheppard added, there are some jobs for those Seafarers who aren't dead set on a particular ship or run. Those who haven't any special preferences can still move out without too much trouble.

**Asks Rise In Aid For Shipbuilding**

An increase in US construction subsidies from 40 to 45 percent has been proposed by Representative Francis E. Dorn, Brooklyn Republican. The increase would be designed to stimulate building of new ships under the US flag.

The Congressman recently returned from an inspection of foreign shipbuilding facilities for the purpose of comparing European costs with those in the US.

At present, the Government offers construction differential subsidies of up to 40 percent to cover the difference in costs between foreign and American yards. In some instances, the difference is greater than 40 percent giving foreign yards an edge in spite of the US subsidy.

Dorn declared that an increase in construction subsidies would bring tanker construction and registration back to the US and preserve needed shipyard work forces.

**Tampa Sees Blue Stack Vote Near**

TAMPA—Efforts of the SIU-affiliated Marine Allied Workers to organize the Blue Stack Towing Company, aided by Seafarers here and in Mobile, moved another step closer to success this month.

The path to a representation election was cleared, following the petition for the vote filed earlier with the National Labor Relations Board, when the company consented to balloting sometime in the near future. The only question remaining is the actual date of the voting, which is yet to be set by the NLRB.

**Eager For Union**

MAW organizers and SIU officials who have assisted in the drive anticipate no difficulty when it comes to the final count. The tug workers are reported eager for a chance at union representation and the benefits it can bring about.

The company operates 10 tugs in Gulf waters, mostly out of Tampa and Mobile.

Other items of interest in the port are the report of the rank-and-file steward department committee on streamlining procedures for their department and local efforts to improve the looks of the SIU hall here.

**MEET THE SEAFARERS**

**TONY VOYEVOTSKI, Oiler**

After a five year hitch in the Armed Forces seeing the world the hard way, Seafarer Tony Voyevotski decided he would like to try it as a civilian. In 1945 he caught a troopship running to Antwerp. Although he and a few thousand GIs had a hard time holding down their breakfasts, he decided that the seafaring life was for him.

The 38-year-old Seafarer signed up for a hitch with the National Guard in 1940. When Pearl Harbor came his unit was pressed into service. Tony saw plenty of the fighting in the European theater and took part in the Battle of the Bulge where Hitler's armies made their last desperate attack.

A few months in the States at the war's end convinced him that he would not be happy with the humdrum life shoreside, so he took off again, this time as a seaman.

Despite his digestive unpleasantness the first time out, Tony soon settled into stride. "The wages are tops and life is good with the SIU because the men are the finest. I'll never retire as long as I can do the job."

With no family obligations to meet, he takes off now and then for a couple of months to visit family and relatives back home. He also likes to get his fill of sports and is an avid follower of the New York Yankees during the summer and the Chicago Bears in the football season.

Tony ships out of Baltimore most of the time and likes the wide variety of runs he can get out of that port. Seeing the world as a Seafarer, he concludes, has the Army way of life beat all hollow.

**WILLIAM BUNKER, FWT**

Seafarer William Bunker was bitten by the ship bug when his uncle took him one day to show him what big ships look like. As soon as he was 17, in 1945, Bunker headed for deep sea.

Bunker's first job was on a non-union ship, the Sea Lynx. After about a year of this, he switched over to the SIU, where the all-around difference in conditions made him a staunch Seafarer.

The youthful Seafarer has been hitting various foreign ports for about ten years now and still retains his enthusiasm for out of the way places. Like many SIU men he is an avid shutterbug and spends most of his spare time with this hobby and with the painstaking job of making sailing ship models.

His favorite foreign ports are ones which have delighted many a Seafarer—Yokohama, Bremerhaven and Genoa. "These ports are full of good, kind people—they're more friendly to Americans than others." In fact, Bunker has been in Japan often enough to pick up and understand some of the language.

Bunker was too young for the goings-on of World War II but he had his share of excitement during the Korean conflict. He was aboard the Noonday in Kobe, Japan, when a fire broke out on the ammunition-laden ship. Nine fireboats and 350 Navy firefighters successfully tackled the blaze which threatened to take the ship, the crew and half of Kobe with it.

It was a jinx trip all around, he recalls, because after the fire was overcome, the Noonday sideswiped another ship and Bunker finally wound up on the sick list.



Voyevotski



Bunker

**SEAFARERS IN ACTION**

Very often when ships come out of the boneyard crews going on board find quite a few items missing only after the ship has already gone out to sea. Seafarer Charles Morrison, steward on the Duke Victory, suggested a method of overcoming this problem. He proposed that key ratings from all three departments should go aboard about a week before the ship actually sails so that everything needed for the voyage can be ordered and delivered before the trip begins.

Morrison has been sailing SIU for the better part of a dozen years. He joined in New York on January 14, 1943, and is 67 years of age.



Morrison

The Alcoa Patriot is one ship with quite a few active brothers aboard. First off, ship's delegate James Ott seems to have been right on the ball because he got a "rousing vote of thanks" for doing a "swell job." Then engine department delegate Al Tremer was praised for his cooperation and helpfulness in handling the paper work for the ship's arrival pool.

Finally, there was the chief elec-

trician, James H. Thompson, who took the television set converter ashore to see about the cost of having it repaired. All in all it looks like this crew is well taken care of.

Ship's delegate Ott, who sails in the engine department, became an SIU member in New York in 1951. Mobile is his home town.



Ott

There isn't anything in the way of shore leave to look forward to when a ship is on the bluejay run to bleak military outposts in the Far North. But the Seafarer-crew on the Catherine had a fine trip nonetheless, thanks in large part to the efforts of Frank Reid, ship's delegate, and Charles McCarthy, baker. Reid, the crew said, did an excellent all-around job of representing the crew and McCarthy kept everybody happy with superior pies, cakes and other tasty snacks. The result was a smooth and uneventful voyage.

Reid, an engine department man, has been a Seafarer since 1943, joining in Tampa. He lives there between trips and probably will

welcome some Florida sunshine after Greenland. McCarthy has been an SIU member for three years. He comes from Medford, Mass.

Seafarers who chaired the various SIU port meetings on December 4 included K. Hellman in Lake Charles, A. F. Martinez in San Francisco, F. Degan in Houston and R. G. Cowdrey in Seattle. Other Seafarers who served as meeting officers included:



Greenwald

Boston—D. Hines and J. Thomas; Philadelphia—J. Stogaltis; Norfolk—T. Hill and O. Wallace; Tampa—W. Parker and F. Hagen; Wilmington—J. H. McElroy and M. Greenwald.

The John B. Kulukundis is a happy ship with no beefs at all to report, thanks in large part to the teamwork of the ship and departmental delegates. "Everything was done in good old SIU style and the delegates did a fine job," the crew reported. Credit goes to B. Berglund, ship's delegate; Jack Lorents, dock; G. McAlpine, engine and Vince Fitzgerald, steward, for this happy state of affairs.

**FINAL DISPATCH**

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries:

Rudu Naarisma, 45: Brother Naarisma died on September 22, 1955, of carbon monoxide poisoning in Baltimore, Maryland. Burial took place in Moreland Memorial Park Cemetery in Baltimore.



Brother Naarisma had been sailing under the SIU flag since 1947. He joined the Union in Baltimore and had been sailing in the engine department. He is survived by his son, Fredrick, of Baltimore.

# Madras 'A Little Like Times Square' As Fabricator Boat, Launch Bump

## Two Stewards, One Prospect



A couple of generations of SIU stewards, past, present and prospective gather for this photo at SIU headquarters, as Seafarer Robert Principe (right) visits the hall with his eight-month-old son, Robert, Jr. At left is Seafarer Abe Goldsmit. Both Principe and Goldsmit are veteran SIU stewards.

India provided a couple of bad moments for Seafarers aboard the Steel Fabricator, as the sour luck encountered in Madras hung on until the ship reached Calcutta and a safe, secure anchorage in that port far to the North.

The incident that took place in Madras, according to Morris R. King, ship's reporter, made the bay there seem a little like Times Square, at least for the moment, when a trio of SIU crewmembers returning from shore in a company rowboat were run down by a speeding motor launch.

Two of the men were hurt slightly, and the third, Richard J. Windel, DM, had to do a "Brody" and jump into the water in order to avoid bodily injury.

### Couldn't Jump

The other two Seafarers, Roan Lightfoot, Jr., utility messman, and James E. Collins, OS, didn't have a chance to jump before the motor launch struck, but Lightfoot, true to his name, nimbly managed to hang onto the bow.

He pointed out later that it might be a good idea if all company launches or rowboats carried lights to avoid future mishaps of this sort. As it was, the boys figured they got off lucky, despite their losses of money, papers, and one wrist-watch and a pair of shoes between them.

Traveling north to Calcutta, the Fabricator didn't meet with any further difficulties until she reached the second anchorage in Hoogley River, where she lost her starboard anchor. "However this was quickly replaced with the spare, thanks to the diligence of the deck department," King noted. "The chief mate rewarded them on the spot with a half dozen ice cold quarts of beer for a job well done," he added. "In this country that beats a medal anytime."



Collins

## Seafarers In The Hospitals

### USPHS HOSPITAL SEATTLE, WASH.

Orville E. Abrams Sverre Johannessen  
R. J. Arsenault K. S. Krienke  
L. Bosley David G. Taylor  
Arthur W. Brown

### USPHS HOSPITAL SAVANNAH, GA.

G. M. Bennett James T. Moore  
Elmer Brewer Janne F. Pierson  
S. T. Butler Leonard H. Shaw  
John E. Floyd R. C. Shedd  
Henry Gordon Ernest H. Webb  
Jimmie Littleton

### USPHS HOSPITAL NORFOLK, VA.

E. A. Ainsworth John Decker  
Francis J. Boner Claiborne Massey  
Frederick Burrus Norman D. Wilson  
Dallas Byrd

### USPHS HOSPITAL GALVESTON, TEXAS

Hilton Blanchard John E. Markopolo  
Willard T. Cahill Wm. W. Stevenson  
Bruce Cauffman Horace L. Williams  
C. W. Doggett Edward C. Yeaman  
Peter F. Hume

### USPHS HOSPITAL SAN FRANCISCO, CALIF.

Andrew Bannon John C. Jackson  
Marcelo B. Belem M. E. Pappadakis  
David J. Burke W. M. Pennington  
Michael F. Dellano John S. Sweeney  
Charles Dwyer

### USPHS HOSPITAL BOSTON, MASS.

Richard L. Kelley Joseph B. Murphy

### USPHS HOSPITAL NEW ORLEANS, LA.

Ralph Armstrong Tinerman J. Lee  
Merton Baxter Henry L. Lowery  
Claude F. Blanks Allen B. Lynn  
L. Bourdonnay Edward Marsh  
J. L. Buckelew Mather Mullis  
Gaetano Busciglio C. R. Nicholson  
John L. Caldwell Alfonso Olagubel  
Lloyd T. Callaway R. A. Ratcliff  
Carter C. Chambers Edward Samrock  
Albert T. Cooper Benjamin C. Seal  
L. A. Dwyer William M. Shaw  
Joseph Engles Walter Smith  
Clarence Graham Woodrow A. Sneed  
Raymond J. Grauer Henry S. Sosa  
Earl T. Hardeman Lonnie R. Tickle  
Vincent E. Kane Dirk Visser  
E. G. Knapp James E. Ward  
Charles Lambert David A. Wright  
Leo H. Lang Salvatore Zammith  
Theo E. Lee

### USPHS HOSPITAL DETROIT, MICH.

Tim Burke

### USPHS HOSPITAL MEMPHIS, TENN.

Charles Burton

### USPHS HOSPITAL FORT WORTH, TEXAS

B. F. Deibler M. McDonald  
Joseph J. Fusella Rosendo Serrano  
Albert W. Kozina

### USPHS HOSPITAL BALTIMORE, MD.

Alfred R. Bliksver Fred Morris  
Carl E. Chandler M. T. Morris  
Jessie A. Clarke Jobe E. Mullen  
Victor B. Cooper C. Owens  
Donald Forrest John W. Parker  
Gorman T. Glaze Fred Pittman  
Albert Hawkins Murray A. Piyer  
Austin Kitchings L. Rinaldi  
Joseph Kumor Clyde Ward  
O. McCann Joseph Williams  
Earl McKendree Luis Williams

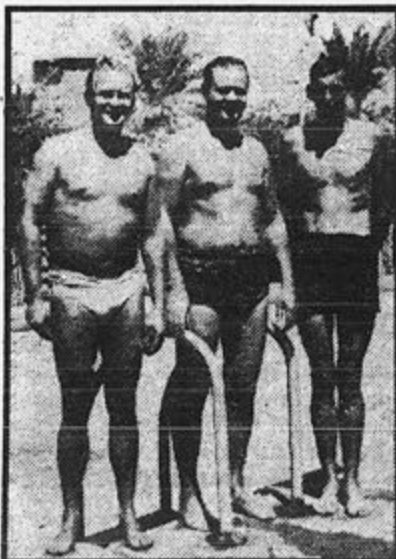
### USPHS HOSPITAL STATEN ISLAND, NY.

Hassen All W. F. Manthey  
Joseph Arabass Edward F. Matte  
Ben K. Baugh Thomas E. Maynes  
J. A. Blanco John Michlek  
Charles E. Brady Harry W. Morris  
Charles Cantwell John T. Norgaard  
George Carlson A. Peniza  
John Castro J. Psathas  
James Clarke Jose Quimera  
Gabriel Colon Perry Roberts  
John Eaton George H. Robinson  
Estell Godfrey Jose Rodriguez  
Louis Guellnitz Santiago Rosario  
Wm. A. Guernsey Anthony Scaturro  
Halvor Holt Charles R. Watson  
John McWilliams Joseph Wohletz

### USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY.

Edmund Abualy Kaarel Leetmaa  
Eladio Aris Leonard Leidig  
John Auslitz Arthur Lomas  
Fortunato Bacomo Mike Lubas  
Frank W. Bemrick Joseph D. McGraw  
Joseph G. Carr Archibald McGulgan  
Mariano Cortez H. F. MacDonald  
Walter L. Davis Michael Machusky  
Emilip Delgado Vic Millazzo  
Walter W. Denley Melvin O. Moore  
John J. Driscoll Eugene T. Nelson  
Robert E. Gilbert Joseph Neubauer  
Bart E. Guranick James O'Hare  
Taib Hassen Ralph J. Palmer  
Joseph Isits Daniel F. Ruggiano  
Thomas Isaksen G. E. Shumaker  
John W. Keenan Henry E. Smith  
John R. Klemowicz Harry S. Tuttle  
Ludwig Kristiansen Virgil E. Wilmoth  
Frederick Landry Chee K. Zal  
James J. Lawlor

## 'Steel Workers'



A refreshing swim at pool in Abadan, Iran, helps buoy the spirits of Seafarers Walter Katarzynski, Mauri Karlsson and Tommy Lanphear (l-r) despite high temperatures on Persian Gulf run. The Steel Worker was in Khorramshahr at the time.

## Register For '56, Iberville Urges

To the Editor:

These are some ideas I thought the membership might enjoy kicking around for ship-board sessions.

We here on the Iberville, a Waterman bucket, have kicked this topic around quite a few coffeetimes and have come up with this thought.

Most seamen don't like the Republicans in the White

House, yet most of them did not vote last time and, worst yet, even more of them aren't registered to vote in the next one.

Now most of us will get back to the old home town some time between now and the next presidential election, and there is no reason why those who aren't squared away on the voting rolls with the local registrar or county clerk can't take five minutes to register.

In Florida it takes only five minutes, and then if you aren't going to be in "God's country" when voting time rolls around, you can vote on an absentee ballot. So I don't see why all of us who did not vote last time (me too!) don't quit griping about Ike and the other Republicans and do something about it.

Should Be Ready Register this time when you get home so you will be ready. It is not too far away. When you stop to think about it, most of us don't get home too often. Do it this trip home so you will be able to move them out and put someone in who is interested in the merchant marine and the working man.

Most states allow you to vote on an absentee ballot if you are not going to be able to vote in person. If we all vote we count, maybe not as much as the farmers, but we do count and we can balance the scales a lot.

Tom Collins

Alma Rated Tops With SIU Crew

To the Editor:

A vote of thanks and praise was given to the steward department for its cleanliness and service aboard the City of Alma at our last meeting. Brothers, if you want to sail on a good SIU ship, this is for you.

The thanks of the entire crew were also extended to Captain Hugh Anderson, a true gentleman at all times. He is a real seaman who understands seamen and their problems and gives us the breaks whenever he can. He cooperates fully with the delegates which helps make a smooth trip all around.

A. E. DeLaney Ship's secretary

## Applauds Union, Welfare Plan

To the Editor:

Enclosed is a photostatic copy of our marriage certificate, which is needed to complete our file and assure welfare coverage for my husband and myself.

As I am about to visit our son at Fort Leonard Wood, Mo., it is nice to know that I am covered for any medical emergency which might develop.

I am also very glad that my husband is an SIU man, because the SIU is one of the finest unions in existence today. Good luck through the coming days.

Mrs. William R. Siebert

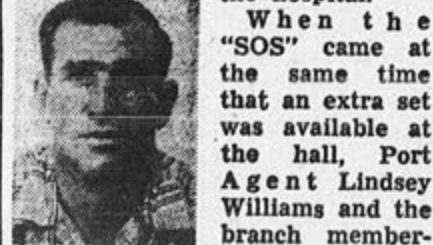
## Letters to the Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

## NO SIU Aids Hosp. On TV, Presents Set

Writing on behalf of his fellow patients at the New Orleans US Public Health Service hospital, Seafarer Lloyd Calloway has expressed their thanks to the local SIU branch for its "prompt response to our recent SOS when our television went on the blink."

For some time, the New Orleans SIU branch has been taking care of the repairs to the set used by patients on the 5th floor East of the hospital.



Calloway

When the "SOS" came at the same time that an extra set was available at the hall, Port Agent Lindsey Williams and the branch membership decided to make a gift to their fellow seamen, fishermen and others at the hospital and present ed them with a set so that their major source of entertainment could continue uninterrupted.

Delegated to write the "thank you," Calloway added, "It is such consideration for the less fortunate that makes our Union the greatest in the industry."

## Emery Debates Sea 'Philosophy'

To the Editor:

Greetings from the Lewis Emery, Jr.

In a recent issue of the SEAFARERS LOG (Aug. 19, 1955), Brother J. F. Wunderlich's answer to "What is a seaman's philosophy?" hit the nail squarely on the head.

We presume from his article that he interpreted philosophy as "the principles of a particular field of knowledge," which field we have no doubt would be "Girls! Girls! Girls." He certainly did a good job on them, in any event.

However, when he claims in the beginning of his article that the foundation for a philosophy for seamen is "anticipation and retrospection" and finished by allowing store clerks equal rights, he reminds us of a man holding a private party for a few friends and the general public.

Anticipation and retrospection would seem to us to be a

# Note In Bottle Shows Global Tie Of Seamen

Although the message in a bottle which he found 17 months after it was dispatched into the Caribbean by two Seafarers on the Del Sud proved to be a dud, Cuban fisherman Tomas Perez did succeed in demonstrating once again the natural link among seamen of all nations.

"As a seaman for over 30 years, I know that we have to help each other at sea even if we are strangers, because if I were in distress I would appreciate interest shown by anyone in a message I sent," Perez wrote recently. He expressed thanks for an Aug. 19 account of his discovery in the SEAFARERS LOG.

### Found Near Cuba

The fisherman, of Caibarien, Cuba, found the bottle from the Del Sud on July 15, 1955, in local waters. It had been tossed into the briny by Seafarers E. C. Caudill and Ira C. Brown between Cuba and Florida on Feb. 13, 1954, and the message asked the finder to notify the LOG.

Perez did so, since he had no inkling at the time whether the ship had been in distress at the time or not. (It hadn't). Caudill and Brown were merely interested in seeing where their message might wind up, and obviously it never got too far, although it did provide a little excitement for Perez until it was all cleared up.



Perez



There's water, water everywhere around these excursionists, Seafarers Cliff Martin, AB (left), and Dan MacMullen, DM, but they couldn't stay away from their ship (and the sea), even on their day off. Bienville shipmate William Calefato took this photo of them as they jockeyed around ship in rented boat.

### A Military Nightmare:

## His Mother Didn't Raise Her Boy To Be A Soldier

Ever jump up out of your sleep from a nightmare? Like the time you remembered you left a six-month payoff in the pocket of the pants you sent to the cleaners . . . or dreamed . . . or were due for a visit from the mother-in-law?

Well, brothers that's nothing compared to the nocturnal vision of Seafarer M. L. Olvera, formerly US 56-206-870.

Just out of the Army "with a sound body but many doubts about my mind," Olvera experienced a real corker of a nightmare his first night aboard ship as a civilian. It went something like this:

"The daymen were 'gigged' by

the old men for dirty shoes on Saturday morning's inspection. As a result, they are on KP this coming weekend . . . One of the star ABs shot 'expert' with a 12-thread heaving line in the last port; the chief mate has approved a three-day pass for him.

"The 12-4 ordinary has head count this weekend . . . Is he blowing his top! . . . Third cook was AWOL two days in Norfolk; steward has recommended him for a special courtmartial . . . 8-12 watch has CQ on the gangway the first day in; the rest of the deck department has to go on guard duty . . . It won't be too bad; the OD is none other than the junior third mate . . . a good 'Joe' . . . came through the ranks . . .

"Two messmen missed bedcheck . . . It's their second offense . . . the old man is giving them Article 15 . . . with a 14-day restriction. . . . One of the wipers missed reveille yesterday; he's going before the old man this morning . . . Probably will get a week's restriction . . .

"Bosun got reduced to the lowest enlisted rank; he dropped a boom while securing . . . One of the ABs got eight hours' extra duty for tying a stopper that jammed and had to be cut off . . .

"The old man is worried sick because the IG is coming up next trip and he has a rusty ship . . . Tomorrow's Friday . . . a 'GI party' . . . It never fails . . . and with the World Series coming up . . .

"When they woke me up to go on watch," Olvera said, "I could have sworn somebody said we were having a full field inspection Saturday, plus a parade. Gad, what a dream!"

# They Row, Row, Rock On Bienville Holiday

When three crewmembers of a freighter hire an outboard motorboat in Puget Sound on their day off, that's maritime history of some sort. At least that's the way Seafarer William Calefato looks upon a recent excursion by SIU shipmates Cliff Martin AB; Dan MacMullen, DM, and John Hroleck, wiper, from the Bienville.

As he reports it, "the Seattle shipyard attendant who rented out the boat and fishing gear must have been unusually hospitable, or liked to see visiting seamen who often are generous spenders, because he offered a toast before his three clients even ventured onto the Sound."

It's more than likely that one spirited toast followed another, because the trio's shipmates on the Bienville's stern witnessed some real fancy boat handling, as "Mac" the helmsman cut figure eights and patterns of phantom animals, like elephants, on the peaceful surf of Puget Sound.

### 'Eight Bells'

While the boat sailed in this fashion, the wiper suddenly became sure he had heard the ship's bell strike eight, so he directed "Mac" to put him ashore while his two partners finished the rental time. They then came closer to the ship, possibility to demonstrate their seamanship.

Unfortunately the motor failed, and the boat drifted between the ship and the dock pilings. "But a resourceful OS lowered a painter which Cliff made fast to a thwart so that the boat could be pulled

from where it was wedged. Mac was very busy on his own, frantically trying to get the motor started.

"Only Bosun Marple sighed as he watched each jerk at the motor, because if it did start, he warned in a low but assuring tone, the line would sink the boat when it pulled against it.

The warning may have been unheard or ignored, but the painter was needed as long as the motor was dead. "Mac" kept saying it just had to start—but the motor only coughed, as if it were chuckling at the sailor."

Then he tried something different, and examined the tank. "Get the gas," he ordered.

### Sharp Seamanship

"After the reserve can of gasoline was passed to 'Mac' and he filled the empty tank, the bosun and everyone else really watched as the boat slid almost past the slack of the painter.

Thus the boat continued on its adventures around the ship, with Cliff remarking in surprise about the spray that was falling over him and the boat, even on a calm and bright Puget Sound day.

Thinking rain was about to spoil their outing, he advised 'Mac' to steer for the boatyard, although someone helpfully suggested that they had probably just gotten too close to a drainpipe from the toilet.

"Still wondering whether it was spray or something else, our intrepid boatmen navigated their way back to the boatyard and eventually returned to the ship.

## Evelyn Crew Pet Has Own Welfare Fund

Man's best friend—"the noble dog"—in the words of one of his comic strip kinfolk, is being guaranteed first-rate care these days by his well-protected shipmates on the Evelyn.

Expressing the concern of his SIU brothers over the welfare of their canine pet, Seafarer Louis Cartwright recently proposed that "a small ship's fund be taken up for paying veterinary fees, etc., for the ship's dog."

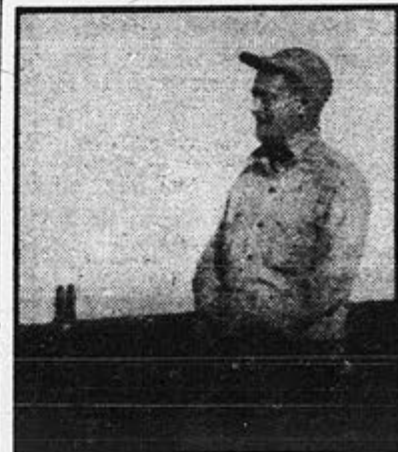
His motion, seconded by Thomas D. Foster, and adopted, is now the fixed policy of the ship.

Cartwright apparently reasoned that since SIU crewmembers and their families are now amply protected by the benefits provided under the SIU Welfare Plan, their pets deserve similar consideration while exposed to the rigors of the sea.



Foster

### Westport View



Seafarer George A. Williams on the Westport looks out into the open wastes surrounding Thule, Greenland, to see how many icebergs are around the 'Blue Jay Run' ship. The ship bumped into one iceberg during Northern run, but only clipped its rudder.

### LOG-A-RHYTHM:

## All Things Work Out

By Dale Williams

Because it rains when we wish it wouldn't,  
Because men do what they often shouldn't,  
Because crops fail and plans go wrong—  
Some of us grumble the whole day long.  
But somehow in spite of the care and doubt,  
It seems at last that things work out.

Because we lose where we hoped to gain,  
Because we suffer a little pain;  
Because we must work when we'd like to play,  
Some of us whimper along life's way.  
But somehow, as day will follow night,  
Most of our troubles work out alright.

Because we cannot forever smile,  
Because we must trudge in the dust awhile,  
Because we think that the way is long,  
Some complain that life's all wrong.  
But somehow we live and our skies grow bright—  
Everything seems to work out alright.

So bend your trouble, and meet your care,  
For the clouds must break and the sky grow fair;  
Let the rain come down as it must and will,  
But keep on working and hoping still.  
For in spite of the grumblers who stand about  
Somehow, it seems, all things work out.

### Burly

### Better Luck Next Time

### By Bernard Seaman



# Sandcaptain, Harding Rivalry Outdoes Heat

Lacking most other leisure pursuits, Seafarers aboard the two sandboats dredging a new ship channel outside of Maracaibo, Venezuela, have developed a rivalry that often rages hotter than the sizzling temperatures Mother Nature provided free of charge down there.

Newly established aboard the Chester Harding, which followed the earlier arrival of the Sandcaptain on the job, Seafarer Bill Horne reports that anything and everything stirs up a contest among the rival crews.

"A recent conversation that I overheard at one of the local em-

poriums of cheer went something like this:

"We have two parrots on the Chester Harding!"

"Yeah, well we have three on the Sandcaptain!"

"We've got two cats and a dog on the Harding!"

"Well, we have 18 parakeets and nine canaries on the 'Captain!'"

"We've got two alligators and an armadillo!"

"We've got a giraffe and two dodo birds!"

"It was about this time," Horne noted, "that I passed—I mean walked—out of before one of those orange polka-dot dinosaurs caught up to us."

Horne added that, for himself, he wanted to express his thanks "for the help and friendship given to me early this year when I was laid up with a broken leg.

"It is really wonderful when a man has an injury or sickness, and no income at all, that he has the secure knowledge that he has a place to sleep and will never miss a meal. Thanks to SIU welfare services and to innumerable former shipmates always ready to lend a hand."



It's happy birthday for Seafarer Jimmy Golder (left) as he cuts cake at Sandcaptain celebration. Shipmate Tony Messina looks on at festivities.



Horne

## Beaugard Gang On Deck



If smiles mean anything, all's well on the Beaugard, as SIU deck gang poses for a "family portrait." Pictured (kneeling, l-r) are: J. Sanphillipo, AB; D. Ransome, DM; R. Moylan, bosun; J. Fedesvich, OS; J. Mastin, AB; 2nd row, A. Ikkela, AB; C. Bankston, DM; S. Ostrom, OS; rear, J. Renshaw, AB; Goodwin, AB; A. Guidry, AB; J. Cantrell, elect., J. George, deck engr. Ikkela sent in the photo.

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)

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Signed .....

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ADDRESS .....

CITY .....ZONE .....STATE .....

## Ocean Eva Back, Sails For Japan

To the Editor:

The crew of the Ocean Eva wish to commend Lake Charles Port Agent Leroy Clarke for the fine way he handled our beefs and represented us when we paid off in that port after a trip from Mersin, Turkey.

Speaking of Mersin, let me advise the brotherhood and loverhood not to expect too much if they catch a ship going there. The only thing you can

often the importance of your duty to give all possible aid to our elected officials in their gigantic task of keeping the SIU on a perfect keel.

As you know, the USPHS is in jeopardy right now, and we are in a continuous fight to keep these hospitals from closing. The ever-present Coast Guard is busy needling us all the time like a drop of rain-water on a man's head. The Bonner Committee still has a proposal for strong controls on maritime wages and conditions and is itching to put the screws to you.

### All Must Do Part

All Seafarers should endeavor to do their utmost by writing their Congressmen and by supporting at shore meetings and on the ships all Union actions that will help to keep seamen out in front at all times.

We must remember while we are out on the high seas that our officials are doing a great job for us. All SIU men should be more than diligent at this time, by keeping up with all headquarters reports and acting on them immediately.

The younger brothers should observe the oldtimers to learn the policy and workings of our Union. Tomorrow they will be the Union and all it stands for.

So we go forward, never backward. I have been through the mill, and I don't wish it to happen to you.

John Jелette  
SS Stony Creek

## Raps CG Delay On Birth Papers

To the Editor:

I just shipped on a job aboard the Sandcaptain out of New York and had to go down to Venezuela by plane.

But I'd still be sitting around here waiting if I had to count on the Coast Guard for something. Talk about inefficiency! Those boys take the cake!

It seems I needed a copy of my birth certificate to get out of the country, and the only copy was filed with the Coast Guard in Tampa.

Well, the wires burned back and forth and they were supposed to send the original or a copy of it up to New York so that I could clear the US and go to work.

So I waited and waited some more, checked with headquarters at 80 Lafayette Street, the shipping commissioner's office and finally after several days wasted checked with the security unit at Pier 9. They didn't have it; nobody had it, only I was left high and dry.

Finally, somebody woke up and discovered the paper where it was supposed to be all the time. It had been laying there five days while I just waited around for nothing.

Well, if you can't trust them with a piece of paper, how can you trust them with a whole ship?

Anderson Jones

## Veteran Seaman Will Ship Again

To the Editor:

I hope you will print these few lines to let all my friends and old shipmates know that I will be back with them around Nov. 10.

Many thanks for sending me the SEAFARERS LOG as I and other seamen here enjoy it beyond words. Please change your mailing list so that I can receive it at my new address.

Louis Kellar

## Things Look Fine — He'll Be Back

To the Editor:

I wish to send my thanks to you and to all the brothers of the SIU for all the interesting and up-to-date stories and Union news in the SEAFARERS LOG. Thanks also for transferring the LOG to my new address.

As a retired Union member, I'm very much interested in the changes in our (or should I say "your") contract. As the saying goes, "Things are getting better all the time."

And that new agreement for the SUP is terrific. Now I know I must go back to sea. Yep, as soon as I get all my business settled here at home, I'm on my way.

There is one catch, however, I lost my retirement card, which actually was stolen. I wonder if you would send me a duplicate and also bring me up to date on the requirements I have to meet to reactivate.

I hope you will be able to help. Also give my best wishes to all our sick brothers and to the brothers who are sailing.

Vernon A. Moss

(Ed. note: Your letter has been turned over to the headquarters record clerk for appropriate action.)

## Joins Navy, But He's Coming Back

To the Editor:

Just a few lines to say "hello" and let the brothers know that I am now in the service. I have joined the Navy and will be here until 1959, which seems a long time away right now.

I have been in the Union since '49 and will be back again in '59 to take up where I left off. Believe me, I already miss the ship's chow and the night lunch, but that is the way the ball bounces.

I am on a destroyer, the USS C. R. Ware, which is quite a little different from the type of ship I have been on, but they have put me in the engine room where I have spent nine years, so I don't feel too bad.

### Wants LOG Sent

I would like to have the LOG sent to me, as I want to keep in contact with my buddies. That will help a lot, as anyone who has been in the service well knows. I miss the many friends I made while with the Seafarers and I will be glad when I can again ship with them.

No one realizes the meaning of the laughs and sorrows that were shared while being a shipmate with someone until he is taken away from them. I am proud to say that I am a member of the SIU, as we are the best. Keep the doorknob shining, boys, as I will be back in '59.

Bob "Andy" Anderson

## Likes SIU Help On Hospital \$s

To the Editor:

I recently spent 14 days in the hospital, and would like to express my appreciation to the SIU Welfare Plan for paying my benefits so promptly. Within a week a check covering my expenses was received.

The SIU has lessened the burden for families stricken by disease and illness. It's wonderful to know that the "best union renders the 'best' all-around service to its members."

Many, many thanks for the Welfare Plan, and for the service it renders.

Mrs. Stephen Arales

**ALICE BROWN (Bloomfield), August 13**—Chairman, N. Kirk; Secretary, C. Foster. Everything running smooth. All departments are requested to keep ship clean. Motion made and carried to accept and concur with communications from headquarters. All departments to rotate on library and laundry room, to keep them clean. It was suggested that all garbage be taken out to dump.

**DEL VIENTO (Delta Line), July 24**—Chairman, J. Tucker; Secretary, J. Syms. Most painting to be done this trip. Ship's fund, \$68. No beef or disputed overtime, everything running smooth. Motion made and carried to accept and concur with communications from headquarters. Ship to have a big shrimp party, cost to be taken from ship's fund. Discussion on library.

**GATEWAY CITY (Waterman), July 25**—Chairman, M. Mackel; Secretary,

a draw to men coming off watch in morning instead of waiting till afternoon. Motion made and carried to accept and concur with communications from headquarters.

**SALEM MARITIME (Cities Service), August 14**—Chairman, A. Alexander; Secretary, R. Wenz. No beefs. Ship's fund—\$17.50. Discussion held about repair list, fountain on deck to be repaired as soon as possible. Ship's fund will be maintained at \$17 or thereabouts.

**SOUTHWIND (South Atlantic), July 21**—Chairman, H. Galpin; Secretary, J. Craven. No beefs, everything running smoothly. Ship's delegate elected. Electrician notified crew that if fans were out of order, let him know and he would repair them. Fans were received for recreation and hospital.

**AFONDRIA (Waterman), July 25**—Chairman, B. Jones; Secretary, L. Moore. Launch service in Korea was very poor. No beefs, little disputed overtime. Launch schedule to be prepared for port of Maji, Japan, and presented to captain.

**ALICE BROWN (Bloomfield), July 22**—Chairman, A. Kaval; Secretary, W. Foster. Donation for flowers and radiogram for crewmember's deceased parent. Hospital needs renovating.

**ATLANTIC WATER (Metro), August 1**—Chairman, D. Dickerson; Secretary, A. Fricks. Draw will be put out in American money. Turn off bulkhead switch for washing machine. Nothing done about repair in Baltimore. No beefs.

**BENTS FORT (Cities Service), August 7**—Chairman, R. Kiedinger; Secretary, W. Cassidy. To see patrolman about galley stove as it was fixed but it is not working properly. Motion made and carried to accept and concur with recent communications from headquarters.

**BRADFORD ISLAND (Cities Service), August 5**—Chairman, A. Harrington. Secretary, M. Hummel. Repair list will be turned in to the captain. Ship's treasurer elected. Ship's fund—\$23.07. Motion made on transportation for crew from the dock to town in Loko Charles. Vote of thanks to steward department.

**MARGARET BROWN (Bloomfield), June 5**—Chairman, E. Seeley; Secretary, H. Ward. Ship's library is being improved each trip. Ship's secretary-reporter elected. Ship's fund—\$30. Vote of thanks to steward department. Crew was thanked by ship's delegate.

**STONY CREEK (Tankship), August 3**—Chairman, J. Olura; Secretary, W. Kehwieder. Vote of thanks to steward department. Motion made and carried to accept and concur with headquarters communications.

**ALAMAR (Calmar), August 24**—Chairman, W. Cressman; Secretary, J. McPhaul. No beefs. Library received in Long Beach. A steam iron was also received; all are satisfied. Ship's fund—\$45.65.

**ALEXANDRA (Carras), August 22**—Chairman, B. Hann; Secretary, C. Conley. Repair lists are being taken care of. Watchstanders are to tell mates before they leave the ship. Ship's treasury—\$33. Motion made and carried to accept and concur with communications from headquarters. Dress properly at meal time. Do not repair washing machine unless chief engineer gives permission.

**ALCOA PLANTER (Alcoa), August 21**—Chairman, W. Perry; Secretary, H. Haussen. Minor repairs made. Two men left ship and will be reported. Ship's fund—\$3. No beefs. Motion made and carried to accept and concur with communications from headquarters. Poor ventilation in galley and rooms. Screen doors to be closed in port. Cups to be returned to messhall. Vote of thanks to steward.

**ALCOA POLARIS (Alcoa), August 28**—Chairman, R. Schwarz; Secretary, J. Hannan. No beefs. Motion made and carried to accept and concur with communications from headquarters.

**CATHERINE (Transfuel), August 29**—Chairman, J. Ramieri; Secretary, F. Reid. Patrolman explained additional benefits of SIU Welfare Plan; crew accepted and concurred with report unanimously. Delegates were requested to take action regarding the lax mail service; and the matter was explained by an official of the Union in detail.

**DOROTHY (Bull), August 30**—Chairman, A. Lake. Trip is smooth so far. Twelve to four oilers fo'c'sles to be painted. Crew to give messman a chance to perform his job, self service to be stopped. Requested new soap.

**FORT HOSKINS (Cities Service), September 4**—Chairman, F. Throp; Secretary, B. Webb. Everything running smooth. Ship's fund contains \$15. Steward department given vote of thanks.

**STEEL RECORDER (Isthmian), August 28**—Chairman, E. Johnston; Secretary, J. Owine. No beefs or disputed overtime. More fresh milk and butter-milk requested for crew next trip.

**SANDCAPTAIN (Construction Aggregates), August 22**—Chairman, B. D'Ornellas; Secretary, H. Mooney. Ventilation is being installed in engine room. Letter written to SEAFARERS LOG regarding having the paper sent to us and hospital. No beefs. Letter of appreciation written to headquarters for letter sent to us with explanations. Vote of thanks to James Golder, steward.

# Crackdown Ends Safety Violations Aboard 'Worst Ship In 20 Years'

(Continued from page 2)

held in accordance with US maritime law. The consul, they reported, did come down to the ship but refused to go aboard because he was afraid "the thing would sink."

Efforts of the crew to get water aboard with the lifeboats failed to pay off as the ship was using up more water than it was taking on. Finally a storm arose and washed two of the lifeboats away, one of which was recovered later from the beach. There were no replacement boats available.

The crew radioed headquarters about the lifeboat problem and headquarters instructed the men to build liferafts.

Finally the captain agreed to jettison part of the ship's deck cargo, an action which reduced the list to ten degrees. The consul gave permission for the ship to sail and out it went with a ten degree list "one boiler, an unreliable evaporator,

little water and a lifeboat with several holes in it."

Two days out of San Jose the ship ran completely out of boiler feed-water and the plant shut down. Crewmembers cranked the emergency generator until they contacted the SIU-manned Alamar which came aside the next day and put 100 tons of water aboard. While the plant was out the deck cargo came in handy again—some of it was chopped up to feed the galley stove.

### Engineer Burned

When the plant started up again the chief engineer was seriously burned by steam and had to be picked up by an Air Force amphibian plane which skillfully landed and took off in the open sea. "The remainder of the voyage to Panama," the crew reported, "was without incident except for a wiper falling overboard while trying to rig a hose to catch water during a rain squall. He was recovered after 25 minutes in the water."

Once in the canal the crew completed the job of liferaft construction, again using part of the deck cargo. Nothing more happened on the way up to New York. Then the fireworks began.

The company office notified Un-

ion headquarters the ship was arriving late at night and asked for a midnight payoff. This had been its practice on previous occasions so that the boarding patrolman could not get a good look at conditions. The patrolman was sent aboard with instructions not to pay the ship off until the Union could look it over in daylight and see what the score was.

The results was five days of argument during which the company had to concede overtime payment for the longshore work, building the rafts and chopping wood. The crew's overtime claim for lack of water was disallowed because the ship had taken water on and the breakdown of the water supply was beyond the master's control.

### Heavy Repairs

The company was also compelled to put a new washing machine on board and promised fervently to get repairs started before the next offshore sign-on out of Boston. This included painting, repair of lifeboats, firefighting equipment and replacement of many safety items including Lyle gun projectiles, liferings, waterlights and other necessities. Boston was notified by SIU hq to hold off the sign-on until repairs were made.

Despite the unhappy experience, the ship's skipper showed he had learned little or nothing. The ship went into Providence from New York and then left that port with all hatches and beams out and cargo unsecured on deck and in holds. Soon the ship started listing again and Seafarers who were attempting to secure cargo and put hatch beams in had lumber tumble on them. One AB was covered with a load of lumber, suffering head, back and leg injuries. He had to be taken off by Coast Guard at the entrance to the Cape Cod canal. The ship's delegate reported she was listing about ten degrees at the time.

On arrival in Boston for offshore sign-on, the ship was swarmed under belatedly by no less than seven Coast Guard inspectors. The Union held up the sign-on in Boston for a week while a long list of necessary repairs was made as promised. She finally was whipped into shape and sailed for Norfolk last Monday night.

## RECENT ARRIVALS

All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name:

Paul Clayton Hunt, born September 20, 1955. Parents, Mr. and Mrs. Horace Hunt, Houston, Tex.

Wanda Renay Perkins, born August 13, 1955. Parents, Mr. and Mrs. Floyd Perkins, Savannah, Ga.

Sandra Ann Estrada, born September 6, 1955. Parents, Mr. and Mrs. Albert Estrada, New Orleans, La.

James Edward Parker, born August 12, 1955. Parents, Mr. and Mrs. James Parker, Muskogee, Okla.

Debra Ann Lae, born September 14, 1955. Parents, Mr. and Mrs. Louis D. Lae, New Orleans, La.

Jenny Vegas, born July 25, 1955. Parents, Mr. and Mrs. Abraham Vegas, Brooklyn, NY.

Joann Malazinsky, born September 24, 1955. Parents, Mr. and Mrs. Joseph Malazinsky, Carmel, Pa.

Leona Thelma Carver, born September 19, 1955. Parents, Mr. and Mrs. Lester Carver, Robert, La.

Deborah Paige Elliott, born July 28, 1955. Parents, Mr. and Mrs. Millard Elliott, Mobile, Ala.

Deborah Ann Von Lofton, born September 15, 1955. Parents, Mr. and Mrs. Lionel Von Lofton, New Orleans, La.

James Benedict, born September 21, 1955. Parents, Mr. and Mrs. John Benedict, New Orleans, La.

Leo Meyers, born September 9, 1955. Parents, Mr. and Mrs. Louis E. Meyers, Seattle, Wash.

John H. Dillon, born September 27, 1955. Parents, Mr. and Mrs. Robert U. Dillon, Ozone Park, NY.

Diane Elaine Henning, born September 8, 1955. Parents, Mr. and Mrs. Charles M. Henning, Miami, Fla.

Karl A. Harrington, born September 26, 1955. Parents, Mr. and Mrs. Arthur C. Harrington, Charleston, Mass.

Cynthia Lynn Gilmore, born October 8, 1955. Parents, Mr. and Mrs. David Gilmore, Dunn, NC.

Robert T. Sorel, born October 3, 1955. Parents, Mr. and Mrs. Johannes C. Sorel, Brooklyn NY.

Richard Allen Freilich, born October 1, 1955. Parents, Mr. and Mrs. Selig S. Freilich, Glen Oaks, NY.

Anita Eschenko, born October 3, 1955. Parents, Mr. and Mrs. Michael N. Eschenko, N. Bellmore, NY.

## Co's Echo SIU, Rap Academies

(Continued from page 3)

try and the Academies reinforced these criticisms. Speaking at the recent Propeller Club convention, Admiral C. T. Durgin, president of the New York State Maritime Academy, declared that unions and management should have a role in the administration of a maritime training program so that the specific needs of the industry would be met and men out of the ranks would get full opportunity. Durgin omitted any references to Kings Point in his proposed program, because admission to the Academy is limited to men who pass the Annapolis exam. State schools are open to men who pass the standard Coast Guard requirements for merchant seamen.

### 'Seek Demilitarization

Another industry spokesman, representing a company which is a staunch supporter of the Academy, agreed that the school should be de-militarized. Himself a Kings Pointer, the spokesman proposed a drastic revision of the school's program so that men with actual maritime experience be given far greater preference on entrance examinations. He also suggested a course in industrial relations, and appointment of a higher percentage of union members to the Academy through the Secretary of Labor.

The company spokesman tipped off industry's reasons for supporting the school when he declared that the industry would require "1,000 newly licensed men a year on the basis of present needs." Other companies estimated that the industry can absorb about "1,500 new officers per year."

These estimates are off the mark, according to the Masters, Mates and Pilots, AFL, which reports far more officers available than the industry is employing. Continuation of the Academy is obviously favored by industry so that it can have a pool of surplus officer material to pick and choose from.

## PERSONALS

**Stanley Prusinski**  
Walter Fredricks  
Contact Charlie Fianc at US Marine Hospital, Stapleton, Staten Island, NY, or c/o SIU headquarters.

**Mike Toth**  
Your brother Jim requests that you contact your attorney at home.

**William J. French**  
Contact your home immediately. Your family wishes to get in touch with you as soon as possible.

**Edward Going**  
Get in touch with Hyman J. Kasofsky, 543 5th Avenue, Brooklyn, NY, or call SOuth 8-9795.

**Hugh S. Beam**  
Contact your wife immediately in reference to signing adoption papers.

**William Joseph Wolfe**  
Get in touch with your sister at 117 Jefferson Street, Savannah, Ga., or phone 4-1716. Your mother and sister are worried about you.

**Don Ruddy**  
Photographs from the American which you requested to have sent to you have been returned and are being held in the SEAFARERS LOG office at SIU headquarters.

## Digest of ships' Meetings

**D. Collins.** No major beefs. Report made on new feeding program and crew was satisfied. Engineer requested that crew cooperate on water shortage. Beef regarding fo'c'sles; too hot to sleep in.

**GREECE VICTORY (South Atlantic), No date**—Chairman, J. Fischer; Secretary, S. Telach. Discussion held on water hose connected to washing machine. Lockers fixed. Discussion held on communications from headquarters and all were accepted and concurred unanimously. Bed springs and bunks to be repaired. Repair list to be turned in and Rinsol soap powder was requested for next voyage. Turn in all linen.

**JULESBURG (Mathiasen), August 11**—Chairman, J. G. Gollodger; Secretary, A. Fedels. Ship's delegate reported on transportation. Communications from headquarters accepted and concurred.

**August 12**—Chairman, N. Earley; Secretary, B. Andersen. No disputed overtime. Question on day workers doing all butterworth—watch standers ruled out by mate. On tank cleaning—overtime divided up. Beef squared away by patrolman. Everything running smooth.

**MADAKET (Waterman), August 7**—Chairman, C. Martin; Secretary, W. Busch. Repair list handled satisfactorily in Mobile, no beefs, everything running well. Discussion held on benefit of having a ship's fund.

**OCEAN JOYCE (Maritime Overseas), August 6**—Chairman, N. Larson; Secretary, R. Taylor. Ship's delegate elected and ship's treasurer. Motion made and carried to contact headquarters and request clarification of wages and subsistence for crewmembers who were laid off and called back. On dollar to be donated by each member for ship's fund.

**ORION STAR (Orion), August 10**—Chairman, N. Lambert; Secretary, J. Eubanks. No beefs. Communications from headquarters accepted and concurred. New library coming aboard.

**PORTMAR (Calmar), August 9**—Chairman, J. Obreza; Secretary, B. Agol. No beefs. Suggestion made that crew keep washing machine clean and to have washing machine repaired in next port. Crew to bring in cups from deck.

**QUEENSTON HEIGHTS (Seatrader), August 11**—Chairman, C. Eberhart; Secretary, E. Benson. Motion made and carried to accept and concur with communications from headquarters unanimously. Complaints against captain of this vessel were filed separately.

**REPUBLIC (Trafalgar), July 31**—Chairman, J. Crowley; Secretary, R. High. No disputed overtime, no beefs, and repair list completed. Balance of ship's fund is \$17.50. Membership requests that steward purchase stamps for crew convenience. Baker given vote of confidence for improved performance.

**SALEM MARITIME (Cities Service), August 11**—Chairman, A. Anderson; Secretary, E. Kocanowski. Ship's delegate reported that ship was in need of new mattresses. Matter would be taken care of.

**SEA COMET II (Seatraders), July 24**—Chairman, W. Rogers; Secretary, A. Ruf. Everything okay, no beefs. Motion made and carried to have 1st engineer fired. Discussion held on this motion—for FWT to equalize overtime watch, violation of contract, wanted wiper to do unauthorized work. Most eggs abroad are no good. Vote of thanks to steward department. Fo'c'sles to be cleaned. Steward agreed to take care of personal laundry.

**SEANAN (Orion), July 27**—Chairman, D. Butts; Secretary, W. Burton. Most repairs completed. Painting of quarters and overhauling of bunk springs pending. Vote of thanks given to steward department.

**STEEL AGE (Isthmian), August 9**—Chairman, C. White; Secretary, E. Bis. Balance of treasury is \$5.31. Some disputed overtime. New washing machine to be put aboard in New York as promised by company. Entire membership goes on record opposing the closing of the USFHS Hospitals. Patrolman to see captain about giving

# PAID

TO SEAFARERS

## \$2,250,000 each year

### in Welfare and Vacation Benefits\*

#### Hospital benefits . . .

An average of 7,200 weekly payments of \$21 each are made yearly to Seafarers in hospitals, for a yearly average total of \$146,186. Paid out to date: \$753,026.97

#### Death benefits . . .

An average of 120 payments of \$3,500 each are made yearly to beneficiaries of Seafarers, for a yearly average of \$395,824. Paid out to date: \$1,335,536.88

#### Disability benefits . . .

An average of 744 monthly payments of \$105 each are made yearly to disabled Seafarers, for a yearly average of \$105,170. Paid out to date: \$134,595.00

#### Maternity benefits . . .

An average of 420 payments of \$200 each are made yearly for babies born to wives of Seafarers, for a yearly average of \$93,600. (SIU also gives a \$25 bond to each child.) Paid out to date: \$413,400.00

#### Hospital & Surgical benefits . . .

An average of 600 payments, averaging \$150 each, will be made yearly to dependents of Seafarers, for a yearly average of \$90,000. Paid out to date: \$29,046 (Benefit began June 1, 1955)

#### Scholarship benefits . . .

Twelve Seafarers or children of Seafarers are now attending college on SIU scholarships worth \$6,000 each. Four awards are made yearly, for yearly award worth \$24,000. Paid out to date: \$18,000

#### Vacation benefits . . .

An average of \$1,400,000 in vacation payments are made yearly to Seafarers. Paid out to date: \$4,922,322.98

\* at no cost to Seafarers

## SEAFARERS WELFARE PLAN

## SEAFARERS VACATION PLAN

## SEAFARERS INTERNATIONAL UNION

## ATLANTIC & GULF DISTRICT • AFL