

CG Ok'd Districts Safety Code Evasion

Story On Page 3

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SEAFARERS LOG

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

SIU CREW SAVES DISABLED ORE SHIP

5-Day Battle Saves SS Steelore

Story On Page 3



Crew Wins Fight. A five-day battle by its SIU crew to keep the Steelore afloat met with success when the 22,000-ton ore carrier safely reached Morehead City, NC, under tow. The 32-year-old ship had been taking water in a ballast tank because of a broken vent pipe and it was feared she would have to be abandoned. She is shown here enroute under the watchful eye of a Coast Guard cutter before the fully-loaded ship was taken in tow by the tug Curb. (Story on Page 3.)

The Two-Headed Monster . . .

A two-headed monster is on the loose in Washington these days and its bodes no good for Seafarers.

One head is the US Maritime Administration, which shapes and enforces the Federal Government's shipping policy. The other is the Foreign Operations Administration, which has the responsibility of managing the many far-flung aid programs sponsored by the US.

This modern-day monster, however, has a very disturbing problem. Its heads are moving in opposite directions. The facts of the dilemma are simple. For the past five months, the MA has given American-flag trampship owners the green light for the transfer of 66 Liberty dry cargo ships to the registries of Panama and Liberia.

This means, in plain terms, that a US Government agency has allowed the nation's trampship fleet to be cut right in half. Many other ships, including freighters, tankers and passenger vessels, have also been allowed to transfer, but they, for the moment at least, do not complicate the present picture.

And while the Maritime Administration last month indicated a halt in the transfers, it quickly reversed its field in a hasty "clarification" of its "stop" order. This enabled eight more Liberty ships to become "runaways" up to last week and at least one more has joined the stampede since then.

So much for the MA. Enter the other monster.

FOA right now is in the midst of a program to ship ten million tons of coal and huge quantities of agricultural surpluses overseas. To do this, it needs shipping space, lots of it. Therein lies a problem.

American tonnage is pretty well tied up these days. Freight rates for exports to Europe are going up April 1, so that cargo movements for that area are being rushed. In addition, the Government is already making bulk shipments of goods abroad on berth cargo liners, (the trampships' opposite number), adding to the general tightening in available tonnage.

This brings up the question of using trampships to move the FOA shipments.

Over the past few weeks, even as some of the latest trampship transfers were being processed and approved by the Maritime Administration, there have been persistent reports from Washington that the MA and FOA were jointly developing plans for a breakout of idle Government-owned tonnage from the various reserve fleets.

This likelihood is based on the fact that the amount of available tonnage for FOA needs is shrinking, and that shipping space must be found somewhere—and soon—for handling the FOA's cargo movements.

Thus, even as the head of the American Tramp Ship-owners Association, which represents the bulk of the remaining tramp shipping under the US flag, was protesting—as late as last week—that there is plenty of private tonnage available to handle the traffic, the country was being presented with another one of those invigorating spectacles which periodically spotlight attention on Washington.

The comedy of errors this time arises in the spectacle of one Government bureau—the Maritime Administration—rushing headlong into wholesale transfers of US ships to foreign flags, while another—the Foreign Operations Administration—visualizes so serious a shortage of that same type of tonnage for its own needs that it is forced

to call on the party of the first part to take some of that same type of tonnage out of mothballs at terrific expense to the Government.

The situation is one which leaves the SIU and the thousands of seamen it represents—many thrown out of work because of these ship transfers—mumbling under their breaths about "fouled-up mess...bumbling Government officials . . . people whose left hands don't know what their right hands are doing." Many other rational people both in and out of the maritime industry are likewise wondering what is going on in Washington, and not only for this reason.

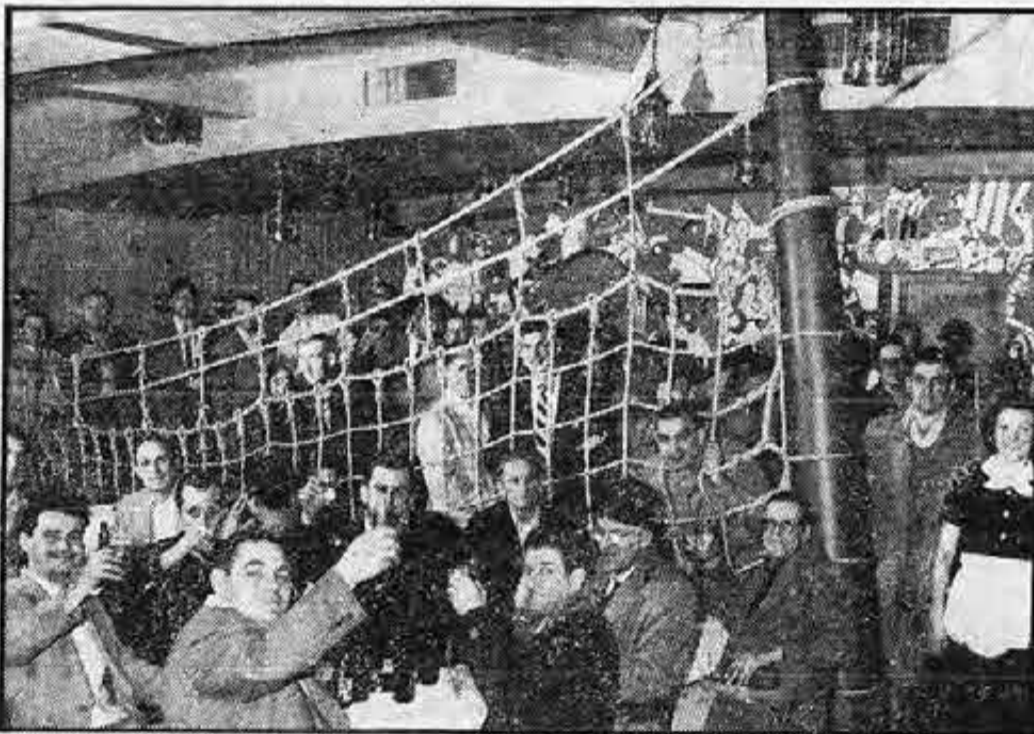
Ship Transfers Continue

Ship transfers are still being permitted at the same time that other Liberty ships will have to be taken out of the reserve fleets to do the same jobs the "runaway" ships could have done in the first place. The taxpayer, of course, will have to foot the bill for breaking out these ships and overhauling them. The taxpayer, of course, always gets stung in these situations.

The matter is also somewhat complicated by the fact, reported in *The New York Times* one week ago, that "only a few Liberty ships are available in near-by East Coast reserve fleet anchorages. Most of the Liberty ships in the Hudson River (NY) and in the James River (Va.) are being used for grain storage. Breaking out these vessels for ordinary ocean transportation would entail discharge of the stored grain before they could be moved into the shipyards for survey and overhaul." Where the displaced grain would go, of course, nobody knows.

It will be interesting to see if Maritime Administrator Louis Rothschild and FOA Director Harold Stassen can supply the answers.

Port O' Call Opened In Balto; SIU On TV



Packed house celebrates opening of Port O' Call cafe in new Baltimore hall. Cargo netting separating bar proper from seating area and brass lanterns are two of many nautical touches.

Another luxurious unit of the gleaming new Baltimore hall, the Port O' Call cafe, opened for business Monday, January 17, to an overflow crowd of Seafarers and their friends. Like the rest of the hall the Port O' Call is bigger and better than its counterpart in the Union's Brooklyn headquarters.

Local interest in the new hall and the Union was stimulated further by the appearance of Port Agent Earl Sheppard on a local TV show, "Inside Baltimore." The show featured filmed shots of the hall's facilities and an explanation of Union operations.

Nautical Flavor

The new Port O' Call unit is a spacious, square-shaped oak paneled room, decorated with appropriate nautical embellishments. A large cargo net separates the bar proper from the seating area and dance floor which faces on a stage running the length of the room. The walls behind the bar and the stage are decorated with murals portraying Seafarers at work and old time ships. The bar itself is shaped like a pier with pilings running its entire length.

Adding to the nautical flavor are

three huge 60-gallon fishtanks set back into porthole enclosures in the walls and featuring an assortment of exotic tropical fish, while mounted on the walls are barracudas and dolphins. Brass ship's lanterns and other familiar shipboard gear round out the decorations.

The room can handle 150 guests at tables and at the bar. A three piece orchestra provides music for dining and dancing during the evening hours.

The TV appearance of the new hall on station WAAM was the first time any Baltimore union had been featured on the program. The show normally deals with industrial and commercial developments in the thriving Maryland city. Sections of the building featured on the show included the shipping hall, cafeteria, galley, barber shop, recreation deck, and the vacation and administrative offices of the Union.



SEAFARERS LOG art editor Bernard Seaman (left, rear) takes breather while putting finishing touches on Baltimore Port O' Call mural. Looking over work are Baltimore Port Agent Earl Sheppard, SIU Assistant Secretary-Treasurer Bob Matthews and Al Tanner, Port O' Call manager.

LOG Artist 'Muralizes' Balto

Among the most striking features of the Port O' Call bar just opened in the new Baltimore hall are the original murals behind the bar and stage, both painted by Bernard Seaman, art editor of the SEAFARERS LOG and member of the SIU.

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The mural behind the bar is 38½ feet long and 5 feet high. In a striking color combination of black, gray and terra cotta, it depicts the various shipboard jobs performed by Seafarers, who are portrayed in two-dimensional, geometrically-patterned figures.

The entire mural is done in a light vein with a modern, stylized manner.

Mermaids And Seafarers

In addition to the mural, the wall behind the bar contains two aquariums built to resemble portholes. At the back of each of the tanks is also a painting which continues the theme of the murals. A third tank is in the opposite wall.

The mural behind the stage is 23 feet long and 9 feet high. Similar in coloring and style to the mural behind the bar, it depicts the transformation of merchant shipping from the days of the old Norse vessels of the ninth century to the present.

Near the center of this mural is a painted version of a porthole, which frames a white-capped Seafarer beside a seaman wearing an

old-fashioned sailor's straw hat.

The entire layout, design and painting of the murals were the work of Bernard Seaman, who, in addition to being LOG art editor, is one of the best known labor and political cartoonists in the country and has worked in practically all types of graphic arts.

In the general field of design, he has illustrated numerous film strips, books, pamphlets and other literature in the field of labor. He has also done poster work for the National Tuberculosis Association and National Heart Fund, and has served as art consultant for both the Treasury Department and the War Production Board.

His work has appeared in the *New York Times*, *Fortune*, *Business Week* and many other national magazines, as well as in most of the major newspapers throughout the country.

For his work he has won 10 of the AFL's annual cartoon awards and a special Page One award of the Newspaper Guild of New York in 1952, the only time a labor artist ever gained this honor.

NY Lawyer Handled ILA \$ To Fight Hall

HACKENSACK, NJ—A Bergen County grand jury taking testimony on the murder plot against SIU Secretary-Treasurer Paul Hall reportedly was told by New York lawyer

Benjamin B. Sterling that he handled between \$26,000 to \$27,000 of the money put up by the old ILA for the election campaign of Ray White.

White, Tampa port agent of the SIU, had been running for the secretary-treasurer's post in the Union elections which ended January 15. He is one of five men under indictment in the alleged murder plot.

Bradley Put Up 40G's

Also testifying at the grand jury hearing was ILA President Captain William Bradley. It is reported that Bradley admitted giving as much as \$40,000 in an attempt to unseat Hall from his SIU post. Bradley was also questioned about the use of his airplane credit card by James E. Cobb, who is accused of being the triggerman in the plot.

Meanwhile Cobb and Edward Taffe, accused as a go-between, both pleaded not guilty and are being held in \$50,000 bail. Also under indictment are Ray White, his brother Steely White and Carmen Priore, a New Yorker.

Extradiction proceedings against Ray White are now underway in a Tampa, Florida, court. Steely White has not yet been found by police.

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: Jan. 26, Feb. 9, Feb. 23.

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



Seafarer-members of the stricken Steelore's deck gang take aboard running line from Coast Guard cutter Cherokee and start pulling in submersible pump. Leak from broken vent pipe in ballast tank threatened the ship. Deck department members according to crew list are: Harry T. Collier, bosun; John A. Morris, Gerald W. Calendine, Henry Shepeta, QMs; Harold T. Spicer, Hipolito Ramos, Claude Fowler, ABs; Lawrence Johnson, John S. Simpson, Thomas C. Moose, ordinary seamen; William Mitchell, Geoffrey Mills, Ed Atkinson, DMs.

3-Dept Vote Hits Snag

SAN FRANCISCO — In a desperate, last-ditch maneuver to stave off a certain SIU Pacific District victory, the defunct National Union of Marine Cooks and Stewards has temporarily blocked the start of the three-department representation vote on West Coast ships. The Communist-dominated union, which has withdrawn completely from the balloting, has asked the Ninth Circuit Court of Appeals to order the National Labor Relations Board to limit the vote to steward department members only. All indications are that the court will not intervene.

The SIU Pacific District, representing the Sailors Union of the Pacific, the Marine Firemen and the Marine Cooks and Stewards, AFL, had petitioned for a three department vote to settle once and for all the question of union representation on West Coast ships. The Labor Board had approved the petition and scheduled an election to begin on Monday, January 17, and end March 14.

Opposing the Pacific District is Harry Bridges' International Longshoremen's and Warehousemen's Union which has attempted to organize the shipboard steward departments as a unit of the longshoremen. The court petition by the NUMC&S was seen as a Bridges-inspired maneuver to block the inevitable.

SIU Crewmen Win 5-Day Battle To Save SS Steelore

MOREHEAD CITY, NC—The calm finally arrived late Tuesday for 32 embattled Seafarers and nine officers on the storm-battered, 22,000-ton ore carrier Steelore following their dramatic, five-day fight to save their 32-year-old ship and themselves from destruction.

The lull came as the vessel dropped anchor here after being towed from a point

300 miles east of Charleston, SC. She was still taking in water through a broken vent pipe that sent a torrent of water rushing into her port side ballast tank and had her riding at a 15 degree list in the midst of a fierce Atlantic storm. Ship's pumps—supplemented by extras put aboard from a Coast Guard vessel—worked around the clock to keep the ship afloat.

Thanks to the ingenuity with which her crewmembers hastily fashioned a plug to patch the damage, an SOS distress call sent out about 9 AM last Friday, Jan. 14, was cancelled by noon. But the Steelore's troubles were far from over then. Monday, while under tow of the tug Curb, and with her deck reported to be less than two feet above the waterline, 19 men were quickly transferred to the tug and the ship was again thought to be going down.

Grim Moments

The twin scares made for grim moments for the families of many of the crew, which originally sailed from Baltimore to pick up a load of Venezuelan ore and was due back in that port fully loaded last Saturday.

News reports last Friday morning that an SOS had been received from the ship, due to the time lag in some areas, made for an agonizing three hours for the men's families and friends ashore until the "cancel" order came through.

The first shock over the impending disaster immediately brought to mind the still unexplained dis-

appearance of the LST Southern Districts nearly two months ago with a crew of 23 men. The Districts was carrying a bulk sulphur cargo and vanished somewhere north of Florida enroute to Bucksport, Me., in an earlier storm.

SOS On Jan. 14

Trouble on the Steelore was first reported by radio at 2 AM Jan. 14 when she messaged that she was slowed down in a heavy storm. By 9 AM the torrent rushing into the ship through the leak brought the SOS and help was rushed to the area.

The Curb and two Coast Guard cutters left from Norfolk and nearby vessels, including two other company ships, the Cubore and (Continued on page 17)

'Districts' Ruled Lost; Ship Safety Code Evaded With CG Okay, Co Admits

WASHINGTON—An official Coast Guard statement that the Southern Districts is considered lost and her crew of 23 presumed dead has cleared the way for payment of SIU death benefits to beneficiaries of deceased Seafarers. The SIU Welfare Plan office is speedily processing death claims involving payment of \$35,000 to beneficiaries of 14 lost unlicensed seamen.

Meanwhile, company claims that the lost ship was seaworthy were dealt a stunning blow at the wind-up of Coast Guard hearings in New Orleans. Under questioning, E. F. Railsback, operating manager of the Southern Steamship Company, admitted existence of an agreement between the operators, the Coast Guard and the American Bureau of Shipping to "get by" with patched plating under the power plant instead of renewing the plates, as specified in the safety directive drawn up after the sinking of the Southern Isles. The two agencies agreed to this early in 1954, Railsback said, because replacement of worn and damaged plating under the main engine and generator rooms would have distorted equipment alignment. Such distortion would require expensive

(Continued on page 17)



Coast Guard hearings into the disappearance of the LST Southern Districts wound up in New Orleans this week. Israel Seeger (left) of SIU General Counsel Seymour W. Miller's office questions CG Inspector Allee (2nd left) as members of panel listen.

Fired? Call Hall

Seafarers who have been fired aboard ship for any reason are urged to contact the nearest SIU hall as soon as their ship reaches port.

There have been cases where the company orders replacements for the fired men and the replacements are sent out from the hall only to learn that the fired men have been reinstated after an SIU patrolman has arrived aboard and investigated the case. This often causes inconvenience or hardship to the men sent as replacements.

Fired Seafarers are urged to contact the hall so that replacements will not be sent before a patrolman arrives.

Gets Lowdown On SIU Conditions



SIU Assistant Secretary-Treasurer Joe Algina (left) describes how SIU shipping rules work to Captain S. Tsukada, former director for the Mitsui Line in Tokyo, during his visit to SIU headquarters to study how American maritime unions operate. The Union's Brooklyn hall was a major stopover on his official tour.

Sea Chest 17 Percent Cheaper On Slops

An average price saving to Seafarers of 17 percent on shipboard slopcheats compared to prices charged by other ship chandlers was reported by the Seafarer Sea Chest Corporation for the year 1954. As a result, the operations of the Sea Chest have meant considerable cash savings to Seafarers on

Ship Suits Plague SIU 'Alien Co's'

Government action against the Kulukundis shipping interests moved in two directions at once this week. While the Justice Department seized two more SIU-contracted vessels as alien-owned, a Federal judge dismissed three indictments against Manuel E. Kulukundis arising out of earlier ship seizures.

The indictments were voided by Federal Judge Bolitha J. Laws. They involved charges that Kulukundis falsified records of corporations owned by him and his associates to make it appear that they were owned by American citizens. The corporations involved had purchased several tankers from the old Maritime Commission.

Two More Seized

Meanwhile, Justice Department representatives seized two SIU-contracted ships, the tanker Tagalam in Los Angeles and the freighter Shinneck Bay in Norfolk, both on charges that they were fraudulently purchased from the US Government. The Shinneck Bay was permitted to sail after the captain and first mate were deputized as US marshals for the purpose of retaining the vessel under seizure.

All told, the Government has seized 43 ships in attempts to recover vessels which the Department of Justice claims are controlled or owned by alien shipping interests.

The dismissal of the Kulukundis' indictments were ordered on the ground that he had testified before a grand jury in connection with the case. By so doing, he acquired immunity from prosecution.

those ships supplied with SIU slopcheats. In addition, the Sea Chest has continued to supply branded, high-quality merchandise to the ships. Unlike most ship chandlers, the Sea Chest offers full money-back guarantees on its merchandise and refuses to handle any seconds or irregulars. Ship chandlers have long made it a practice to palm off on seamen shoddy goods at high prices. These abuses led to the SIU forming the Sea Chest Corporation for the protection of seamen.

The saving to Seafarers is all the more striking when it is considered that 60 percent of all slopcheat sales consist of tobacco products which are standardized in price. Consequently, the big savings are on work clothes and other personal gear purchased by the Seafarer during a voyage.

Big Sea Chest Savings

Examination of a typical slopcheat supplied by a private ship chandler to one SIU-contracted vessel shows a total price of \$1,183.87 to the ship. The same slopcheat could be supplied by the Sea Chest corporation for \$986.47. When the 10 percent markup is added, the gap widens with the Sea Chest slopcheat retailing at \$1,085.11 compared to \$1,301.81, a difference of \$226.70 on one ship alone.

Of course, prices vary from ship to ship and port to port, but the above sample comes close to the average in the industry.

Comparisons of individual items show some startling price differences. A khaki chino shirt supplied by the private ship chandler for \$3.50 is sold by the Sea Chest for \$2.75. The Sea Chest shirt, incidentally, is superior in quality. Raincoats sold for \$7.75 by the private concern go for \$5.95 from the Sea Chest.

The record of the SIU Sea Chest's performance and average price savings to Seafarers, along with evidence of the continuing abuses fostered by other ship chandlers supplying American vessels, will be brought into play when a dealer-inspired anti-trust lawsuit against the Union operation comes to trial.

SIU-Crewed SS Cuba To Begin Run

TAMPA — The SIU-hall here is now putting a 115-man crew aboard the new P&O passenger ship, the Cuba, which will run out of Tampa to Havana and Key West. The Cuba, formerly the Denali of the Alaska Steamship Company, arrived from the West Coast for payoff on January 18 and goes into the new twice-a-week service on January 24. An SIU crew brought the ship around from Seattle.

The 3,365-ton twin-screw turbine vessel will carry 200 passengers in berths out of Tampa plus additional passengers out of Key West for the 6½ hour daytime run into Havana. There are 70 passenger rooms aboard the ship.

The present schedule calls for the Cuba to leave Tampa 4 PM on Mondays and Thursdays, arriving Key West 8 AM the next morning. A bus from Miami will make Key West connections in the morning with the ship scheduled to leave Key West 11:30 AM for a 6 PM arrival in Havana, 26 hours in all.

Northbound 23 Hours

Northbound sailings will be 23 hours, leaving Havana 11 AM Wednesdays and Sundays, stopping at Key West 6 PM and then into Tampa at 10 AM the following morning.

The service is to be integrated with the existing P&O Miami to Havana run served by the Florida by arranging for passengers to go from Miami to Tampa via Havana and Key West.

The Tampa to Havana run has not been serviced since before World War II. Unlike the Florida, the Denali will not carry automobiles. It has a very limited amount of space for cargo.

Despite the growing popularity of air flights between the Florida mainland and Havana, the leisurely travel offered by the P&O services, with comfortable sleeping accommodations added, clicks with many vacationers and tourists.

As I See It . . .

Paul Hall



SIGNIFICANT PROGRESS HAS BEEN MADE BY YOUR UNION in recent weeks toward its long-term objective of providing comfortable, well-equipped facilities for men on the beach in all ports.

Just this past week, the Union-owned Port O' Call corporation was able to start functioning in the new Baltimore Port O' Call. In New Orleans, the outfitting of the new recreation room is just about completed, while in Mobile work is starting to convert a building next door to our present hall for a variety of Union functions which will allow more space for additional services for Seafarers.

The SIU has pioneered in these facilities for the same reasons that it has inaugurated so many other services that are unique for Seafarers. The working seaman, who is in any one of a dozen ports between jobs, needs more than just an office for his union. He needs a place to ship out of. Most men working shoreside do not have these same needs because they do not go from job to job, and have homes in the same cities they work in.

When your Union was just getting underway, the best that could be done was to find a room somewhere on the waterfront with a few tables and chairs. It's been a long uphill climb from those days to the modern facilities we now have or are establishing in many of the ports.

The job isn't done yet, but your Union intends to keep pressing forward until Seafarers everywhere have the kind of shoreside facilities they need.

ALL REPORTS ARE NOT YET IN ON THE TROUBLES THAT BEFELL the Steelore in last week's Atlantic storm, but from what has been learned at headquarters it appears that the crew gave a very good account of themselves. While it seemed for a while that the ship and her cargo would be lost, the officers and crew got to work and successfully effected temporary repairs under very difficult weather conditions. As a result the ship was kept afloat and has been towed into port.

Offhand it would be safe to say that among the officers and crew of that ship there are probably many men who would not be able to make the grade according to the testing scheme dreamed up by the Coast Guard. When the chips were down though, all of these men delivered and did the job that had to be done for the safety of the ship.

The basic test of any professional seaman's ability is not a set of gimmicks dreamed up by some self-styled shoreside "consultants" who don't know the difference between a funnel and a hawse pipe. It's simply his day-to-day performance on the job.

Further, the Steelore incident points up another fact that the Coast Guard seems all too ready to overlook. This is a 32-year-old ship. Like so many old ships now in service under the US flag it may possibly have been properly maintained and serviced, but eventually it was bound to show the effects of wear and tear and age when the going got tough. The need of the merchant marine is not new seamen but newer, better built and safer US-flag merchant ships.

THE SERIES OF QUALIFYING TESTS FOR THE 1955 SCHOLARSHIP awards given by the Seafarers Welfare Plan are already underway. The Welfare Plan reports that several candidates have already completed all requirements while others are getting ready for the next set of college entrance examinations.

Interest is running pretty high in these four-year \$6,000 scholarships which were first started by your Union's Welfare Plan two years ago. Eight successful candidates are now at school under the Plan, three of them rank and file Seafarers. Any Seafarers or children of Seafarers who want to take a crack at one of these awards are advised to get their applications in now.

Philadelphia Hall Host To Seafarers' Children



Group of Seafarers' children who were present at Christmas eve party in Philadelphia are all smiles after receiving Christmas stocking from "Santa Claus," William (Little Buck) Pieczczuk. Families of SIU men got turkeys, fruit cake and other fixings for use in Christmas dinner at home.



End of the voting in New York in the SIU's biennial election for officers is signalled by a final test of the ballot box lock before the box is sealed with tape by members of the polls committee. The trio (l-r) includes Seafarers Edward Puchalski, Tom Buccci and John A. Ziereis. The box will remain sealed in the vault until a rank and file tallying committee is elected January 26.

SIU Vote Tops Record; Tally Begins Jan. 27

Voting in the SIU A&G District's election came to an end on January 15, with a record total of 6,419 votes in the ballot boxes. The heavy turnout surpasses that of all previous A&G District elections in the Union's history.

The two-month election began on November 15. Seafarers had a choice between 78 candidates, in itself a record figure, to fill the 49 official posts in the Union. Two years ago, Seafarers cast 5,700 votes in the last election.

As provided for in the constitution, counting of the ballots will begin after the election of rank and file tallying committees at the next membership meeting, January 26. The tallying committees will be elected in each port, and will forward their count and the bal-

lots, used and unused, to the headquarters tallying committee. The New York committee will recheck the count of the outpost committees and then file a report for approval at membership meetings in all ports on Feb. 9.

Voting in the election was especially heavy in the early days of the voting period with the majority of the vote being cast at that time.

At stake in the election are the posts of secretary-treasurer, six assistant secretary-treasurers, nine port agents and 33 patrolmen.

Special Aid Response Shows Welfare Fund Adaptability

The SIU Welfare Plan this month once again demonstrated its versatility as a self-insured operation which can respond quickly to the needs of Seafarers and their families.

Acting on an appeal for specialized aid not provided for by existing benefits under the Plan, Union and shipowner trustees voted funds for the purchase of a special type of wheelchair and leg braces for Seafarer Matti Ruusukallio to aid in his recovery from a broken neck and other injuries. Ruusukallio is currently at the US Public Health Service hospital on Staten Island, New York.

The unusual situation created by this case, meanwhile, prompted action by Union trustees to determine whether the Plan can create a formal benefit of some kind to deal with similar situations.

To Study Situation

Specialists employed by the Plan will now seek to find out whether aid in unusual cases of illness or injury, with a view to specialized treatment or rehabilitation, can be linked to the welfare benefits now provided.

The rapid-fire action by the SIU Plan is in sharp contrast with what would have happened under a plan run by an insurance company. In the latter instance, it would be necessary to rewrite the entire insurance contract and reassign all of the premiums in order to cover the new benefit, a procedure which would take months.

Ruusukallio's problem arose in that "no man's land" in which the USPHS had no facilities to provide the specialized equipment he needed and the Welfare Plan did not cover such situations. The Staten Island hospital doesn't carry the appliance he required and had nothing in its budget with which to buy it. The Welfare Plan, accordingly, stepped in to plug the gap by voting funds for its purchase.

Hospitalized 8 Months

A New Jerseyite, the injured Seafarer suffered his mishap during a pleasure trip last May 30, a few weeks after he paid off his last ship. He has been hospitalized ever since. Now it is hoped that Ruusukallio will be able to leave the hospital for home later this year, aided by the appliances furnished by the Welfare Plan.

This latest development in a long series of SIU-sponsored bene-



Voted special aid by the SIU Welfare Plan trustees to help in his recovery and rehabilitation from a broken neck, Seafarer Matti Ruusukallio gets the good news from SIU Welfare Services Rep. Tom Gould (center) at the Staten Island USPHS hospital. The Welfare Plan is buying Ruusukallio a special wheelchair and leg braces which the hospital cannot provide. Looking on is Emma West, hospital social service aide.

fits and services amply demonstrates how the flexibility of the SIU Welfare Plan has enabled it to pioneer in the field of Union welfare benefits.

Regular benefits now provided by the Seafarers Welfare Plan include a \$15 weekly hospital benefit, \$25 weekly disability benefit, \$2,500 death benefit and \$200 maternity benefit plus a \$25 bond in the baby's name from the Union. The Plan also provides funds annually for four college scholarships worth \$6,000 each which are good for four years of study for Seafarers or their children.

Put Number On Meeting Excuses

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

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

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Tips On Portable Power Tools

Seafarers, being handy men, are naturally interested in the growing use of power tools for home jobs. But their wives have an interest in these tools, too. In fact, a portable electric drill, with its many uses around the house, actually is at least as useful an accessory for a woman as a man if she gets acquainted with the ways it can help her. With various attachments, such a drill can be used for waxing and polishing furniture, woodwork, counter tops, hardware and leather, personal items which need wax like handbags and luggage (using a special non-smearing wax); sharpening cutlery and garden tools; scouring pots; sanding; removing rust and old paint; mixing paint, and of course, drilling holes—its primary use.

You can now buy a good portable electric drill for family use for \$20 and less, and the accessories which extend its uses are available at moderate cost.

For general household use, a quarter-inch drill is recommended rather than the half-inch size. Because of its faster revolutions it is more efficient for waxing, and a wider variety of attachments is available to broaden its usefulness. Also, it is less bulky and lighter than a half-inch drill, and thus is easier for a woman to handle as well as her husband.

Come In Three Types

Quarter-inch drills generally come in three capacities: light, standard and heavy duty. For most home needs, a light or standard-duty drill is generally adequate rather

than the costly heavy-duty models. The low-cost light-duty models can do many household jobs. But if the tool will be used often for drilling metal or for heavy jobs like extensive sanding a standard-duty type does supply more power. You can compare the power of various models on the market by the manufacturers' ampere ratings.

Generally geared-key or hex-key chucks, which you tighten with a key, are preferable to the hand-tightened ones. They cost only a dollar or so more, and are easier to tighten and unloosen. If you already have a hand-tightened model, and have encountered the occasional trouble they cause in unloosening them, you can buy a geared chuck with a threaded adapter to replace the hand-tightened one.

Be sure any drill you buy bears the seal of Underwriters Laboratories, indicating it has been tested for electrical safety, and read the directions carefully, especially for lubrication. Many a portable power tool has been burned out by neglect of lubrication.

Don't buy too many attachments all at once. It's wiser to start only with those you know you will need and add others as you find uses for them. Most useful attachments for general household use, besides drill bits for drilling, are a lamb's-wool bonnet and cotton buffer for polishing, knife grinder, paint mixer, sanding attachment and horizontal stand.

Tips On Buying

As with many other goods, you don't have to depend on a famous name or pay the list price to get a satisfactory

electric drill for household or hobby use. Many independent retailers now give discounts of 20-25 per cent on the nationally-advertised power tools such as the Skil and Black & Decker brands. Also, both Sears Roebuck and Montgomery Ward have their own brand power tools at lower cost than the list prices of the national brands. In the larger cities, downtown hardware stores also often offer price concessions on power and other tools. Another good source for tools and power equipment for families, and hobbyists, is the big semi-wholesale electronics supply house, Allied Radio Corp., 100 N. Western Ave., Chicago. It would not pay to use Allied for very small purchases, but for larger purchases, you can get their catalog by writing.

Pool Your Orders

As with many other purchases, if you can pool your orders with neighbors and friends you can cut your costs sharply. At least several supply houses of which this writer knows will give special prices on group orders for power and other tools. Scott-Mitchell House, Inc., 611 Broadway, New York, specializes in better-quality tools for hobbyists, with discounts on group orders. Write for price lists. Silvo Hardware Co., 108 Market St., Philadelphia, is a semi-wholesale supply house handling well-known brands of tools. You have to pay \$1 for its catalog, which is credited to you when you order. Other jobbers or large distributors offering low prices on tools and special discounts on bulk orders, include Anco Tool Supply, 12957 Hamilton Ave., Detroit; Alexander's, 58 Reade St., New York; Norton Berger, 108 Market St., Philadelphia.

Mobile Plans Dorm, Snack Bar



Work is underway at building (left) adjoining Mobile SIU hall. Added space will be used for Sea Chest retail and wholesale facilities, snack bar, TV room, and dormitory with laundry and shower facilities.

MOBILE—Provision for shoreside living facilities for Seafarers on the beach highlight improvements being made in a building recently acquired next door to the Mobile branch hall.

90c Pay Base Faces Fight

WASHINGTON—A proposal for an increase in the minimum wage law from 75 to 90 cents an hour will soon be put before Congress at the request of President Eisenhower. The present wage minimum under Federal law is 75 cents an hour.

The minimum wage proposal is expected to touch off a sharp fight in Congress with some groups, including unions, supporting a figure of at least \$1 an hour and other expected to fight any change in the present minimums.

If passed into law, the new minimum wages would have considerable effect on such low wage industries as textiles and other soft goods trades that have been "running away" from union contracts by establishing low wage plants in the south and west.

The building, adjoining the present hall at the intersection of Dauphin and Lawrence Streets, will be joined physically with the existing hall by breaking through the walls on the street and second deck levels. In addition to a dormitory, the building will contain a Sea Chest retail store and warehouse, snack bar, television room and additional office space. In turn, the existing port agent's office will be converted into a library and writing room.

Work Proceeding Rapidly

Remodeling work is already going ahead rapidly. The Sea Chest will be located on the ground floor front, with its warehouse to the rear. Also on this floor will be the snack bar and television room which will be connected with the shipping hall through a doorway in the existing wall.

The second deck of the building will have offices for the port agent, the SIU-affiliated Marine Allied Workers, SIU Welfare Services, and the Sea Chest. A

hallway with windows along the rear of the floor will connect with recreation facilities and the library-to-be in the second floor of the existing hall.

Laundry Too

The third deck dormitory will have sleeping facilities, showers, a washing machine, drier and electric irons. All three floors will be air-conditioned. The present hall has been air-conditioned for some time.

The first floor of the existing hall will be unchanged, with the patrolmen's office, dispatch counter and shipping board remaining as is.

"Plans for work now underway will provide much needed additional space in the Mobile hall as well as attractive facilities for the greater comfort and convenience of the membership," Cal Tanner, port agent, said.

The expansion will also make possible better service to the membership in the port through provision of needed space for Welfare Services and the Sea Chest.

Top of the News

EISENHOWER OFFERS CONGRESS PROGRAM—In his "State of the Union" address, President Eisenhower asked Congress for legislation reducing tariffs, increasing minimum wages and wages for Federal employees, including Congressmen, a broad highway program and a new program of assisting local school boards to provide enough educational facilities. He also requested a Federal health program that would aid voluntary health plans, as well as an extended draft law, and continuation of the Point 4 program among others. The foreign trade proposal is likely to come up early in the session and open a battle over tariffs.

PANAMA PRESIDENT ASSASSINATED—A machine gun gang assassinated President Jose Antonio Remon at the Juan Franco race-track near Panama City. After an investigation aided by New York City detectives, Panamanian police arrested Remon's successor, first vice-president Guizado, and other prominent citizens on the basis of some confessions. But the motives for the shooting remained unclear.

RUSSIANS FREE TWO AMERICANS—Two Americans, one a civilian, one an AWOL soldier, were freed by Russian forces after years in slave-labor camps. The civilian, John H. Noble of Detroit, had been picked up in Germany in 1945. The soldier, Pvt. William Marchuk of Norristown, Pa., had been AWOL since 1949. Both men complained that they couldn't get used to the soft beds in the US Army hospital where they were staying. A third American, AWOL Pvt. William Verdine, will be released shortly.

ALAS POOR GINA!—Italy, the home of Gina Lollobrigida and other sultry temptresses who have made motion picture history, has suddenly decided to go mid-Victorian. Police have revived an old law of Mussolini's day prohibiting necking in public and are inaugurating a nation-wide campaign against the practice. The campaign started in Turin where movie theaters were raided and 35 bewildered couples hauled off to the clink. Observers agreed that Italy would survive it all.

STOCK MARKET BOUNCES AROUND—A wave of heavy buying that moved stocks up to 1929 levels caused the Federal Reserve Board to increase the down payment requirement on stocks from 50 to 60 percent. The news upset stock market speculators with the result that nearly \$8 billion in paper stock values was wiped out in a two-day drop. Experts agree though, that stocks are going to stay high, which makes people who bought in before the elections last November very happy.

HANSEL AND GRETEL FLEE CAPITALISTS—Czechoslovak Communists have rewritten the Hansel and Gretel fairy tale to illustrate the "evils of capitalism." Instead of being caught by a witch, the innocent children drift across the border to the capitalist west while their parents are busy fulfilling work quotas. There the children become exploited workers. They flee eastward again where they are rescued by a Communist border guards from the pursuing capitalists.

NO RELEASE OF US PRISONERS SEEN—A non-committal communique from UN Secretary-General Dag Hammarskjold and China's foreign minister, Chou En Lai, indicates that no agreement was reached on release of 11 US Air Force men jailed by Red China as spies. Indications are that the Red Chinese are using the flyers as one of many levers to attempt to win admission to the UN. Another lever is increased military pressure on offshore islands held by Nationalist Chinese with Red aircraft stepping up raids on Nationalist positions.

COSTA RICA CHARGES INVASION—Fighting flared in northern Costa Rica as Government forces came to grips with a small force of revolutionaries. Before the fighting broke out, Costa Rica accused Nicaragua of plotting an invasion and asked the Organization of American States to act to keep the peace. Costa Rica and Nicaragua have long been rivals for Central American leadership.

Cartoon History Of The SIU

SIU Wins 4-Year Fight

No. 81



Although the membership had authorized a strike in Cities Service, SIU negotiators kept trying for a peaceful end to the contract stalemate. But fruitless sessions continued into September, 1950. Meanwhile, the Union made ready to lay its case against CS before a special hearing of a Senate Labor subcommittee in Washington.



Less than 48 hours before the Senate hearing was to convene, CS capitulated on the terms of an SIU agreement. The pact brought a four-year battle to establish Union wages and conditions in the CS fleet to an end. SIU men in the fleet and Seafarers everywhere hailed the end of a long, bitter and costly organizing battle.



At the hearings, SIU witnesses documented a strong case against CS. Later, the Senate group's report declared: "It is almost unbelievable that any union could continue in existence in the face of this combination of legal stalling and violent anti-union activity. Certainly a smaller, poorer and less persistent union would have been destroyed."

SIU NEWSLETTER from WASHINGTON

SIU Seeks Improved Mail Service

THE OUTLOOK FOR AMERICAN SHIPPING IS MUCH BRIGHTER than a few months ago, both from the standpoint of tramp and regular berth operators. For example, the 10,000,000 ton coal program announced by the White House last fall is rapidly shaping up. This is a crash program in the light of three factors:

(a) The need of foreign countries for coal during the winter 1954-1955; (b) The strategic desirability of minimizing the purchase of Iron Curtain coal by the free nations; and (c) Pressure from the American coal industry to get the movement started and to have it continue at a substantial pace. The Eisenhower Administration is most anxious to move all of the 10,000,000 tons of coal, or as much as possible, during fiscal year 1955.

On the basis of 10,000 tons of coal per ship, this movement would involve 1,000 shiploads.

Because of the transfer of American-flag ships to foreign countries, the Foreign Operations Administration, as of a recent date, indicated that it would be able to handle only about 20 cargoes of coal per month, even if there were no demands made upon American tramps for hauling grain. Therefore, FOA is expected to use up all American-flag space available at "fair and reasonable rates"; thereafter to declare non-availability for purposes of the 50-50 shipping law and then resort to foreign-flag shipping; finally, under FOA plans, after all foreign-flag shipping space available at reasonable rates has been used, then to call upon the US reserve fleet.

In the light of the impending shipping shortage which FOA estimates might last for at least six months and probably longer, FOA will try to put as much grain, and to get the Agriculture Department to do the same, on American-flag berth lines, using tramps primarily, if not entirely, for the coal movement.

ONE INTERESTING ANGLE OF THE 50-50 SHIPPING RULE THAT has come to light involves a so-called three-way barter deal—for example, US coal to Denmark, Danish manufactured goods to India, paid for by India out of FOA dollar aid. FOA is adopting a policy of letting US ships participate 50-50 on the cargo from this country to Denmark in exchange for a waiver of the 50-50 rule on the movement from Denmark to India.

FOA feels that the NSA rates established in 1951-1952 are higher than "fair and reasonable rates" for US-flag vessels because (a) they were admittedly established at levels substantially above commercial rates in order to avoid Government competition with private industry, (b) they included the cost of very substantial break-out repairs as well as normal break-out costs, and (c) they included estimated cost of lay-up.

THE TALK AROUND TOWN IS THAT THE DEMOCRATIC SIDE of the House Merchant Marine Committee is not nearly as strong as it should be. After Representative Jack Shelley, California Democrat, announced that he would quit the Committee in favor of joining the House Appropriations Committee, he was besieged by industry to change his mind. In deciding to join the Appropriations group, Shelley is taking the position that he still will be in a position to aid the merchant marine. Besides, the Appropriations Committee is considered, after Rules, to be the top unit on the House side of the Capitol.

The House Merchant Marine Committee as a whole also is weak this year—one reason being that the Democrats have lost seven of their former members, either through defeat in the elections or change over to other Committees, while the Republicans on the Committee have lost three of their former members. This will mean many new faces on the Committee, which is so important to the merchant marine, new members with little or no knowledge of US-flag shipping.

THE GOVERNMENT IS EXPECTED TO MAKE AN ANNOUNCEMENT soon on the option held by States Marine Corp. to buy subsidized Bloomfield Steamship and subsidiary Gulf Star Steamship Company. The purchase price being negotiated is \$2½ million. In addition to this price, Bloomfield would collect 50 percent of net profits of Bloomfield and Gulf Star, after taxes, accruing to either company from date of the agreement, June 4, 1954, to the date States Marine exercises its option to buy. Also, Bloomfield will get 50 percent of additional net profits that would have been realized by Bloomfield and Gulf Star from capital gains on the sale of any Liberty-type ships owned by the two companies in the event bona fide offers are received and permission for such sale is refused by States Marine.

ANOTHER PIECE OF GOOD NEWS FOR THE US MERCHANT fleet is the decision of the Attorney General that the 50-50 shipping rule applies to surplus agricultural goods sold abroad for foreign currency. This huge program will involve expenditure of hundreds of millions of dollars, and American-flag ships, under the ruling, will carry half of it. The surplus agricultural program will involve a three-year period, and goods will move out in all directions—Western Europe, South America, Middle East and Southeast Asia.

TO CONTINUE THE PROGRAM OF HELPING TO BRING the merchant fleet up to date, Congress will soon consider the White House request for ship construction funds of 103 million dollars for the fiscal year beginning July 1, 1955. These funds, if approved on the Hill, would continue the trade-in-and-build tanker program begun this year; continue essential research and development work on ship design; finance construction of two cargo ships and one tanker as prototypes for mass production in any future emergency; start orderly replacement of cargo ships built during or before World War II; and provide for the construction or conversion of four passenger-cargo ships.

President Eisenhower's budget for the fiscal year 1956, for the first time, fails to include any federal money requests for operation of the four state marine schools. The feeling on this is that the States of Maine, California, Massachusetts and New York should bear this cost alone, without US Government support.

Your S.I.U. Washington Reporter

Seeking to unravel the kinky problem of poor mail service for Seafarers aboard ships both here and overseas, the SIU has proposed a solution in a new appeal for cooperation from the shipowners.

In a letter to all contracted operators, the Union pinpointed ways in which letters and packages from home can be speeded on their way to the crewmembers aboard ship. The action was prompted by numerous recent complaints from Seafarers of difficulties in getting mail, particularly holiday messages and Christmas packages. Mail, as always, is a strong morale-booster for seamen away from home.

The SIU request to the shipowners for their aid in getting mail to crewmembers was directed principally to some of the small companies who often are lax in handling this matter properly. Most of the major operators have been cooperating for some time in trying to deal with the problem of mail.

Accurate Lists
The proposals center around the cooperation of the ship operators in providing accurate lists of their agents for all ports where a ship is scheduled to go at the time of the sign-on. In this way, crewmembers can notify their families and friends where mail can be sent and be assured some regularity of delivery. Crewmembers are urged to report to SIU patrolmen when addresses are not provided at the time of sign-on.

A key element in this, however, the SIU noted, is the delivery of the mail to the ship when it arrives in port. This hinges on efforts being made by the agents abroad to put the mail aboard the vessel on arrival.

Companies To Speed Mail
In the case of mail sent directly to the companies' home offices, efforts can also be made to see to it that it is forwarded properly and promptly and will arrive in port by the time the ship gets there. Mail is frequently allowed to pile up at the company offices when the ships are only a few days travel away. The result is that crewmembers either never see it or get it several months late, particularly when a ship is out on a long voyage.

Complaints about mail service to date have not involved the facilities provided at all SIU halls for handling Seafarers' mail addressed in care of the Union. Mail delivered to the halls is not forward-

ed, however, except in special cases. In most instances it is sent to a particular hall because a Seafarer is expected to arrive there shortly at which time he can pick it up.

The Union does not have the facilities for sending thousands of pieces of mail to men aboard ship, since it generally has no way of knowing where a man is at a particular time.

'Well, I'll Be A Ring-Tailed...'



John Henry, a cinnamon-colored, white-faced ringtail acquired by Seafarer George E. Annis, DM, in Brazil, thinks nothing of it as he is the center of attraction in the New Orleans hall. Annis, shown here catching up on the SEAFARERS LOG, picked up his pet while aboard the Del Viento.

\$241 Million Asked For Maritime In '55

WASHINGTON—President Eisenhower this week sparked hopes for a revival of the nation's declining merchant marine and shipbuilding industry. In his budget message to Congress, he asked for amounts totaling \$241 million for shipping activities in the fiscal year beginning July 1, 1955.

Continuation of the US Public Health Service hospital program was also forecast by a request for nearly \$34.5 million for these institutions. The hospitals received

only \$33 million last year.

Shipbuilding and ship conversion take up \$102.8 million in the proposed maritime budget while operating differential subsidies for US ship operators account for another \$115 million, \$30 million over what was asked last year. The remainder is taken up by \$15.1 million for the expenses of the Maritime Administration, including costs of operating the reserve fleets and other MA facilities, \$6 million more for the repair of reserve fleet vessels and an item of \$2 million for the US Merchant Marine Academy at Kings Point in New York. No funds were requested to aid four state officer training schools in Maine, Massachusetts, NY and California, as the Government indicated all emphasis on ship officer training would be concentrated in the Kings Point institution.

20 New Ships

The budget would provide for the start of construction on 20 new ships during the year, including two prototype dry cargo ships and a prototype tanker designed for possible mass production in an emergency, five additional C-2 or C-3 freighters for sale to private companies, two new passenger ships for American President Lines and ten ships under the tanker trade-in-and-build program adopted last year. The latest budget, however, makes it possible for dry cargo ships as well as tankers to be traded in for credit on the building of new ones. Among other projects, existing experiments with Liberty ships to convert them to higher speeds would be continued and expanded.

'Your Dollar's Worth' To Be Issued As Book

Hundreds of dollar-wise Seafarers and other readers of the SEAFARERS LOG have swamped the LOG with requests for reprints of 45 selected columns of the popular feature "Your Dollars Worth" offered in the last issue of the LOG.

As a result of the enthusiastic response, a specially-designed booklet containing the entire set of 45 columns is already on the presses and will be mailed free of charge to all who write in. The

Readers who may have missed the coupon and offer on the back page of the last issue can obtain the booklet containing 45 "Your Dollar's Worth" columns by merely addressing a request to the Editor, SEAFARERS LOG, 675 Fourth Avenue, Brooklyn 32, NY.

original plan was to furnish individual reprints of the 45 different columns, but the very pleasing response and the requests by individuals for almost the entire listing have brought about the decision to print the full series as

a booklet. Pleased by the strong interest in the LOG feature, the Union estimates that the heavy tide of requests will continue for some time with readers responding from all over the country and throughout the world.

The 45 columns from the LOG series cover a wide range of subjects from the popular LOG exclusive written by Sidney Margolis, the nation's outstanding expert on consumer buying. Subjects covered include home financing, insurance and maintenance, tips on buying clothes for the entire family, the costs and care of automobiles, appliances, furniture and other items for the home, hints on buying food, drugs and jewelry, how to save on insurance and loans and many other subjects. "Your Dollar's Worth: Seafarers Guide To Better Buying" has been a regular LOG feature since July, 1952.

MARITIME

Due to be launched early this summer, a new Empress of Britain will replace her namesake lost during World War II, and is expected to make her maiden voyage a little over a year from now. Now under construction at Glasgow, Scotland, for the Canadian Pacific Steamship Co., the 22,500-vessel will be placed on the Montreal-Liverpool run. She will have accommodations for 1,050 passengers. . . Two tankers owned by Olympic Lines of Panama collided in the Bay of Suez this month, one of them catching fire in an explosion caused by the impact. The 17,722-ton Olympic Thunder and the 21,200-ton Olympic Honor were involved in the mishap, during which the Thunder caught fire. Only slight damage was suffered by the ships.

Figures reported by the Maritime Association of the Port of New York showed that New York handled almost one-fourth of the 102,113 ships that entered and left the country's major ports last year. New York worked nearly twice as much as the nation's second most active port, Philadelphia. US ships accounted for slightly more than half of New York's outbound traffic. . . Flota Mercante Grancolombiana, the joint shipping venture owned by Colombia and Ecuador, has announced plans for expansion of its services between US ports and Latin America which will actually double some of its services. The concern, which now owns 20 ships and has 10 others under charter, is due to add 4 new ships to its fleet this year.

Membership of the Federal Maritime Board was completed early this month when Ben H. Gull, former naval officer, former member of Congress from Texas and former executive assistant to the Postmaster General, was sworn in as third member of the board. Earlier, G. Joseph Minetti of New York joined the only remaining member, Louis S. Rothschild, board chairman and the Maritime Administrator, on the panel. . . Twelve out of 14 crewmembers were lost when the Grimsby trawler Evelyn Rose of 327 tons sank near Oban on the western coast of Scotland. The vessel struck a reef and sank while an attempt was being made to launch the lifeboat.

The 19,105-ton liner Gripsholm, ex-flagship of the Swedish American line and a repatriation ship for refugees in World War II, has been officially rechristened the Berlin. The 29-year-old liner is on indefinite charter to the North German Lloyd Line. . . Operation of the 18,000-ton liner La Guardia in passenger service between the US West Coast and Honolulu moved another step closer to reality following the decision of a Maritime Administration examiner to allow the Hawaiian Steamship Co. to charter the ship from the Government. She is idled right now in the James River (Va.) reserve fleet.

Two shipyards in Kobe, Japan, launched new vessels last week, one of them a 38,750-ton supertanker for a Panamanian company. The giant petroleum carrier is the Chrysanthy I, owned by the United Shippers Co. of Panama. Less than a third her size is the new 11,300-ton Philippines Maru, built for a Japanese company. . . Members of a volunteer lifeboat crew on the Furness liner Queen of Bermuda who performed an heroic rescue of ten Newfoundland fishermen this month were honored at special ceremonies in New York after the liner arrived back in port. The men took men off the foundering fishing boat Student Prince II about 200 miles NE of Bermuda.

This country's two largest liners were filled to more than 90 percent of their passenger capacity on their trans-Atlantic voyages last year, according to the United States Lines. The company disclosed that the liners United States and America carried 94,456 passengers between New York and Northern Europe during 1954. The United States, largest and fastest ship in the US merchant fleet, accounted for 67,577 passengers out of the total. . . The Military Sea Transportation Service chartered 14 privately-owned and operated US-flag ships during December, bringing the total of the Government shipping agency's chartered vessels to 36 at the end of last month.

The Seafarers Puzzle

| | | | |
|-------------------------------|--------------------------|-------------------------|-----------------------|
| ACROSS | DOWN | 20. That man | 40. Birthplace of |
| 1. Victory (Victory Carriers) | 1. Vehicle | 21. Wearies | St. Francis |
| 4. Balto has a new one | 2. Lake cargo | 22. Unsightly | 43. Beside the ship |
| 8. What we sail in | 3. Crewmember | 23. Square sail | 45. Man's nickname |
| 12. Governor of Kansas | 4. Came to a stop | 24. Channel | 46. St. Louis |
| 13. Kind of lily | 5. Pie — mole | 25. Apart | ballplayer |
| 14. Animal's skin | 6. Whole bunch | 26. Soon | 47. Large river |
| 15. Control, as ship's speed | 7. Bloodsucker | 31. Exchanged for money | 48. Not on time |
| 17. Olive genus | 8. Marksman | 33. Island group | 49. Bailie stop |
| 18. Follower of | 9. Small mountain | NW of Sumatra | 53. — Mahal, of India |
| 19. The SIU helps him | 10. Thought | 35. Hawaiian wreath | 54. Cure leather |
| 21. Stack | 11. A fruit | 38. Point a gun | 55. Before |
| 24. Bingle | 16. Three famed initials | | |
| 25. Grow old | | | |
| 26. Worked with shovel | | | |
| 28. Flat tablelands | | | |
| 32. Valley | | | |
| 34. Girl | | | |
| 36. City in Nevada | | | |
| 37. Country N of Lebanon | | | |
| 39. Ceylon export | | | |
| 41. Politician; Slang | | | |
| 42. US intelligence outfit | | | |
| 44. Palmyra is one | | | |
| 46. Ceylon seaport | | | |
| 50. Weight of India | | | |
| 51. Captain in Moby Dick | | | |
| 52. Judge | | | |
| 56. Actress Hayworth | | | |
| 57. An exclamation | | | |
| 58. Product of Trinidad | | | |
| 59. Man of action | | | |
| 60. Port on Kyushu | | | |
| 61. Compass bearing | | | |

(Puzzle Answer on Page 17)

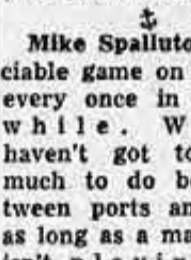
THE INQUIRING SEAFARER

Question: What's your feeling about gambling aboard ship?

Bill Nuckols, AB: As long as a guy has money to spend, it's okay to toss a little of it away now and then on a game of cards. It's just bad when guys start losing the payoff before they get it; that's when you start having trouble. I like pinochle mostly. It's a good way to pass the time aboard ship.



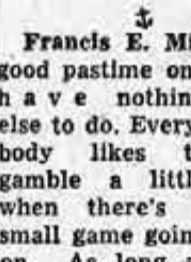
Mike Spalluto, MM: A little sociable game on the ship is alright every once in a while. We haven't got too much to do between ports and as long as a man isn't playing away his last dollar it's a good way to spend the time. I don't like to make it a habit, but I go for a little pinochle now and then.



Henry Watson, cook: When you have a good crew and everybody gets along okay, there's nothing wrong with playing a little cards on the ship. Everybody has a good time and the money keeps going back and forth so that nobody really loses out. I don't play as much as I used to in the old days though.



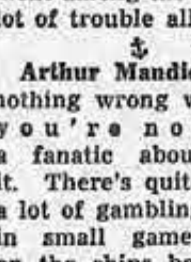
Francis E. Miller, wiper: It's a good pastime on a ship when you have nothing else to do. Everybody likes to gamble a little when there's a small game going on. As long as the stakes stay low and nobody can win or lose too much, I like to play whenever I get a chance.



Jerome Pine, MM: I'm for it; whoever wants to play a game of cards should be able to. Of course, I'm not in favor of gambling when it means a man is going to throw a way all his dough and be broke all the time. Then it means hard feelings and resentment among the crew and makes a lot of trouble all around.



Arthur Mandick, wiper: There's nothing wrong with it as long as you're not a fanatic about it. There's quite a lot of gambling in small games on the ships because the guys haven't got much else to do. A small-stake game helps pass the time and makes things interesting while you're at it.



MEET THE SEAFARER



ALLEN J. FRIEND, MM

Looking over the headquarters shipping board for a European run this past week was Seafarer Allen J. Friend of Brooklyn. Born and raised in the borough, Friend started going to sea late in 1946 because as he put it, "I got itchy feet and wanted to see different places and the way other people lived." The novelty of viewing the other half of the world has long since worn off but Friend is convinced he made a wise choice of vocation, if only by accident.

As the father of two children, ages two and four, and the owner of his own one-family home in Brooklyn, the 31-year-old Seafarer sees going to sea as the only sure way he can meet all the financial obligations involved.

"Next to my family and home," he said, "my SIU membership is my most important possession because it means bread and butter for all of us."

Enlisted In Army

Going to sea was not exactly what Friend had in mind at the beginning. He had gone to school at the Food Trades Vocational High School in New York City, but war clouds were looming in Europe, and here in the US, Uncle Sam had put the Selective Service system into motion. On his 18th birthday, February 26, 1941, Friend enlisted in the US Army for what turned out to be a 4½-year hitch, considerably more than he bargained for at the time. He was still in high school but managed to get leave to graduate in uniform that June.

Friend was mustered out of service on November 11, 1945, returning to the States with the 66th Division after three years in Europe. For the next 12 months he kicked around with the "readjustment blues." He had wanted to go to veterinary school but circumstances didn't work out in that direction.

Sailed ATS

After a considerable spell with the old "52-20" club, Friend decided that he would take a crack

at going to sea. He caught an Army Transport Service ship in December, 1946, and made two trips with it. Then, looking for greener pastures, he switched over to the SIU in March, 1947. He's been sailing with the Union ever since.

In 1948, Friend got a lengthy taste of picketline action when the now-famous Wall Street strike broke out. Stock Exchange employees struck for a contract and with the help of Seafarers kept mass picket lines going for several weeks. Friend himself spent three weeks on the line in what he recalls as one of the wettest spring seasons New York experienced in many a year.

Subsequently, Friend became a crewmember of the Bull Line cruise ship Puerto Rico on which he spent two happy years. The cruise run was a popular one, he recalls, with men home in New York a couple of days every two weeks. The attraction of running to a semi-tropical land, particularly in the wintertime, was another strong point of the run. It was a sad day when the company finally laid up the ship and later sold her for foreign-flag operation. "I'm still grieving for the old Puerto Rico," he sighed.

Close To Home

Since he's a family man, Friend likes to stick to those nearby foreign and European runs which mean no more than a month away from home at most. He did take one Far East run in the last year, which had its quota of harrowing moments. He was aboard the Greece Victory carrying a cargo of ammunition when the ship's propeller fouled on a buoy chain in Kurihama, Japan. The wind started, acting up and it looked like the vessel was in for real trouble. Tugs were called to help and fortunately, the ship was able to get off the next morning and proceed for repairs.

Friend's last ship was the Mankato Victory, recently back from Europe. He intends to keep on sailing for the indefinite future, because he finds it the best way he knows of paying the bills.

LABOR ROUND-UP

Efforts afoot to merge the International Fur and Leather Workers Union with the Amalgamated Meat Cutters (AFL) will be subject to approval by the next meeting of the AFL Executive Council. The Fur and Leather Workers is one of the unions which had been expelled from the CIO as Communist-dominated, and AFL officials indicated the union would have to show proof of an internal clean-up. Two leaders of the union, Ben Gold and Irving Potash, have both been prosecuted under the Smith Act.

Produce strikers in New York went back to work after a week's tie-up with a \$9.50 package in a two-year agreement. The package provides an immediate increase of \$6 in wages, plus improvements in fringe issues. Produce handlers are members of Local 202, International Brotherhood of Teamsters.

The United Mine Workers Union is planning to encourage the setting up of local union health centers in remote mining communities so as to make more efficient use of its Welfare fund. The Union is hopeful that the local centers

would help reduce the burden of hospital bills on the fund. Fund income has been cut sharply by the decline in coal production.

A telecast of negotiation sessions between AFL Paper Makers and the Rogers Corporation of Rogers, Connecticut, is planned for next month. The telecast will be sent out over a closed circuit, and witnessed by industrial relations specialists attending a conference of the American Management Association in Chicago.

A 35-hour week has been negotiated for 3,000 sportswear employees, members of AFL Ladies Garments Workers Local 226 in Los Angeles. The new agreement represented a 2½-hour work week reduction and means that 35 hours is now standard for nearly all ILGWU members in Southern California.

Construction of US bases in Newfoundland has led to the chartering of a local of the AFL Common Laborers Union. The workers involved are building a Naval Base at Fort McAndrew, Argentia, Newfoundland.

SEAFARERS LOG

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Disaster Insurance

The Southern Districts disaster, involving the loss of 23 lives, 14 of them unlicensed men, sharply points up the tremendous importance of the Seafarers Welfare Plan. Many of the families of the victims are in serious financial plight after the shattering blow of losing the breadwinner. It's true they are entitled to file for damages, but lawsuits have a way of dragging out over months and years. Meanwhile the Welfare Plan is giving them immediate assistance in the form of a total of \$35,000 in death benefits, just when such assistance is badly needed.

As a matter of fact, it was at the urging of the Union that the Coast Guard issued an official statement that the crew was presumed lost, paving the way for payments of benefits. Normally such a statement would not come until the conclusion of Coast Guard hearings and filing of a report.

The death benefit is one of several SIU-sponsored benefits which offer speedy financial assistance at critical moments. In the centerfold of this issue are the photos of the many Seafarers who can no longer work but who are well taken care of through the SIU disability benefit. Each issue of the SEAFARERS LOG carries reports of other benefits such as maternity and hospital payments, all of which run into hundreds of thousands of dollars every year.

It was just a few years ago that the Seafarer and his family had little or no relief from misfortune or disaster. A small burial benefit existed that was just enough to pay for a burial. Men in hospitals got \$3 each week to keep them in cigarettes. All that has been changed thanks to negotiation of a sound and far-reaching Welfare Plan.

The Welfare Plan is one of many aspects of Union activity over the years that has radically changed the way of life of a seaman. It offers assurance that the Seafarer and his family is protected against unforeseen disaster such as befell the Southern Districts.

Inspection Questions

Speaking of the Southern Districts, the Coast Guard has concluded hearings into the reasons for the mysterious disappearance of the ship. While final conclusions will not be drawn until all the evidence is in, some sharp contradictions emerge from the testimony already given. The several inspectors who looked over various parts of the ship at various times are in considerable disagreement with each other as to her condition and in disagreement with Seafarers who sailed the ship, before and during her final voyage.

Even more startling is the information given in last minute testimony by the company's operating manager. He revealed that both the Coast Guard and the American Bureau of Shipping had gone easy on basic safety requirements because they would have been a heavy expense to the company. In other words, the safety of the ship and crew took second place to the company's financial well-being.

Three Seafarers who testified to patching holes below the waterline with bolts and wooden plugs were followed to the stand by inspectors who said they saw no such items. Then along came two other inspectors who said they saw fish bolts and wooden plugs in the hull. One Coast Guard inspector said his "inspection" of the engine room consisted of asking the chief engineer and the skipper how things were below. The chief told him they were shipshape, but one Seafarer witness told of a variety of temporary and makeshift repairs below and had his testimony confirmed by a letter written by one of the Seafarer victims just before the ship's final voyage.

Certainly there are plenty of inspectors going aboard ships. In the Southern Districts case there was an insurance company man, Coast Guard inspector, FCC expert, company inspector and an independent surveyor all taking look-sees at the ship. Perhaps all this overlapping and division of authority defeats its purpose with some inspectors tending to let the "other guy" worry about it.

In any case either the inspectors did not see the defects or were reluctant to take action that would have delayed the sailing of the ship. It boils down once again to a conflict of company profits versus human safety. For when the Southern Districts was last seen by a tanker December 5, she was headed at top speed into the heart of a storm which the tanker sought to avoid. In this case the attempt to make a schedule tick apparently contributed to the loss of the ship and crew.

LETTER of the WEEK

Urges Fight On Shipping Threats

To the Editor:

I am writing this letter and I sincerely hope you will publish it in an early edition of the SEAFARERS LOG because it concerns a matter which I believe is of vital concern to every SIU member.

Any expressions of opinion or any suggestions which other brothers might care to make will be warmly welcomed by this writer.

Recently, the American Merchant Marine Institute issued startling but true figures showing that this great nation of ours is repeating a costly error which hurt our economy and impaired our national defense in the past. This error is the neglect of the American merchant marine.



Rushton

These figures show that the transfer of American ships to foreign registry has reduced our total tonnage to 15 million tons, leaving our merchant fleet at the lowest point in 30 months.

Also, despite the declared policy of transporting 50 percent of foreign aid cargoes in American bottoms, only 29 percent of all American exports and imports are carried by American ships.

Seafarers Must Act

What can be done to stop this ridiculous situation, and what part we can play in encouraging a strong and healthy merchant marine is the immediate problem of every man in this Union. This situation concerns our bread and butter, and the sooner we get busy on it the better it will be for us.

Our Union, as we Seafarers know, has played a leading role in the fight to keep our merchant marine strong against interests which would let it be sold out for the sake of showing an immediate profit of a few more dollars.

But, in addition to what our Union as a whole is doing, what can we individual Seafarers do? For one thing, we can keep our pens busy, and keep writing our Senators and Representatives in Washington. If we keep that stream of mail flowing, perhaps we can encourage Congress to enact legislation that will really protect, preserve and strengthen our merchant marine.

Alert Public To Dangers

Moreover, each of us Seafarers can appoint himself a "committee of one" to see to it that the general public is alerted to the dangers which beset our merchant marine. We should talk this matter up among our families, friends and acquaintances as much as possible, and see that they are made aware of the disastrous policy this country is now pursuing.

It is up to us who make our livings by going to sea to keep the wheels of this campaign rolling, and to make every American realize that a strong American merchant fleet is a valuable economic asset in peace as well as a necessity in war.

Edwin T. Rushton

'In Time Of Need!'



'Vote of Thanks'

Latest to be bitten by the ship-board television bug is the Alcoa Roamer crew. At the last ship-board meeting crewmembers elected a committee of three consisting of R. W. Miller, C. J. Beck and Blanco (first name not given) to look over the pros and cons of the question and come back with a report.

Primarily the committee will be trying to find out whether a set can be installed aboard ship in such a manner as to give some decent reception on the coastwise runs. The committee might do well to check the experiences of some of the other coastwise ships on this score.

Reactions Differ

Some of the ships appear to be well-satisfied but on other vessels the reception has been a cause of much aggravation.

Then, of course, there's the problem of what kind of set to buy. And while they are at it, shall it be color TV or old-fashioned black and white? It looks as if committee-members have their work cut out for them.



Hatgimios

The vote of thanks to the feedback department is standard procedure where the crew is well fed and contented, but some of the praise offered recently is on the lyrical side. Take the Steel Flyer as an example. Baker Kosta Hatgimios received quite a few accolades for what the crew called a "wonderful job of baking." They reported he made "pastries and pizza pie for coffeetime, as good or better than any ever found ashore." We've heard of bakers putting out a piece of cake or some doughnuts with coffee, but it's the first time that serving pizza pie at coffeetime has been reported. No wonder the boys are satisfied.

Hatgimios has been whipping up batter for quite a few years now. He joined the SIU in Providence, Rhode Island, on February 10, 1939, and has been packing a

Union book ever since. He is 34 years old and lives ashore in Philadelphia.

Another baker who has been turning out top quality products is Chris Markris of the Alcoa Pegasus. Ship's minutes reported from the Alcoa vessel make a point of praising him for fine baking and his cooperation with hands on the ship.

Other SIU steward departments that received the four-star rating recently include the gang on the Antinous (Waterman) and the Del Campo (Mississippi). The Antinous' crew gave thanks for a "wonderful Christmas dinner" and added "meals in general are excellent." Del Campo's department got "special thanks for wonderful tasty food" and the steward himself praised the men in the galley gang for the fine cooperation they have been giving him.

Seafarers at the last headquarters membership meeting elected a quarterly financial committee, as required by the Union constitution, to give the Union's financial status its regular, thorough examination. The members, E. Starns and W. McDonald for the deck department; C. Siambul and W. La Chance, engine department; and W. Reidy and R. Ewing for the steward department, spent several days going over Union records of all kinds in conjunction with Certified Public Accountants, taking inventory of Union property and other steps required for the report.

This of course, is a complete report on all the Union's finances, and should not be confused with the weekly port audits which take account of port income and outgo only each week.

The quarterly report will be presented at membership meetings in all ports January 26 for appropriate action by the membership.



Siambul

We take care of our own



Benjamin Bailey, 74
Lives in Brooklyn, NY



John E. Bellard, 67
Lives in Newport, NY



Clarence B. Brundage, 71
Lives in Tampa, Fla.



Joseph Germano, 70
Lives in Brooklyn, NY



Sidney W. Ghale, 62
Lives in Charleston, SC



Nick Glosue, 59
Lives in NY, NY

The SIU DISA

Youngsters and oldsters alike, all Seafarers who receive disability benefits under the SIU Welfare Plan, have the security of knowing that the \$25 weekly payments to them will continue for as long as they may need them, whether months or years.

Many of them have worked as seamen their entire lives, some for as many as 50 years. Others are relative newcomers to sailing, but the sea knows no bounds of age, race or religion and takes its toll of all men.

The SIU disability benefit was established for this reason. Its purpose was to provide a cushion of security for Seafarers who were unable for some reason of disability to continue in their profession and earn a livelihood for themselves and their families.

First launched in 1952, the disability benefit originally provided weekly payments of \$15 to each qualified seaman, regardless of age. Ten Seafarers qualified at that time, with eligibility based on proof of

seven years' sea participating in

A few months in October, 1952, weekly. Six months to its level of \$25. This is more than 1952 ships in the 1950s.

Moreover, new and qualifying on the second anniversary of the weekly payments to those who had been under protection.

Today, 43 on \$25 weekly benefit made at the time to the total of \$100 per month. None of the



William A. Kemmerer, 79
Lives in Pennsgrove, NJ



William E. Lake, 68
Lives in Boston, Mass.



Matthew Little, 92
Lives in Staten Is., NY



William Rochell, 69
Lives in New Orleans, La.



Bernard Y. Roll, 77
Lives in Seattle, Wash.



Charles Schrunk, 68
Lives in Jacksonville, Fla.



Benito Candamio, 66
Lives in Miami, Fla.



Alexander Dudde, 67
Lives in Brooklyn, NY



Ernst E. Eklund, 66
Lives in Brooklyn, NY



Leonard F. Ellis, 68
Lives in Houma, La.



Henry A. Ferree, 65
Lives in Wilmington, Cal.



Burton J. Frazer, 60
Lives in Brooklyn, NY



William Girardeau, 74
Lives in N. Harwich, Mass.



Samuel L. Gordon, 70
Lives in Brooklyn, NY



William J. Gray, 52
Lives in Mobile, Ala.



Ernest E. Gross, 65
Lives in New Orleans, La.



James W. Hamilton, 55
Lives in NY, NY



John Eric Hane, 70
Lives in New Orleans, La.

ABILITY BENEFIT

time on ships operated by companies the SIU Welfare Plan.

s after the benefit first began, in payments were increased to \$20 ths after that, the benefit rate rose 5 weekly, where it remains at pres- e than they received for working on 0's.

y men are constantly applying for or the disability benefit. On its sec- last May 1, 27 Seafarers were get- benefit. This figure does not include een getting benefits and died while of the Plan.

e-active Seafarers are receiving the fit. Accordingly, payments are be- rate of \$1,075 per week, in addition arly \$75,000 paid out since the bene- gan.

men receiving it, especially the old-

timers, could have visualized years ago the blessing of security they are enjoying today through the facilities of their Union's Welfare Plan.

The state of maritime unions was such in those days that only a few "dreamers"—men who "walked with their heads in the clouds"—could foresee even a small portion of what is reality today.

Disability benefits from a seamen's welfare plan for which the seaman pays none of the cost were the pipe-dreams of long ago. And while much remains to be done in this area, and will be done in time, Seafarers who become disabled and are no longer able to work will always be assured a comfortable cushion for their future years.

The SIU disability benefit eliminates the need for seeking help in the form of charity handouts. Men who have given their lives and health to an industry are assured its grateful thanks in the form of guaranteed aid from the Seafarers Welfare Plan. The SIU takes care of its own...



Edward Hansen, 81
Lives in Brooklyn, NY



Pete Henderson, 67
Lives in Mobile, Ala.



John Hopkins, 79
Lives in Bronx, NY



George E. Jackson, 74
Lives in Baltimore, Md.



Harry Johnson, 70
Lives in Baltimore, Md.



William Johnson, 72
Lives in New Orleans, La.



Eugene Milanest, 26
Lives in Brooklyn, NY



Francisco Molina, 66
Lives in Santurce, PR



Grand W. Nutting, 75
Lives in Baltimore, Md.



Joseph Pilutis, 40
Lives in Brooklyn, NY



Richard Ricketts, 57
Lives in NY, NY



Jose Garcia Rivero, 64
Lives in Key West, Fla.



Earl F. Spear, 56
Lives in Portland, Me.



August Steinmann, 71
Lives in Maspeth, LI, NY



Thor Thorsen, 65
Lives in Brooklyn, NY



George B. Thurmer, 42
Oliver Springs, Tenn.



Benjamin Trottie, 66
Lives in Brooklyn, NY

Pictured here are 41 of the 43 Seafarers currently receiving the SIU disability benefit. The two other Seafarers, of whom no photographs were available, are Roland Rae, 68, of Miami, Florida, and William N. Price, 71, of Toccoa, Georgia.

PORT REPORTS

Lake Charles:

Shipping Figures Top Port's Registrations

Things have been going along very nicely here in Lake Charles and during the past two weeks we shipped more men than we registered. We only hope it keeps up that way. However, we have enough men here to fill any expected jobs, unless something very unusual happens, so we don't advise any of the brothers to dash down here expecting to get out in a day or so.

Calling in here during the past two weeks, and taking on men, were the Seatiger (Colonial) and Council Grove, Bents Fort, Government Camp, Chiwawa, Winter Hill, Logans Fort, Cantigny, Bradford Island and Archers Hope (Cities Service).



Silcox

Over in Port Arthur, Tex., we had the Queenston Heights (Seatrader) and in Orange, Tex., we had the Val Chem (Valentine Tankers).

For our Seafarer of the Week we name Brother Robert M. Thompson, an SIU oldtimer who generally sails in the engine department as oiler, although he is now waiting for a firing job. Brother Thompson can always be depended upon to pitch in wherever the Union is concerned, and he is particularly always ready to help out the newer members.

At our last meeting, Brother J. E. Mitchell of the engine department was chairman and Brother C. M. Silcox of the deck department was recording secretary. Both men did a fine job.

On the local labor front all is quiet. There are no beefs outstanding and all the local unions report their members all at work.

Leroy Clarke
Lake Charles Port Agent

Boston:

'Right-To-Work' Bill Faces Union Battle

Right now certain interests are attempting to have a so-called "right-to-work" bill passed here in Massachusetts and of course we are requesting all of the brothers to write their local representatives and ask them to vote against this bill, which is really a union-busting measure.

The new super highway, which is being built two doors away from the hall here, is progressing nicely. Several roads which were blocked off because of the construction have been opened again, and this artery, when completed, should relieve much of the traffic congestion around the hall.

Shipping here in Beantown has been slow during the past two weeks and the outlook for the future is only fair. Although we had four ships paying off here, there were only a few men getting off and consequently we did not ship many men.

The ships paying off were the Alexandra (Carras) and French Creek, Cantigny and Logans Fort (Cities Service).

These four ships signed on and in transit were the Robin Doncaster and Robin Wentley (Seas Ship-



Brown

ping), Ann Marie (Bull), Iberville (Waterman), Michael (Carras) and Steel Worker and Steel Flyer (Isthmian).

Sailed On Ann Marie

For our SIU man of the week we have selected Joe Lapham. Joe, who was the SIU agent in Providence in 1947, is an AB and has been sailing steadily since he took his book out of retirement. His last ship was the Ann Marie.

Other oldtimers now on the beach are E. Eklund, O. Headley, W. Prince and C. Karas. In the Brighton Marine Hospital are F. Alasavich, G. Weddell, J. Fawcett and A. Hancock.

Brother Allan G. Brown died January 10 aboard the Bloufonlein of the Holland-America Line, homeward bound from Africa. Brother Brown was on the Robin Trent when he became ill. He was transferred to a hospital in Africa and then to the Bloufonlein. His father has asked the Union to take care of all the details about bringing his son's body back for burial.

James Sheehan
Boston Port Agent

Wilmington:

16 In-Transits Make For Busy Shipping

Shipping in this port has been very good since the first of the New Year and of course we are hoping it will keep up that way.

Although we had no payoffs during this period, we did have 16 ships in transit. On these we were able to put 39 men—and that means a lot for this port.

As for the future, the outlook is pretty good, as we are hoping that



Penner

some of the tankers that are now in the Far East will be coming in soon for payoff, and then we will still have the in-transits.

At this time, we are happy to say, we do not have anyone in the hospital here—a fact which we chalk up largely to our fair California weather.

Among the oldtimers on the beach now are John J. Flanagan, Joe Penner, C. C. Brown, W. K. Yerke, R. L. Lambert and A. Bokan.

Brother Penner just hit town a few days ago and said he is real glad to be back in sunny California after being laid up awhile in Bluff Hospital, Yokohama.

Ernest Tilley
Wilmington Port Agent

Mobile:

Voting Seen Headed For Record High Mark

At this writing—three days before the close of the voting to elect the Union's officials for the next two years—there are good indications that the balloting in the Mobile branch will go over the 600 mark, thus setting a new record for this port.

This indicates a very healthy interest by the members in the selection of their 1955-56 officers, and as long as the members continue to display this interest it assures the election of officers consistent with the wishes of the SIU membership.

At this writing the exact date for the completion of our combined recreation room and Sea Chest building is still indefinite.

However, the building is taking shape rapidly and we will know within the next two weeks just when we will be able to move in and get things set up.

This is the first time a retail Sea Chest outlet has been combined with recreational facilities and we believe the members will get a lot of good out of the combination.

Shipping in this port was a trifle slow during the past two weeks with 76 men shipped to regular jobs and 137 men sent to relief jobs in and around the harbor. During this period we had seven payoffs, three sign-ons and three ships in transit.

Payoffs in Good Shape
The payoffs, which were all in good shape, were the Alcoa Patriot, Alcoa Clipper, Alcoa Corsair and Alcoa Pennant (Alcoa), Ocean Lotte (Ocean Transportation) and Monarch of the Seas and Claiborne (Waterman).

The Ocean Lotte, Alcoa Patriot and Alcoa Pennant signed on again and in transit were the Del Santos (Mississippi) and Claiborne and Chickasaw (Waterman).

Prospects for the coming two weeks look pretty fair, with the following ships due to hit the port either for payoff or in transit: DeSoto, Monarch of the Seas, City of Alma, Afoundria, Beauregard, Iberville and Claiborne (Waterman) and Alcoa Partner, Alcoa Pilgrim, Alcoa Patriot, Alcoa Cavalier and Alcoa Clipper (Alcoa).

Due For New Service
There is a good possibility that the Lafayette, which was recently



Deale

sold by Waterman to the Maritime Overseas Corporation, will be in service for her new owners by the first of next week.

For our Seafarer of the Week we nominate Brother T. C. Deale who ships in various engine room ratings and has sailed steadily out of Gulf ports since 1944. Brother Deale, who makes his home in Birmingham, Ala., is married and has one son. He believes the maternity benefit is tops among the Welfare Plan's many benefits.

A few of the oldtimers now on the beach are C. Merrill, H. Newberry, Eddie Yates, H. Hurlstine, M. Nolan, D. Bissett, T. Dailey, C. Steers, J. P. Cox, W. Wilson, W. Hinton and J. Knowles.

There are no brothers that we know of in either of the two local hospitals.

Cal Tanner
Mobile Port Agent

Philadelphia:

Shipping Moves Along 'On An Even Keel'

Shipping has been moving along on an even keel in this port.

During the past two weeks we paid off the Republic (Trafalgar), Calmar and Seamar (Calmar), Gateway City (Waterman) and Winter Hill (Cities Service). These five ships signed on again and in transit were the Edith (Bull); Antinous, Yaka, Raphael Semmes and Iberville (Waterman); Robin Goodfellow and Robin Doncaster (Seas Shipping), and Steel Architect, Steel Age and Steel Seafarer (Isthmian).

A. S. Cardullo
Philadelphia Port Agent

Norfolk:

Increase Is Reported In US-Flag Activity

There has been a slight improvement in US-flag ship activities in this port during the past two weeks and we are looking for this improvement to continue.

During the past two weeks we paid off the National Freedom (American Waterways), Seacoral (Coral) and Southern States (Southern). In transit were the Raphael Semmes (Waterman), Bradford Island and Cantigny (Cities Service), Alcoa Runner (Alcoa), Shinnecock Bay (Veritas) and Oceanstar (Dolphin).

Ben Rees
Norfolk Port Agent

Savannah:

Bull Ships Pay Off; Shipping Stays Fair

Shipping in the port of Savannah was fair during the last two weeks and it looks as if it will stay just about that way during the coming two weeks.

During the last two weeks we paid off the Ines and Arlyn (Bull). These two ships signed on again and in transit were the Steel Worker and Steel Age (Isthmian), Southstar (South Atlantic) and Seatrains Georgia and Louisiana (Seatrains).

For our typical SIU man of the week we have selected Steward Ivey M. Peacock. This well-known "bellyrober" with the South Atlantic line is known to many of the members for his formula for a Tom Collins. Peacock admires the progress the



Peacock

Union has made over the years and is especially proud of the welfare benefits it has obtained for its members. "These benefits are really a blessing," he says.

Among the oldtimers now on the beach are H. E. Rountree, W. T. Matthews, Walter Stoll, Mike Kavanaugh and John Sikes. In the marine hospital are Tommy Moore, Rufus Fields, Jimmie (Georgia Boy) Littleton, Albert Lima, Frank Neison, Angelo Martins and John Morris.

E. B. McAuley
Hq. Representative

Houston:

Seagarden Crews Up, Alice Brown To Follow

Shipping continues to be very good in this port and during the past two weeks we shipped more men than we registered.

In our last port report we did not predict such good shipping, but the Seagarden (Peninsular Navigation) came in here unexpectedly and took on almost a full crew for a grain run to the Mediterranean.

Bloomfield, which now has the Alice Brown in the shipyard, tells us that they expect to get a charter for this vessel and will probably call for a full crew in the next few days. This, plus the fact that we have two payoffs scheduled, should make shipping continue good during the next two weeks.

During the past two weeks we paid off the Seagarden and the William Carruth (Transfuel) and signed on these two ships and the Margaret Brown (Bloomfield). In transit were the Del Alba (Mississippi); Michael and Alexandra (Carras); Margaret Brown and Alice Brown (Bloomfield); Seatrains Savannah and New Jersey (Seatrains); Edith (Bull); Bents Fort (Cities Service); Ocean Lotte (Ocean Transportation), and Republic (Trafalgar).

All the payoffs and sign-ons were clean, with no beefs.

Also, I am happy to report that we have made many friends in the Texas labor movement in the last few months. We have five delegates to the Houston Trade Council and we intend to get very active in the council and also the state federation. We feel that by enlisting the aid of all organized labor in Texas we will be able to get a better deal for the SIU.

A. (Frenchy) Michelet
Houston Port Agent

A & G SHIPPING RECORD

Shipping Figures December 29 to January 11

| PORT | REG. | | | TOTAL REG. | SHIP. | | | TOTAL SHIP. |
|---------------|------------|------------|------------|--------------|------------|------------|------------|-------------|
| | DECK | ENGINE | STEW. | | DECK | ENG. | STEW. | |
| Boston | 19 | 20 | 18 | 57 | 4 | 7 | 7 | 18 |
| New York | 118 | 91 | 81 | 290 | 85 | 79 | 58 | 222 |
| Philadelphia | 25 | 19 | 16 | 60 | 21 | 22 | 15 | 58 |
| Baltimore | 80 | 60 | 58 | 198 | 47 | 34 | 38 | 119 |
| Norfolk | 20 | 20 | 6 | 46 | 6 | 6 | 1 | 13 |
| Savannah | 19 | 14 | 11 | 44 | 6 | 2 | 6 | 14 |
| Tampa | 13 | 4 | 17 | 34 | 8 | 9 | 11 | 28 |
| Mobile | 31 | 28 | 30 | 89 | 28 | 18 | 30 | 76 |
| New Orleans | 53 | 37 | 52 | 142 | 48 | 41 | 42 | 131 |
| Houston | 26 | 16 | 23 | 65 | 34 | 19 | 21 | 74 |
| Seattle | 20 | 16 | 19 | 55 | 18 | 17 | 8 | 43 |
| San Francisco | 19 | 23 | 13 | 55 | 31 | 20 | 27 | 78 |
| Wilmington | 5 | 12 | 12 | 29 | 12 | 14 | 13 | 39 |
| Totals | 448 | 360 | 356 | 1,164 | 348 | 288 | 277 | 913 |

PORT REPORTS

San Francisco:

CG's Physical Plan Discussed At Meeting

This port has been enjoying very good shipping and the future looks bright.

During the past two weeks we paid off the Longview Victory (Victory Carriers) and signed on this ship and the Alcoa Pegasus (Alcoa) and Lewis Emery, Jr. (Victory Carriers).

In transit were the Seacomel II (Ocean Carriers), Lewis Emery, Jr. (Victory Carriers), Yorkmar (Calmar) and John B. Waterman, Hastings, Azalea City, Morning Light and Fairport (Waterman).

At our last meeting there was a discussion about the proposed Coast Guard plan of physical examinations, and the steps the Union is taking to oppose this proposal were explained.

The Union has formally presented its opposition to the whole scheme in a letter to the Coast Guard. Since none of the sea unions like it either, the admirals are reluctant to do anything about it right now.

Digging Up Old Cases

Lately we have had quite a few men coming in with complaints about the CG dragging out old cases that happened as long as seven years ago. This looks like a deal to pressure union seamen because of the fight they are putting up against the CG's medical plan, so we are advising the brothers to make sure they keep their noses clean on the ships because those CG guys are evidently out to get seamen on anything they possibly can.

Men now on the beach include F. Votto, E. Gates, K. Hansen, H. Mease, P. Huggins, H. Skaalegaard, A. Snider, A. Brown, A. Nottage and M. Lipkin. In the marine hospital are O. Klein, G. Promutico, M. John, F. Haigney, P. S. Yuzon, W. K. Singleton, C. Neumaier, O. Gustavsen, W. Center and C. Brown.

Tom Banning
San Francisco Port Agent



Baltimore:

Shipping Is Slow But Improvement Is Seen

During the past two weeks shipping here in the Port of Baltimore has been slow. During the coming weeks, however, we are looking forward to considerable improvement in the situation.

The few ships that did come in here for payoff during the last two weeks had no beefs of any size on them and the crews were all satisfied.

The ships paying off were the Suzanne (Bull), Raphael Semmes (Waterman) and Steelore, Feltore, Chilore, Cubore, Baltore, Santore and Venore (Ore).

Signing on were the Bethcoaster (Calmar), Shinnecock Bay (Veritas) and Steelore, Feltore, Chilore, Cubore, Baltore, Santore and Venore (Ore).

In transit were the Alamar, Calmar, Seamar and Bethcoaster (Calmar); Antinous and De Soto (Waterman); Alcoa Puritan and Alcoa Runner (Alcoa); Steel Architect and Steel Seafarer (Isthmian); Seastar (Mercador); Oceanstar (Dolphin); Robin Kettering and



Klemowicz

Robin Doncaster (Seas Shipping); Bents Fort and Winter Hill (Cities Service), and Kathryn (Bull).

Opening Port O' Call

At this writing we confidently expect our new Port O' Call bar to open on Monday, January 17, and the retail division of the Seafarers Sea Chest to open February 1. Everyone is striving to make the Port O' Call a place of entertainment to which the members will be proud to bring their friends and families, and we are also obtaining adequate supplies of all needed merchandise for the convenience of the members in the Sea Chest.

Our cafeteria is doing fine and has increased its volume considerably since it opened, meanwhile fully continuing its high standards of service.

Incidentally, our beautiful new hall was on television last Tuesday at 10 AM on the program entitled "Inside Baltimore." We are the first union to be so honored on this program and Miss Todd, the narrator, did a splendid job in explaining our welfare benefits and in describing the building and its many features and functions. Of course, we were very glad that the people of Baltimore got this opportunity to see just what we are doing in this port.

At this time, however, we would like to ask the members to be careful and not congregate in front of the building or in the corridors. We don't want our neighbors complaining about this and, besides, it's much warmer in the building than outside. This summer it will be much cooler inside because of our air conditioning.

Parking Lot Kept Open

We would like to thank the members for their cooperation in keeping the parking lot open so that it's possible for cars to come and go without having to wait for someone to move his car.

Earl Sheppard
Baltimore Port Agent



Miami:

Everything Is Placid Where The Palms Grow

During the past two weeks we paid off and signed on the Florida (P & O) and in transit were the Raphael Semmes, Chickasaw and De Soto (Waterman), Seastar (Mercador), Florida (P & O) and Ponce (Ponce Cement).

There were no serious beefs and everything was settled to the satisfaction of all concerned.

Eddie Parr
Miami Port Agent

New York:

New Year's Shipping Starts Off With Bang

We started off the New Year with a bang here in the Port of New York, with the largest number of ships paying off and signing on articles that we have had for some time.

During the past two weeks we paid off 23 ships, signed 10 on foreign articles and serviced 10 in transit. The Mankato Victory (Victory Carriers) came out of lay-up during this period and the Ragnar Naess (Norlo) and Ann Marie (Bull) went into lay-up.

All of the ships calling here were in very good shape with no major beefs on any of them. This is what we all like to see, for a smooth-running ship means a satisfied crew and a good trip.

Short On Pumpmen

Shipping continued to be good in all departments and especially in the engine department, with pumpmen at a premium. We have had to call on our affiliates, the MFOV and SUP, for pumpmen during the past two weeks, and with more tankers coming out of lay-up and more being built under the new Government shipbuilding program, I would advise all tanker men who are qualified to go up and get their pumpmen's endorsements.

This is a good paying job on any ship and we should not have to call on outside men to fill these jobs when we have many men in our own ranks who can qualify for this rating.

As this is being written, this is the last week of voting to elect the officials to serve the Union for the next two years, and from all indications we will have a record vote. The voting has been heavy in all ports. This we like to see, because it indicates that the membership is taking a great deal of interest in the internal affairs of the Union, which is as it should be.

Ships Paying Off

The following were the ships paying off here during the past two weeks: Kathryn, Evelyn, Beatrice, Ines and Ann Marie (Bull); Steel Seafarer (Isthmian); Barbara Fritchie (Liberty Navigation); Greece Victory (South Atlantic); Lawrence Victory (Mississippi); Seatrains Savannah and Louisiana (Seatrains); Northwestern Victory (Victory Carriers); Robin Doncaster and Robin Wentley (Seas Shipping); Val Chem (Valentine Tankers); Queenston Heights (Seatrains); Ragnar Naess (Norlo), and Salem Maritime, Archers Hope,

Council Grove, Government Camp, French Creek and Royal Oak (Cities Service).

Signing on were the Steel Apprentice, Steel Seafarer, Steel Architect and Steel Age (Isthmian); Lawrence Victory (Mississippi); Ines (Bull); Robin Kettering (Seas Shipping); Northwestern Victory (Victory Carriers); Greece Victory (South Atlantic), and Gateway City (Waterman).

In transit were the De Soto (Waterman); Seatiger (Colonial); Alcoa Ranger and Alcoa Puritan (Alcoa); Bethcoaster (Calmar); Irenestar (Maine), and Seatrains Georgia, Texas, New York and New Jersey. (Seatrains).

Claude Simmons
Ass't Sec.-Treasurer



Seattle:

Shipping 'Very Good' For Present, Future

Shipping has been very good in this Northwest port during the past two weeks and we had to send to San Francisco and Wilmington for about 15 men to complete crewing up the Tagalam (Seatrains), which came out of lay-up.

We also expect shipping to continue good during the next two weeks as we have the Mother M. L. (Eagle Ocean) and Wacosta (Waterman) coming in for payoff, and we

expect both of these ships to load again for the Far East.

During the last two weeks we paid off the Alcoa Pegasus (Alcoa) and signed on the Tagalam (Seatrains) and Cecil N. Bean (Drytrans). In transit were the Paoli (Cities Service), Yorkmar (Calmar) and Fairport (Waterman).

Jeff Gillette
Seattle Port Agent



Tampa:

6 In-Transits Call; Few Beefes Reported

All of the ships hitting this port during the past two weeks were in-transits, and there was a minimum of beefs on them. The ships were the Antinous, Chickasaw and Arizpa (Waterman), Alcoa Roamer (Alcoa) and Del Alba and Del Valle (Mississippi).

Bennie Gonzales
Acting Tampa Port Agent

New Orleans:

Recreation Room Ready For Finishing Touches

All but the final finishing touches have been completed on the beautiful new recreation room in the New Orleans hall.

The two pool tables previously located on the second floor shipping deck were shifted down to the new room on the first floor last weekend and a third table was installed to help accommodate the cue stick experts who always seem to be standing by waiting for a chance to display their skill between job calls.

The shuffleboard also was moved down from the third floor and set up along one wall of the recreation room.

Present plans call for locating the new television set, which is on order and should be delivered by the time the LOG goes to press,

on the third floor where the present set is located. The new set will be equipped with an efficient aerial to pick up both New Orleans TV channels instead of the one channel received on

the old set.

The new recreation room undoubtedly will provide Seafarers with a pleasant place to while away their time between job calls and the whole plan of the new set-up is intended for the greater comfort and convenience of all hands.

Speaking of job calls, the shipping board has been somewhat bare since our report two weeks ago. During that period, only 97 men were shipped to regular deep sea jobs, which is off from the usual lively shipping rate in this port.

Discharged From Hospital

From the USPHS hospital we have good news that L. Fontenot, Benjamin Foster, Joseph Gehring, Richard Gralicki, George Nichols and Enoch Gaylor have been discharged to out-patient status and are looking for "fit for duty" slips soon.

Charles Jeffers, Walter Souby, Richard Johnson, Henry McKinney and William C. Wright were recently admitted to the hospital. They have our best wishes for a speedy recovery.

Charles Brady found it necessary to return to the hospital for further treatment after being out for only a short while.

William E. Alpin, Henry Sosa, Herman Holmes and Fred Fagan are still confined to the hospital, but are reported to be convalescing in good style.

Since our last report we had six payoffs, three sign-ons and 11 ships in transit.

The Alcoa Roamer (Alcoa), Del Campo, Del Norte and Del Viento (Mississippi) and Chickasaw and Antinous (Waterman) paid off.

The Alcoa Roamer and the Del Santos and Del Norte (Mississippi) signed on.

Ships calling in transit were the Alcoa Cavalier, Alcoa Patriot, Alcoa Clipper and Alcoa Polaris (Alcoa), the Del Santos (Mississippi), the Seatrains Georgia and Louisiana (Seatrains Lines), Monarch of the Seas, Claiborne and Golden City (Waterman) and the Margaret Brown (Bloomfield).

Lindsey J. Williams
New Orleans Port Agent

SIU HALL DIRECTORY

SIU, A&G District

- BALTIMORE.....1216 E. Baltimore St. Earl Sheppard, Agent E.Astern 7-4900
- BOSTON.....276 State St. James Sheehan, Agent Richmond 2-0140
- HOUSTON.....4202 Canal St. A. (Frenchy) Michelet, Agent. Preston 6558
- LAKE CHARLES, La.....1410 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 612-6113
- NEW YORK.....675 4th Ave., Brooklyn HYacinth 9-6900
- NORFOLK.....127-129 Bank St. Ben Rees, gent MADison 2-9834
- PHILADELPHIA.....337 Market St. S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO.....450 Harrison St. Tom Banning, agent Douglas 2-5475
- Marty Breithoff, West Coast Representative
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- SAVANNAH.....2 Abercorn St. Jeff Morrison, Agent Phone 3-1728
- SEATTLE.....2505 1st Ave. Jeff Gillette, Agent Elliott 4334
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- HONOLULU.....16 Merchant St. Phone 5-8777
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- HALIFAX, N.E.....128 1/2 Hollis St. Phone: 3-9311

- FORT WILLIAM.....118 1/2 Syndicate Ave. Ontario Phone: 3-3221
- PORT COLBORNE.....103 Durbam 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 7624
- 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.....177 Prince William St. NB Phone: 2-3232
- Great Lakes District
- ALPENA.....133 W. Fletcher Phone: 1238W
- BUFFALO, NY.....180 Main St. Phone: Cleveland 7391
- CLEVELAND.....734 Lakeside Ave., NE Phone: Main 1-0147
- DETROIT.....1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH.....531 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO.....3261 E. 92nd St. Phone: Essex 5-2416

Seafarer-GI Raises His Voice— For Prize-Winning Army Quintet

The Government's policy on foreign transfers had many Seafarers, who are now in the Army, worried for a while that there would be no US ships for them to come back to when they get out of service. But one Seafarer-GI who didn't have to worry too much on that score is Pfc Gerold D. Erlinger.

Gerry — who sailed SIU ships from 1947 until he entered service in 1953—is most anxious to get back to them, he reports to the LOG. But meanwhile, he's carving out a second career for himself as a member of an Army singing group which has won honors all over Europe and is bidding for still further recognition.

This group, called "The Full Sails," is composed of five Army boys who specialize in singing spirituals. They got together to compete in the second all-Army singing contest. And, although at first they didn't think they'd get very far, they promptly took first place in their initial competition at La Rochelle, France, near Rochefort, where they are stationed.

At Orleans, France, the quintet copped another "first," then went on to Heidelberg, Germany, and took first place in the all-Europe finals, competing against the best talent from France, Germany and England.

Makes Tape Recording

After this, the group made a tape recording of their two best numbers — "Swing Low, Sweet Chariot" and "Heaven, Heaven"—and this recording was sent to Washington to compete against the



Hitting a high one is Seafarer Gerry Erlinger (second from left), shown with four other GIs who make up "The Full Sails," quintet, competing in second all-Army singing contest, took top honors in Europe, is now in race for grand prize.

winning recordings from the States and the Far East.

The men don't know what their reward will be, if they take the grand prize, but are hoping either for a trip back to the States or to spend the rest of their Army careers entertaining the troops overseas.

But whatever comes to him in

the Army, after that it will be back to the SIU, if he has his way, Gerry says. And meanwhile he's keeping his hand in the water, so to speak, by serving as coxswain of an Army LCM in the 81st Transportation Co. (BOAT).

Discharge Greece Victory

Recently, Gerry reports, the landing craft discharged the Greece Victory at Le Verdun, so he was able to meet some of his SIU pals, and he has also met some at the ports of Rochelle and La Pallice, which are only 23 miles each from where he is stationed, in Rochefort.

Gerry, who started sailing SIU when he was 17, sailed in all deck department ratings, out of San Francisco, and sailed throughout the Korean War in Far Eastern waters.

He was drafted off the Steel Worker in June, 1953, given his basic training at Fort Dix, then sent to Bremerhaven and then Rochefort. His old shipmates who wish to write him may address him as follows: Pfc. Gerold D. Erlinger US 51259163, 81st Trans. Co. (BOAT), APO 217 c/o PM, NY, NY. Mail is always appreciated.

Val Chem Tows Drifter



Wiper Bill Stevenson got this shot from the stern of the Val Chem (Valentine Tankers) when the Val Chem recently came to the aid of this little Panamanian ship whose diesel engine had failed, leaving her adrift off Miami. At the request of the Coast Guard, the Val Chem towed the drifter for about three hours until she could be taken under tow by a CG cutter and brought into Miami. The photo shows the Panamanian crew getting ready to make fast the Val Chem's towline.

Quiz Corner

- (1) John James Audubon pictured in words and in paintings: (a) the Panama Canal, (b) the birds of America, (c) the Reign of Terror in France, (d) great English gentlemen?
- (2) How large would a drawing be of a field 14 by 24 yards, if the scale were one-quarter inch to the foot?
- (3) In French money, how many centimes are there in a franc?
- (4) Which is lighter: oxygen or hydrogen?
- (5) Who is sometimes called "The South American Washington?"
- (6) Who was elected at the first national election in the US in which women participated: (a) T. Roosevelt, (b) F. D. Roosevelt, (c) Harding, (d) Wilson?
- (7) Who made the first solo flight around the world: (a) Charles Lindbergh, (b) Wiley Post, (c) Eddie Rickenbacker, (d) Amelia Earhart?
- (8) Where do we have three small bones called the hammer, the anvil and the stirrup: (a) elbow, (b) knee, (c) nose, (d) ear?
- (9) A man spent the equivalent of one-fourth, one-fifth, one-sixth and one-fifteenth of his pay for rent, food, clothes and miscellaneous essentials and still had \$28.50 left. How much did he start out with?
- (10) What is an ounce of prevention worth?

(Quiz Answers on Page 17)

OFF WATCH

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

Amateur craftsmen whose home repair and remodeling jobs never seem to end can probably get a lot of use from a new sandpapering outfit called the L'il Sharpy. It is a combination backing of foam rubber and metal plate that is said to give the user high speed, accuracy and control in numerous hand sanding jobs. The outfit comes as a set of four pieces of different sizes, including a small flat file, which handle like a plane for leveling wood surfaces. The kit comes with a suspension rack and is made by the Milwaukee File Co.

In addition to those aboard the Cities Service tanker Bents Fort who will probably want to claim a copy for the ship's library, there are many Seafarers and other air-crew adventurers who will be interested in the publication of "Bents Fort: A historical account of the Adobe Empire that shaped the destiny of the American Southwest." Historians accord Bents Fort a critical place in the westward march of the US, and this 449-page volume by David Lavender reads like an epic tale. Hurdle life aboard the tankship by the same name might well be brightened by a reading of the exploits of its namesake. Published by Doubleday, the book retails at \$5.50.

With the first of 1955's new US stamp issues out already—the 3c brown commemorating the 150th anniversary of the Pennsylvania Academy of Fine Arts made its debut last Saturday in Philadelphia—collectors can now begin concentrating on the future.

The next one is the 3c issue for the centennial of the founding of the first land grant colleges in the US, which will receive its initial sale on Feb. 12 at East Lansing, Mich., site of Michigan State College. Following that will be an 8c blue for the 50th anniversary of Rotary International, which will have its first-day sale in Chicago, Feb. 23. (Eight cents is the rate for an ordinary letter addressed to most places overseas.) In either case, collectors who want a first-day postmark can send "a reason-

able number" of addressed envelopes, with a money order to cover the cost of the stamps to be affixed, to the respective postmasters.

Seafarers who up until now may have been reluctant to take advantage of the wealth of long-playing records available to suit all musical tastes or who have held back on purchases because of the high "list price" on most labels, can join with the rest of the record-buying public in enjoying the recent cuts in LP "list prices." Both Columbia and RCA Victor, who have set the pace, have dropped the "list" on most of their discs from \$5.95 down to \$3.95 or less, and the bulk of the industry can be expected to follow suit very soon. The 45 RPMs have also been cut proportionately.

Up until now, "list price" hasn't meant much in most localities anyway, since many record shops have been selling at up to a third under "list" all along. But now, even those who haven't had the benefit of this will find record prices more within reach. A real record-buying spree throughout the country can be expected.

Salty Play Hit On WC

Seafarers who were around SIU headquarters during the early part of 1952 will undoubtedly remember Harry B. Antrotter. He's the seaman-author whose play, "Slow Boat Across," had its first rehearsals at Hq in preparation for its presentation at the Cherry Lane Theatre in New York.

Since then, his play has come into quite a good deal of favor on the West Coast, particularly around Wilmington, Cal., where he lives, Antrotter now reports to the LOG.

Over the Labor Day weekend, for instance, the play had a four-night run at the Labor Temple in Long Beach, and other California showings are now planned, Antrotter says.

Placed In Libraries

What's more, copies of the play have been placed in the American Merchant Marine Library and in both the passenger and crew libraries of the Lurline, a Matson Line ship on which Antrotter once sailed.

Antrotter, who belongs to the Radio Officers' Union, AFL, made his last trip aboard the SIU-contracted Keystone Mariner before she went into lay-up.

The play, a comedy-satire, is based on a novel which Antrotter wrote about a voyage from New Orleans to Venice, Italy. For this novel the author was awarded an honorary membership in the International Mark Twain Society.

Each Quarter

Every SIU-manned ship is entitled to a 50-volume library assortment every three months from the SEAFARERS LOG. The libraries are placed aboard the ships by SIU Sea Chest representatives. If you haven't received your regular assortment, contact the Sea Chest representative in the nearest SIU hall.

Good Food Makes For Big Smiles



Snapped aboard the Cecil N. Bean (Drytrans) during a run to Formosa are (l-r) William A. De Lapp, bosun; L. W. Pepper, steward, and J. Kissel, night cook and baker. Steward department got crew's thanks for topnotch meals served during run.

Steel Chemist Crewmen Are 'Round-The-World Bound



Now making 'round-the-world run are these Steel Chemist crewmen, snapped soon after ship left Frisco. They are (l-r) T. Acedo, F. Keller, C. Uribe, A. Blain, N. Wuchina.



Shipboard meeting night on the Isthmian vessel finds (l-r) R. Schlagler, C. Ombao, N. Wuchina, J. Martinelli, M. Bruno, J. Powers, A. Stankiewicz, L. Ceperiano and F. Escandell.



M. Escandell (center) is chief cook on Chemist. With him are Bill Jones (left), 2nd cook, and B. Baa, baker.



Bob Beale (above), chief electrician, took these photos.



Getting in some bunk practice, oiler Stankiewicz (top) and FWT Blain take it easy.

He'll Get No OT For This Watch

The scenery may vary, and people may dress differently, but human nature is pretty much the same the world over. And when a fast-talking pitchman meets a certain kind of customer—well, the results are usually the same whether the encounter is on Broadway in Manhattan or in faroff Cochin, India.

A good example of this is related to the LOG by Seafarer Harry Kronmel of the Steel Seafarer (Isthmian). Just such an incident, Kronmel reports, occurred to him in the bazaar in Cochin.

"I was standing on a street corner in the bazaar," Kronmel writes the LOG, "when a tall, gaunt man,

and who wore an English-style tunic, suddenly said to me, in perfect English: 'Will the gentleman Sahib tell me the time, please?'

"I'm afraid not," I said, "I have no watch," Kronmel writes.

With that, Kronmel reports, the gaunt stranger pulled several expensive-looking watches from his pocket and strapped them to his arm. "You," he said, "are as my eldest son, and resemble him as a

mango on a tree does its neighbor. Because of this, and forgetting my other children and my two hungry wives, I will let you have this watch for only 130 rupees."

Calculating the asking price at \$26 in American money, Kronmel offered 50 rupees instead.

"You are as my own father and mother," the street vender said. "The watch is yours for 120 rupees."

Kronmel shook his head. "I will not let profit stand in the way of our friendship," the watch seller said. "Take it for 110 rupees."

Kronmel started to walk away but the stranger ran after him and grasped his arm. "This leaves me no profit at all," he said, "but the watch is yours for 100 rupees."

Kronmel finally bought the watch for 85 rupees—\$17—and then prepared to leave the bazaar. "But as I made my way through the twisted alleyways," he writes the LOG, "I suddenly came upon a sight that made me stop. There, displayed in a jewelry shop, was the same watch I had bought—and the price was 40 rupees."

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 SPORTS LINE

By Spike Marlin

Ray Robinson, at 34, has proved he is only human after all. After laying off for 2½ years he returned to the ring, and such is the poverty of the middleweight division that he immediately became mentioned as a contender for the title.

But age has taken its toll even from the likes of a ring marvel such as Robinson. On his third outing he was solidly and methodically beaten by Tiger Jones who has everything a good middleweight needs except one fatal lack—speed. Robinson insists that he will keep on trying. It means he has fallen into the illusion of so many fighters before him, that he can regain the speed and timing he once had in such extravagant quantity.

Lots of people are comparing Robinson's comeback with Joe Louis. The parallel isn't exactly the same. Louis was a heavy-weight who needed lots of work and competition to keep him in trim. He didn't get it and he had a tendency to be hog fat in between bouts. His reflexes disappeared suddenly during the first Walcott bout and never came back.

Robinson has been tap-dancing in night clubs ever since he quit, which is just like doing roadwork indoors. Besides he had plenty of speed and skill left in him at the time. He was plastering a much heavier man, Joey Maxim, all over

the ring when the blistering heat of a record-breaking summer's day finished him off.

Ray started off by toying with punchless Gene Burton in a Canadian exhibition. Burton is good practice for anybody. He can't hurt you and he'll make you move and keep alive in the ring to catch him. Then he teed off on Joe Rindone, who has become a handy punching bag for middleweight contenders.

No Buzzsaws Here

You can be sure Robinson isn't walking into any buzzsaws, mainly because there aren't many in the middleweight division. Olsen, of course, is more than a match for any middleweight now in the ring. When you look past him at the rest of the division there isn't much to see. There's Castellani who is plenty slick but a non-aggressor, Holly Mims the mysterious Washington middleweight who is supposed to be something special and Giardello, a vastly-over-rated fighter.

Actually, Robinson's return is the symptom of a desperate shortage of ring talent. Another symptom is talk of matching Olsen with Archie Moore for the light-heavy title. Neither man can find a worthy foe in their own divisions. As for Marciano, the antics of promoters in attempting to dig up stiffies for him are positively ludicrous.

LOG-A-RHYTHM:

Acceptance

By Thurston Lewis

Cell walls a two-fold nature have
And you hear men speak about
The way they keep some men
within
While others they keep out.

Ships' hulls a two-fold nature
Also have, of that there is no
doubt,
Their brave crews they keep
within
And raging seas without.

Yet ships are like the hated cells

In more than one respect,
Men are confined upon the swells
Though sober and circumspect.

To many a man with years at sea,
Lonely and lost ashore,
A friendly smile and hand may be
His greatest treasure store.

And his acceptance, in a town,
Of a Seafarer who's on land
Has proved a policy safe and
sound

For any people's stand.

GALLEY GLEANINGS

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

One of those typically-American dessert treats that starts the mouth watering almost as soon as the name passes the lips is the delight known as angel food cake. It even rates dictionary mention as "a delicate white cake made without shortening."

And since Seafarer Bob Hammond has thoughtfully paid tribute to "Galley Gleanings" as "one of my favorite features in the LOG," we are doubly happy to return the favor by passing on his recipe for one of our favorite foods which, he notes, is very simple and "sells" very well.

Sailing as 2nd cook and baker, Hammond has been a member of the SIU since he joined in Savannah a week after he passed his 20th birthday in 1947. He's been at it ever since, catering to the hearty appetites of Seafarers. His formula, incidentally, calls for cake flour, but Hammond says that

if cake flour isn't available, you can get results that are almost as good with regular flour.

Here's what you need: 1¼ cups egg whites, 1½ cups sugar, 1 cup flour, ¼ teaspoon salt, 1 teaspoon cream of tartar, 1 teaspoon vanilla. Sift the sugar, add half of it to the flour and sift twice. Then beat the egg whites and salt until they're foamy. Next, add the cream of tartar and whip until stiff.

Add the remaining sugar, folding it into the flour mixture by hand. The flavoring should be added last. Bake for 30 minutes at 275 degrees, then increase the heat to 325 degrees and bake until the baking has reached the point where if you lightly jab the surface with a finger, the finger doesn't leave an impression.

Turn the pan upside down and allow the cake to "sweat" out. For more than one cake, multiply the ingredients accordingly.)



Hammond

Seafarer Sam Says

WANNA GET THAT SHEEPSKIN?

Y our union - through the Seafarers Welfare Plan - offers 4 scholarships every year worth \$6,000 each. If you or your youngster wish to apply, get the full score by writing:

The Seafarers Welfare Plan,
11 Broadway, New York, N.Y.

Widow Expresses Thanks To Union

To the Editor:
My husband, James Brandon, was a member of the crew of the Southern Districts and I would like to take this way of thanking all those who have been so kind during this trying period.

Most particularly I would like to thank Bennie Gonzales who, as Tampa representative of the SIU, has done everything in his power to help me.

Bennie recently helped immeasurably in arranging for James to get off the Government Camp to attend his sister's funeral, and now he has been most kind to me. I have personally thanked Bennie on many occasions, but I think everyone should know that he is a man who can be depended upon in time of trial.

I would also like to thank Sonny Simmons, who was more than an ordinary friend to James in many instances, and Charlie Kimball of Galveston for the same reason.

Also, I wish to thank Toby Flynn of Welfare Services for his cooperation and kindness, and the entire SIU brotherhood for the beautiful flowers sent to James' sister's funeral and to James' memorial service.

I guess what I am really trying to do is to thank James for choosing to join the SIU when he chose sailing as his life's work. I know of no other organization which would do so many things, so often, for a single member, and I know how James felt toward the organization. I hope to keep up with its activities through the LOG, if I may be kept on the mailing list.

Thanks again to all of you on behalf of James' family and myself. And thanks again, James, for being an SIU member.

(Mrs.) Mary T. Brandon
(Ed. note: You will continue to receive the LOG regularly.)

Thanks Beatrice Crew For Aid

To the Editor:
I want to take this opportunity to thank the crew on the Beatrice (Bull), especially the bosun, Julio, and the third assistant engineer, for taking care of me and helping me along when I was repatriated aboard the ship a while ago.

After I got hurt on the Elizabeth, I went into the hospital in San Juan for 19 days and then came back to the New York on the Beatrice as a passenger. I want to say I got the best care possible on the ship coming home and that everybody was very good to me. In fact, at the payoff they collected \$55 which they gave me to help out.

That was a kindness from a fine bunch of men which I appreciated very much. I hope that I can help some of them out the same way sometime when they need it.



Colon

Julio Colon

LETTERS

USPHS Doctors Get His Thanks

To the Editor:

I am writing this to express my sincere appreciation to the staff and doctors of the Manhattan Beach USPHS hospital. I especially would like to thank Dr. Whitehead, Dr. Haas and Dr. Long who have helped me back on the road to recovery. They have been wonderful both to me and to my wife, whenever she visits me. And so, both my wife and I wish to thank them and wish them all success and happiness in the future.



McCann

P. J. McCann

Seeking Contact With Shipmates

To the Editor:

I have been in the Navy since 1948 but I still receive the LOG at my mother's address, and here in the Canal Zone, where I am now stationed, I have just finished reading all the issues from last August through November.

I have always wanted to write you a letter to see if I couldn't contact some of my old shipmates, and this is it.

The men I would most like to contact are Norman C. Barnard and Sam V. Lindsay. The last address I had for Norman was c/o the SIU hall in Mobile. That was the end of 1948 and he was sailing as FOW at that time.

Sam was sailing out of Mobile as a wiper the last I heard of him.

Shipped With Waterman
As for myself, I got my permit in Mobile in 1946 when I shipped on the Zebulon Pike, a Waterman Liberty. At that time I was a Maritime School graduate (FOW) and just about as green as they come, but the crew took me in hand and I think they did a pretty good job of cutting me in on the scoop.

I'll close this by thanking you for your courtesy in printing it.

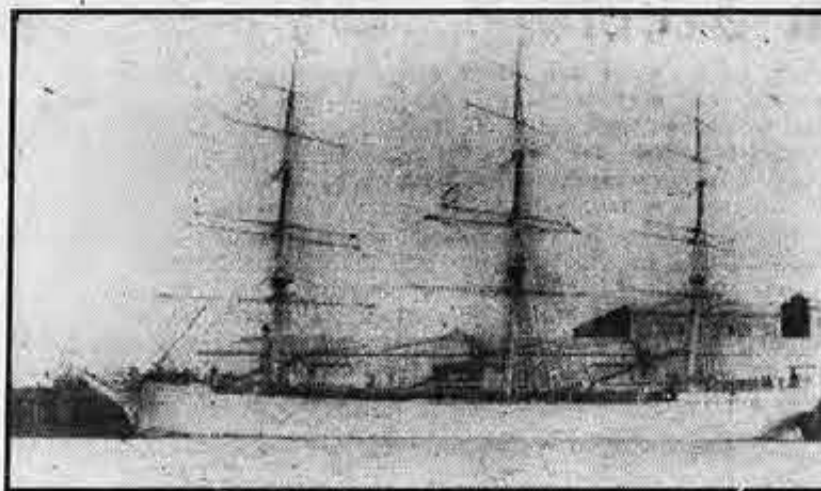
Robert E. Guess EN1 (SS)
Box 424 Rodman
Panama, Canal Zone

Mealtime Query Is Answered

To the Editor:

Aboard the Alcoa Polaris the bosun and deck maintenance turned to work at 6 AM and worked until 7:30 AM, then knocked off a half hour for breakfast and went back to work at 8 AM. Does this give the bosun and deck maintenance a penalty meal hour? Please answer this in the LOG.

Crew of Alcoa Polaris
(Ed. note: The bosun and DM ate breakfast within the time specified in the contract and no penalty meal hour is allowable.)



This is the three-masted full rigger Indymion, on which veteran Seafarer Thor Thorsen was shanghaied in May, 1914.

Seaman Recalls 'The Old Days'

To the Editor:

My recent stay in the Staten Island marine hospital gave me plenty of time to think about things, particularly about my old sailing days, and there were a good many of them.

At any rate, I have jotted down a few of my recollections and I hope you will publish them in the SEAFARERS LOG. I am also enclosing a few old photos and I hope you will also publish these.



Thorsen

Briefly, my story is this: I started to sail in 1908 on the three-masted bark Inverdern, out of Norway, and in 1913 I shipped on the four-masted bark Christel Vinnen out of Bremen, Germany.

I skipped the Christel Vinnen in Newcastle, Australia. Then in May, 1914, while I was in Port Adelaide, South Australia, I was shanghaied onto the three-masted full rigger Indymion, which was a Finnish ship built in 1875.

When this ship got to Vancouver, BC, I managed to get off, and then sailed Canadian ships until 1917 when I shipped on an American tanker. From that time on I have sailed US ships.

No one has to tell me what a good deal SIU men have, because I can remember back when.

Thor Thorsen

Army Doctors Get His Thanks

To the Editor:

I am writing this letter because I would like publicly to thank the doctors and staff of Tripler Army General Hospital in Honolulu for the excellent care they gave me during the five months I was confined there.

I would especially like to thank the two doctors who attended me—Col. L. K. Mantell and Major C.

A. DeKovessy. Both gave me excellent treatment.

I had been sailing on the Escambia and when I became ill the captain radioed for help. The MSTs took me off the Escambia and an ambulance was waiting at the dock to take me to the hospital, where I was operated on.

I found the attitude of the entire hospital staff toward a seaman to be very courteous and helpful.

Myron E. Folts

Says SIU Should Sponsor Athletes

To the Editor:

I am writing this to tell you about a shipmate of mine on the Mary Adams (Bloomfield).

I know that we have a lot of good athletes in the SIU but Duke Livingston is one of the best examples I know of clean living—and that's a must if one is to get anywhere in the world of sports.

Duke, who hails from Norfolk but does most of his wrestling around New York, toes the Tolatoes at 218 and is as tough as they come.

I'm a frustrated boxer myself, having trained while working in the steel mills in Pittsburgh before I joined the SIU during the war. And I've often thought that the Union should sponsor a stable of boxers and wrestlers under the SIU banner.



Livingston

I think such a move would encourage the spirit of good sportsmanship and fair play among our members. I also think that our boys would be inspired to win out of loyalty to the Union.

I myself am past my prime, but I am hoping my son learns the art of self-defense well enough to enter big-time competition when he finishes his formal education.

Clarence L. Cousins

Ex-Cop Relates Crimp Abuses

To the Editor:

I'm a retired New York City policeman and a friend of Albert H. Kisch, an oldtime seaman who's now employed as a waterfront patrolman on South Street. I knew Al as an ace messman in the past, and I certainly enjoyed reading his letter about the phony crimp joint on West 28th Street in the December 24 issue of the SEAFARERS LOG.

At any rate, I'm writing this because Al didn't mention the days of 1920-37 when "Captain" Horn had an office on Front Street and Coenties Slip and used to hunt up live ones along South and Whitehall streets by buying them a meal and giving them a dollar or two to ship out.



Donaldson

As soon as you boarded a ship you were put to work holystoning the decks, polishing the bright work and doing plenty of painting and chipping—with no goggles. And there were always "Captain Bligh" officers who were anxious to find fault and work you extra.

Coffee time was unheard of on those ships and we often had to swipe food from the passengers' pantry. When we docked, all the food was stowed away and we had to live and eat ashore.

As for towels, we either had our own or used our shirts.

'Captain' Gets His Cut

Then, when we were paid off—at \$40 a month—we never saw the money as the purser would take off the "captain's" fee for putting us on board.

After the payoffs the men never got their berths back, but were left to shift for themselves, no matter where the payoff port was.

What's more, crewmen were often thrown off the ship in foreign ports, and were replaced by foreign seamen who also paid the crimp.

I know that it is unions like the SIU that made a seaman's job worth fighting for.

John W. Donaldson

Wants Rain Gear Left On Ships

To the Editor:

I have a suggestion I would like to pass along to the other brothers for consideration. This suggestion is for men in the deck department, and I think it would save them weight and room in their baggage.

My suggestion is for the crews to take up collections to buy rain gear and then leave it on the ship, so that a man ashore doesn't have to lug it around with him. The ships have washing machines so possibly this suggestion could be extended to other kinds of gear as well.

E. R. Crehan

Burly



'My Aching Feet?'



By Bernard Seaman



SIU Crewmembers Save Gale-Battered Steelore

(Continued from page 3) Marore, several tankers and the Furness liner Queen of Bermuda raced to the scene. It was the second mercy mission in as many trips for the Queen of Bermuda, which earlier this month rescued ten fishermen off a sinking Newfoundland fishing boat.

The Cubore arrived before noon with the crisis apparently over for the moment. She stayed with the Steelore until one of the CG ships, the Cherokee, and the Curb arrived to join the rescue planes following things overhead. Eventually, only the Curb remained until another ship, the Baltore, later joined the slow procession northward, standing by the tow.

After taking her tow the ship moved steadily at a plodding four knots, in the direction of Cape Lookout near here, where it would be decided whether the Steelore could make the remainder of the trip north to Sparrows Point, Md., her actual destination.

Heavy with water, although her pumps were constantly working, the disabled ship proceeded this way until Monday, when the tug reported her in danger again because of the low freeboard. Indications at this point were that

she'd never make the Sparrows possibly not even to Cape Lookout, so 19 men were taken off immediately. The sea apparently quieted, however, and the tow continued into the harbor here.

The full crew is back aboard now, waiting for the company to decide what to do with the ship. It is expected she'll be closely examined by divers before being moved again.

Seafarers aboard the vessel, according to the company's crew list, were:

Deck department—Harry T. Collier, bosun; John A. Morris, Gerald W. Calendine, Henry Shepeta, AB quartermasters; Harold T. Spicer, Hipolito Ramos, Claude Fowler, ABs; Lawrence Johnson, John S. Simpson, Thomas C. Moose, ordinary seamen; William Mitchell, Geoffrey Mills, Edward C. Atkinson, DMs.

Engine department—Eduardo Delapena, machinist; William L. Mason, deck engineer-utility; Livious A. Underwood, Charles Dorona, Juan P. Riviera, oilers; James P. Eller, Paul E. Saltz, Frank G. Ortiz, firemen; Norman R. Wright, Joseph F. Laughlin, Earl L. Brittain, wipers.

Steward department—Edward J. Debardeleben, steward; Joseph J. Padelsky, chief cook; Samuel Jisharoom, cook and baker; Edward A. Guerrero, William B. Matthews, Jacob B. Malenke, MM; Joseph Williams, utilityman; Eugene C. Brown, 3rd cook.

NOTICES

Wm. John Donald

Your wallet containing discharges and other papers is being held for you at the SEAFARERS LOG office, SIU headquarters.

Roy Pierce

You are asked to contact Leonard J. McLaughlin, secretary-treasurer, Canadian District, SIU, at 634 St. James St. W., Montreal 3, Quebec, Canada.

Manuel Garza
Ray Morey
F. L. Richardson

The Boston office of the NLRB wishes to get in touch with you regarding back pay due from the Excello Corp. as a result of the SIU's successful action involving unfair labor charges against this company.

Quiz Answers

- (1) (b) the birds of America.
- (2) 10½ inches by 18 inches.
- (3) 100.
- (4) Hydrogen.
- (5) Simon Bolivar.
- (6) (c) Harding (1920). The "Women's Suffrage" amendment to the Constitution was first ratified that year.
- (7) (b) Wiley Post, in July, 1933.
- (8) (d) ear.
- (9) \$90.
- (10) It's worth a pound of cure, according to a much-quoted proverb.

Puzzle Answer

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| C | O | E | H | A | L | L | S | H | I | P |
| A | R | N | A | L | O | E | H | I | D | E |
| R | E | G | U | L | A | T | E | O | L | E |
| I | S | T | S | C | H | O | L | A | R | |
| F | U | N | N | E | L | H | I | T | | |
| A | G | E | D | U | G | M | E | S | A | S |
| G | L | E | N | G | A | L | R | E | N | O |
| S | Y | R | I | A | T | E | A | P | O | L |
| C | I | A | I | S | L | A | N | D | | |
| C | O | L | O | M | B | O | S | E | R | |
| A | H | A | B | E | S | T | I | M | A | T |
| R | I | T | A | A | L | A | S | T | A | R |
| D | O | E | R | M | O | J | I | E | N | E |

Districts' Safety Rules Bypassed With CG Okay

(Continued from page 3) rebuilding of that portion of the ship.

Consequently, the company, for a year, has been patching and darning the bottom of the ship by welding doubler plates over the old ones. There has been much testimony during the hearing about repeated fractures and leaks in this area, as well as evidence offered that some plates were worn thinner than minimum Coast Guard safety requirements.

Further, Railsback admitted that the company did not try to radio the Southern Districts until December 9, the day after it was supposed to hear from the ship. It continued unsuccessful efforts to contact the vessel for 2½ days, until it finally notified the Coast Guard the afternoon of the 11th that the vessel was overdue.

Ironically enough, the Savannah station had tried to contact the ship December 6, without success. The company was unaware of the attempted contact.

Three other highly significant developments were revealed by other testimony offered at the hearings:

• There were "definite indications" that the Southern Districts was overloaded when she left Port Sulphur, La., December 2, enroute to Bucksport, Me., with a cargo of sulphur ore.

• One of the lost crewmembers in a letter to his grandmother substantiated testimony by a Seafarer that the engine room was not up to Coast Guard safety requirements.

• Another merchant vessel reported seeing the Southern Districts speeding head on into a severe storm area on December 5.

Hearings had been resumed January 17 after a six-day recess to permit Railsback to appear and testify. Apart from the admissions about the company's "understanding" with the Coast Guard, Railsback further conceded the existence of patchwork, jury-rig repairs in the engine room and admitted the company undertook only "necessary" repairs in New Orleans as the ship was slated for annual inspection in Norfolk after one more trip. He stoutly insisted nevertheless, that the ship was seaworthy when she left on her fatal voyage.

The overloading question was raised by James B. Robertson Jr., Coast Guard naval architect. Information available, he said, pointed to the fact that the ship's marks may have been submerged. Robertson is the same architect who testified that the Southern Isles was overloaded before she was lost three years ago.

Earlier, Captain Kense Jensen, representing the National Cargo Bureau, testified that he measured the Southern District's freeboard when loaded at nine feet, eight inches. With the allowance for loading in fresh water, this figure would have put the ship at the borderline. However, doubt was cast on the accuracy of Jensen's measurements in a lengthy cross-examination. Israel G. Seeger, representing the office of SIU General Counsel Seymour W. Miller, and others present questioned Jensen closely on this score. It was brought out that the ship's starboard list, estimated at three degrees, could have affected the accuracy of measurements by as much as nine inches. The ship had been measured from the port, or higher, side only.

Relaxed Changes
Robertson had also testified that after the loss of the Southern Isles the Coast Guard called for struc-

tural changes in LST's and imposed additional limits on cargo and the draft of the vessels. However, these were later relaxed, particularly those dealing with cargo density, on a petition of the ship operators "and a showing of loading controls of cargo weight on the tank tops."

Robertson added that the No. 3 tank top had been replaced just before the vessel left Port Sulphur because it was rusted out. If other tank tops were in similar shape, he said, they would have been in "serious danger" of giving way.

Testimony by Lt. Walton D. Alley, Coast Guard inspector, was also revealing. Alley had ordered the tank top replaced after he found it to be badly deteriorated. He said he went into No. 1 hold and had the sheathing removed from the tank top and inspected its entire length because "holes in the bottom . . . indicated this was a logical place to start" his investigation. He hammer-tested adjoining tanks but did not investigate them further because they "sounded good."

Alley conceded he made no "internal examination" of the No. 2 hold, nor had he inspected the engine room. "I questioned the chief engineer," he said, "over a cup of coffee with him . . . and he said the engine room was in good shape." He admitted he could not positively say the engines and steering mechanism were seaworthy on the basis of the chief's statement, but claimed that the hull was seaworthy.

A far different picture of conditions in the engine room was painted by Seafarer William L. Cooper, one of those lost on the ship, in a letter written to his grandmother, Mrs. L. F. Cleary, in Savannah, while the ship was in drydock.

"The chief is in a sweat," he wrote, "because the inspector will be in the engine room and will find all the salt water and bilge lines full of patches, which is not going to go over big with the Coast Guard . . . all of those lines will more than likely have to be replaced and they will find lots of other things that will not come up to the requirements . . ."

This description of conditions in the engine room was in line with earlier testimony given by John Flanagan, oiler, who quit the ship in New Orleans, "because the engines were in too bad condition to make the trip." Other SIU members had testified to the presence of hull patches below the waterline with such devices as washers, bolts and wooden plugs, testimony borne out by Alley and Arthur B. Grant, independent marine surveyor. Both of these inspectors said they saw a

"fish bolt" and wooden plugs in the hull. Other inspectors testified they had not seen these. These witnesses claimed that plates in this condition were repaired in New Orleans.

Judging from weather information introduced during the hearing, the seaworthiness of the LST's hull and engines was put to a severe test on her last trip.

At about 1:30 PM on December 5, the Southern Districts was sighted abeam of Jupiter Light on the Florida coast by John Wesley Rivers, chief mate of the Gulf Key, a tanker bound from Mobile to New York. "Four or five men were working on deck and the ship seemed to be proceeding at full speed," Rivers related.

The Gulf Key passed the LST and proceeded northward into increasingly strong winds and heavy seas. By the morning of December 6, the going became so rough the Gulf Key had to reduce speed and leave the sea lane in search of quieter waters. "We had to slow down or pound everything to pieces," Rivers recalled.

Wind in the area had reached a velocity of 65 knots an hour at midnight of the 6th and climbed to a peak of 75 knots (hurricane velocity winds) at 3 AM on December 7, bringing about "mountainous seas."

The last radio message from the Southern Districts was received at Wilmington on December 5. A Savannah station attempted to contact the ship by radio beginning at 5:58 PM on December 6, but never was able to receive any response. A similar fruitless effort was made by the station at Tuckerton, NJ, on December 7.

The time element involved in these reports added credence to the theory that the ship was lost after encountering the heavy weather reported by the Gulf Key and other vessels on December 6.

Omit Minutes This Issue

Because of the importance of the Coast Guard hearings on the Southern Districts to the future safety of shipboard crews, it has been necessary to leave out the ship's minutes which normally appear on this page in order to carry a full report on the hearings.

To make up for the omission, the next issue of the SEAFARERS LOG will carry two full pages of minutes instead of the usual single page. All minutes mailed in to the LOG will, of course, continue to be printed in the LOG.

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

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

NAME

STREET ADDRESS

CITY ZONE STATE

Signed

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

CITY ZONE STATE

Why Delay? File Early For Benefits

A Seafarer came into the New York Welfare Services office recently to inquire about collecting the \$200 maternity benefit. He had become a father 20 months ago but had neglected to apply for the money. He was informed, regretfully, that he was no longer eligible for the benefit and the \$25 defense bond that goes with it.

The regulations of the Seafarers Welfare Plan limit the time in which benefits can be applied for.

Union Blocks Eviction Bid By Landlord

The wife and children of a Seafarer who were faced with dispossession action by a landlord are still in their apartment, thanks to the intervention of the SIU Welfare Services office in New York.

The Seafarer had an understanding with the landlord that he would take care of some overdue rent as soon as he shipped out. However, when he did ship the landlord started putting pressure on his wife for the money due, although the understanding was that everything would be taken care of when the Seafarer completed the voyage.

Welfare Services was contacted by the anxious wife who feared that the family and all its possessions would be put out in the street. The landlord was contacted and after some heated discussion, was persuaded to hold off action for 18 days until the Seafarer could be contacted.

It's expected that he will then be able to straighten matters out and take care of any payments due the landlord.

The limit is one year after the event in the case of maternity and death benefits, and 14 days after discharge from a hospital, for the hospital benefit. The Seafarers' Vacation Plan also puts a one-year limit on collection of vacation pay. In addition, there are important regulations on shipping rules covering men in the hospitals, which every hospitalized Seafarer must follow in order to get the benefit of the 30-day shipping card.

Several Reasons

There are several good reasons for imposing time limits on welfare benefits. For one thing, the longer the period of delay, the more difficult it becomes for the Plan to check on proof of eligibility. Each year old records are filed away in storage to make room for new ones, and under certain circumstances the hunt for necessary information would be an expensive and time-consuming job.

Secondly, carrying over pending benefits from one year to the next would make for a bookkeeping headache of huge proportions. If a large number of such benefits were pending, the trustees of the Plan would have no way to judge the financial health of the fund, and no way to tell whether or not it could support additional benefits.

The operation of the Welfare Plan has been geared to pay benefits as speedily as possible. This is also business-like, since it means a smaller administrative expense and consequently, more money available for the benefits themselves. Speedy collection is also

desirable from the beneficiary's point of view.

The hospitalized Seafarer has another interest besides collecting his benefit within a 14-day period. The shipping rules provide a man must register within 48 hours of discharge from the hospital if he is to get the 30-day shipping card. The card gives him a handicap of one day for every day spent in the hospital up to a maximum of 30 days so that he does not lose out on time spent while hospitalized. However, if he waits longer than 48 hours to register he loses out on this provision.

Fit For Duty

Some Seafarers believe that they cannot register if they are not fit for duty, which is one reason why so many men fail to take advantage of the 30-day provision. But the rules provide that men register as long as they are not in-patients. Then when the Seafarer is fit for duty, his card is old enough for him to ship out in a hurry.

Outpatients should register accordingly. They are subject to all the rules of registration like any other Seafarer which means they are required to attend membership meetings while on the list.

Seafarers who have benefits coming to them or who are in doubt about any of the above provisions should make sure to contact Welfare Services. In any case, it's the smart thing not to delay. The sooner the procedure is taken care of, the faster will the Seafarer receive the benefits from the Welfare Plan and the benefit of the shipping rules.

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:

Belinda Elise Long, born December 2, 1954. Parents, Mr. and Mrs. Charles Long, Mobile, Alabama.

Anthony Marko Phillips, born December 12, 1954. Parents, Mr.

and Mrs. Anthony Phillips, Mobile, Alabama.

Gilbert Lawrence Maldonado, born December 9, 1954. Parents, Mr. and Mrs. Estaven Maldonado, Alvin, Texas.

John Andrew and Jean Marie Rodowsky, born November 2, 1954. Parents, Mr. and Mrs. Joseph Ro-

dowsky, Baltimore, Maryland.

David Benton Pretlow, born May 18, 1954. Parents, Mr. and Mrs. Austin Pretlow, Snohomish, Washington.

Barry James Guthrie, born December 9, 1954. Parents, Mr. and Mrs. Ernest Guthrie, Tampa, Florida.

Robert Anthony Garrod, born December 13, 1954. Parents, Mr. and Mrs. Robert Garrod, Atlantic City, New Jersey.

Toni Elaine Davies, born December 22, 1954. Parents, Mr. and Mrs. Emile Davies, Covington, La.

Elaine Pacheco, born October 23, 1954. Parents, Mr. and Mrs. Hermino Pacheco, New York, New York.

Victim Of Southern Districts



One of 23 crewmembers lost with the SIU-manned Southern Districts, Seafarer Samuel B. Thomas is shown in a happier moment at Georgia home with daughter, seven, and son, four months.

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of January 18, 1955, and are subject to change without notice.

- England, New Zealand, South Africa: \$2.80 per pound sterling.
- Australia: \$2.24 per pound sterling.
- Belgium: 50 francs to the dollar.
- Denmark: 14.45 cents per krone.
- France: 350 francs to the dollar.
- Germany: 4.2 marks to the dollar.
- Holland: 3.7-3.8 guilders to the dollar.
- Italy: 624.9 lire to the dollar.
- Norway: 14 cents per krona.
- Portugal: 28.75 escudos to the dollar.
- Sweden: 19.33 cents per krona.
- India: 21 cents per rupee.
- Pakistan: 30.22 cents per rupee.
- Argentina: 14.2 pesos to the dollar.
- Brazil: 5.4 cents per cruzeiro.
- Uruguay: 52.63 cents per peso.
- Venezuela: 20.85 cents per bolivar.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 1-3-55 To 1-14-55

| | | |
|--|-------|-----------|
| No. Seafarers Receiving Benefits this Period | 1040 | |
| Average Benefits Paid Each Seafarer | 46.75 | |
| Total Benefits Paid this Period | | 48,623.01 |

WELFARE, VACATION BENEFITS PAID THIS PERIOD

| | | |
|---------------------|-----------|-----------|
| Hospital Benefits | 5510.00 | |
| Death Benefits | 10000.00 | |
| Disability Benefits | 2050.00 | |
| Maternity Benefits | 3,000.00 | |
| Vacation Benefits | 28,063.31 | |
| Total | | 48,623.31 |

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

| | | |
|--|------------|--------------|
| Hospital Benefits Paid Since July 1, 1950* | 61746.50 | |
| Death Benefits Paid Since July 1, 1950* | 1120917.85 | |
| Disability Benefits Paid Since May 1, 1952* | 73830.00 | |
| Maternity Benefits Paid Since April 1, 1952* | 328400.00 | |
| Vacation Benefits Paid Since Feb. 11, 1952* | 492331.03 | |
| Total | | 4,122,914.38 |

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

| | | | |
|--|----------|-------------|--------------|
| Cash on Hand | Vacation | 699,157.67 | |
| | Welfare | 576,223.63 | |
| Estimated Accounts Receivable | Vacation | 186,949.20 | |
| | Welfare | 173,760.80 | |
| US Government Bonds (Welfare) | | 1720,466.64 | |
| Real Estate (Welfare) | | 317,444.54 | |
| Other Assets - Training Ship (Welfare) | | 117,803.40 | |
| TOTAL ASSETS | | | 4,781,833.98 |

COMMENTS:

In as much as many of the beneficiary cards now on file at the office of the Welfare Plan are not properly completed, new beneficiary cards have been issued to all ports and offices. When a new card is received by an eligible of the Plan, he should read it carefully, before completing same. After a card is completed, it should be checked for possible errors or omissions.

CAUTION:

A beneficiary card which is not properly completed may deprive your beneficiary of Welfare Benefits that they would ordinarily be entitled too.

AL Kent

Submitted 1-17-55

Al Kent, Assistant Administrator

TO PROTECT YOUR CLAIM FOR MAINTENANCE AND CURE...



File an Accident Report!

It is very important in claiming maintenance and cure that you insist a shipboard report be made of your accident and that you are leaving the ship for medical reasons. Have a shipmate witness the report and keep a copy. Also - get a medical slip from the captain. If you have any questions, contact the SIU Welfare Services.

THE SIU WELFARE SERVICES DEPARTMENT



SEEIN' THE SEAFARERS

With WALTER SIEKMANN



Among the new admissions to the Staten Island hospital recently was Brother Clarence Lord, who was messman on the Excello. Clarence has been having some ear trouble, but when he wanted to go to the hospital he found he didn't have his discharges handy. Welfare Services was able to supply proof of the fact that he had been sailing the required number of days and got him in for treatment.

Seafarers should know that the hospitals have tightened up on their admission procedure recently, and they want to see those discharges before they let a man come in. Sometimes this can cause quite a problem.

The Public Health Service hospitals are a lot stricter than they used to be years back about proof of admission because they have to watch their budget pretty closely. It's the wisest thing to have the necessary documents handy when you have to go for treatment so that there's no delay or unnecessary difficulties on this score.



Mohamed

Excello, went into the hospital on January 6. The doctors are giving him a check-up on his ticker.

Varicose veins have been troubling Antonio Colon, who was steward utility on the Seatrain Savannah, so he is getting them taken care of. Robert Purvis is in the hospital with an unusual complaint—he has water on the elbow. Purvis was oiler on the Edith and went in for treatment on January 5th.

A case of pneumonia put Lonnie Hall on his back. He was OS on the Lawrence Victory before he went in on January 7. Abdul Mohamed is recuperating from injuries he got aboard the Alcoa Runner. He came in the same day.

Other new admissions are Carl Carlson, who was chief cook on the Lone Jack, and J. J. Vanos, AB on the Cantigny on his last trip.



Colon

Seafarers In Hospitals

- USPHS HOSPITAL MANHATTAN BEACH, NY**
 - Fortunato Bacomo
 - Frank Bernick
 - Claude Blanks
 - Joseph Carr
 - Ho Yee Choo
 - Jar Chong
 - John J. Driscoll
 - Bart Guranick
 - Talb Hasaan
 - Thomas Isaksen
 - John Keenan
 - Ludwig Kristiansen
 - Frederick Landry
- USPHS HOSPITAL DETROIT, MICH.**
 - Tim Burke
- USPHS HOSPITAL MEMPHIS, TENN.**
 - Charles Burton
- USPHS HOSPITAL FORT WORTH, TEXAS**
 - Benjamin F. Deibler
 - Virgil L. Harding
 - Woodrow Meyers
- VA HOSPITAL OTTEN, N. CAROLINA**
 - Leonard J. Frank
- USPHS HOSPITAL STATEN ISLAND, NY**
 - Hussen Ahmed
 - Robert Booker
 - Carl Borealino
 - Carl A. Carlson
 - George Coleman
 - Antonio Colon
 - John J. Doherty
 - Adolf Eliason
 - George W. Flood
 - William Gardner
 - Estell Godfrey
 - Frederick Harvey
 - Frederick Hauser
 - William B. Horne
 - Vincent Jones
 - David Kaim
 - K. W. Kelly
- SAILORS SNUG HARBOR STATEN ISLAND, NY**
 - Joseph Koslusk
- PRESBYTERIAN HOSPITAL SAN JUAN, PUERTO RICO**
 - Jose Rivera
- USPHS HOSPITAL NORFOLK, VA.**
 - Colon Boutwell
 - Isaac Duncan
 - Thurston Lewis
- USPHS HOSPITAL SEATTLE, WASH.**
 - Frank Airey
 - Thomas Connell
 - Franklin D. Gilman
 - Bjorn A. Granberg
- USPHS HOSPITAL GALVESTON, TEXAS**
 - Benjamin Grice
 - A. W. Keane
 - Murray Plyler
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
 - Charles Brown
 - Max Byers
 - Wayne Center
 - Henry J. Childs
 - Olav Gustavsen
 - Francis Hagnney
 - Paul Huggins

- USPHS HOSPITAL NEW ORLEANS, LA.**
 - William E. Aplin
 - Julian B. Barrett
 - August Brosig
 - Thomas Blackledge
 - George W. Books
 - Russell N. Boyett
 - Charles Brady
 - John Carolan
 - S. C. Carregal
 - Herman A. Carson
 - Clarence W. Cobb
 - Warren Currier
 - George S. Cutrer
 - Robert Dewey
 - Fred Fagan
 - Leo Fontenot
 - Earl G. Garberson
 - Enoch Gaylor
 - Joseph T. Gehringer
 - Richard Gralicki
 - William Grimes
 - Kristian Gunderson
 - E. T. Hardeman
 - Edgar Harman
 - Herman Holmes
 - George W. Huber
 - Henry Jeffrey
 - Konstant Kain
 - E. G. Knapp
- USPHS HOSPITAL BOSTON, MASS.**
 - Frank Alasavich
 - Joseph Fawcett
- USPHS HOSPITAL SAVANNAH, GA.**
 - Fred Buckner
 - J. D. Cannady
 - George S. Chance
 - Rufus L. Fields
 - James F. Lee
 - Albert W. Lima
 - Jimmie Littleton
- USPHS HOSPITAL BALTIMORE, MD.**
 - Thomas L. Ankersson
 - Ernest Atkins
 - Roy W. Bell
 - B. O. Buzbee
 - Harry N. Byrd
 - Jessie A. Clarke
 - Louis Firlie
 - Joseph Gill
 - Gorman T. Glaze
 - D. L. Guerriero
 - Richard M. Harp
 - Russell R. Henry
 - Michael Jablonski
- USPHS HOSPITAL NEW ORLEANS, LA.**
 - Leo Long
 - August Michel
 - Vincent Michel
 - George R. Nichols
 - Alfonso Olagubel
 - Thomas Peacock
 - Fred D. Peterson
 - Randolph Ratchiff
 - Joseph Richard
 - Darrell Rife
 - Ernest Rodriguez
 - Mitchell Rodriguez
 - Tage Roslund
 - Lembit Saar
 - Benjamin Seal
 - Luther Seidle
 - Wade Sexton
 - Antonio Solis
 - Henry Sosa
 - Walter Soubry
 - Bob Spears
 - Alexander Stevenson
 - Albert Stout
 - Nicholas Tala
 - Lonnie Tickle
 - Vernon Williamson
 - A. C. Witherington
 - Edward L. Woods
 - Jacob Zimmer
- USPHS HOSPITAL SAVANNAH, GA.**
 - Angelo J. Martins
 - James T. Moore
 - John H. Morris
 - Frank F. Nelson
 - Jack Nelson, Jr.
 - Ernest H. Webb
 - Robert B. White
- USPHS HOSPITAL BALTIMORE, MD.**
 - John R. Keemowicz
 - Timothy Less
 - George D. Little
 - Robert G. McKnew
 - Joseph G. McKreth
 - W. W. Moore
 - Thomas Mungo
 - Colon Rose
 - John R. Schultz
 - Raymond Smith
 - James Stans
 - Otis Townsend
 - William D. Warmack

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK. Use of this address will assure speedy transmission on all messages and faster service for the men involved.

Seafarer Collects 3rd Baby \$\$



Mrs. Jean Rogers is shown at home with family of four, three of whom have collected SIU maternity benefit. Left to right are: Jerry, Jean Marie, Catherine Mary, Patrick Jr. Dad was out at sea when picture was taken.

Another Seafarer's family has collected SIU maternity benefits for the third time. Seafarer Pat Rogers was the second to qualify for three baby benefits when his daughter, Catherine, was born last October 20. All told, Rogers has collected \$600 and three \$25 defense bonds in the form of SIU maternity benefits.

Rogers was nosed out for the top spot by Tommy Ray Fillingim of Chickasaw, Alabama, whose third SIU maternity benefit came from the birth of Terry Dolan Fillingim on September 6, 1954. At that though, Pat is one up on the Fillingim family because his oldest child, Patrick Jr., was born before the SIU started the maternity benefit in April, 1952.

Not figuring in this tabulation because of unfair advantage are Seafarers Bob Long of New Orleans and Louis E. Hudson of Mobile. Long ascended the Crescent City when his wife gave birth to triplets in December, 1953, while Hudson collected three benefits via the birth of a set of twins in 1953 and another child this year.

Rogers' other children besides the two mentioned are Gerald, born on May 11, 1952 and Jean, June 17, 1953. When the LOG photographer arrived at the Rogers home, just a hoot and a holler from the SIU headquarters hall, he found that dad was out at sea picking up the pork chops for Mrs. Rogers and the four children at home.

Present plans of the Rogers family, according to Mrs. Rogers, do not call for any further additions to the family, but only time will tell.



Rogers

Lawyers, Morticians Are SIU Benefit Scavengers

Hardly had the SEAFARERS LOG printed a warning about the practices of unscrupulous undertakers as disclosed by the New York State attorney general, than the wife of a deceased Seafarer came to SIU Welfare Services with a tale of woe. She showed bills for her husband's funeral amounting close to \$1,100.

Nor was that all. Since her husband had died in Puerto Rico, the wife faces additional charges for preparation and shipping the deceased back to New York—charges which will total approximately \$300 or more.

The shipping charges of course, are unavoidable because of the circumstances. The funeral charges the widow paid at home were something else again. Welfare Services has found as a general rule of the thumb that \$600 is ample to provide for as elaborate a funeral ceremony as any family would want to give the deceased.

Too Late

In this case, it was too late to do anything. But had Welfare Services been consulted beforehand and asked to assist or at least check on the arrangements, a considerable amount of the Union's \$2,500 death benefit could have been saved for its original purpose, the care of the family of the deceased.

The incident took place just shortly after the state's attorney general announced he was investigating the practices of unscrupulous undertakers. The attorney general had said he had many complaints that undertakers were taking advantage of death benefits paid by union welfare plans to increase their charges considerably.

In another instance involving an SIU death benefit, Welfare Services received a call from an attorney purporting to represent the beneficiary of a deceased Seafarer. The call came hard on the heels of the hospital death report.

Naturally, the attorney was keenly interested in how to collect the death benefit, which in this instance was payable to a friend of the deceased, since the

latter had no next of kin in the United States.

It is obvious that the attorney stood to rake in a handsome fee for his services—which in this instance were totally unnecessary. The simple and easy procedures established under the Welfare Plan make it possible for beneficiaries to collect the death benefit without paying a cent to any outside party.

If anything, one of the functions of the Welfare Services office is to assist beneficiaries in collecting such benefits speedily.

This isn't the first instance in which lawyers have gotten themselves an "in" on the collection of death benefits. Seafarers should be reminded that neither they nor any member of their family needs to pay lawyers for that purpose.

FINAL DISPATCH

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

Albert P. Smith, 56: On November 20, 1954, Brother Smith died in Bermuda of pneumonia. His place of burial is not known. Brother Smith joined the Union in 1944 in New York and had been sailing in the steward department. He is survived by his sister, Miss Ada L. Smith of Harrisburg, Pennsylvania.

Claude Walker, 41: Brother Walker died of a head injury on December 14, 1954, at the Hospital of the Capital in San Juan, Puerto Rico. Place of burial is not known. He was one of the first members of the SIU, joining in November, 1938, in Mobile and had been sailing in the steward

department. He is survived by his wife, Mary Lee Walker of Mobile, Alabama.

James Penswick, 62: Sailing in the deck department on SIU ships since 1939, when he joined in New York, Brother Penswick died on August 29, 1954, in Boston, Massachusetts, of a heart ailment. Place of burial was Cedar Grove cemetery, Boston, Mass. Surviving is his wife, Helen Penswick of Boston, Massachusetts.

Joseph La Plante, 39: Brother La Plante was struck by a motor car and died in Addington Hospital in Durban, South Africa, on October 31, 1954. Place of burial is not known. He joined the Union in New York in 1942 and had been sailing as chief electrician. Brother La Plante is survived by his wife, Lucienne La Plante, of Baltimore, Maryland.

On your job . . .

Off your job . . .

In your union . . .



You're protected!



SIU CONSTITUTION

Protects your right to participate by majority vote in the formation of all Union policies and decisions. Assures you a voice and full control of your job rights and the right to vote on all agreements and rules affecting your livelihood. Insures your right and every member's to vote and participate in all Union elections and to take part and exercise your votes at all Union meetings. Guarantees control of your Union finances through regular rank-and-file audits.



SIU CONTRACT

Gives you the highest take-home pay in the industry in all ratings. Assures the best working and living conditions aboard ship, many modeled after your recommendations and those of your shipmates who are periodically polled on contract issues. Provides for your job security and protection on the job by an experienced full-time Union staff of patrolmen and representatives in all major US ports as well as a system of crew-elected delegates aboard ship who represent you at sea.



SIU WELFARE PLAN

Full time protection for you and your family through a series of benefits providing broader and more extensive coverage than any other union in the industry. Operates at low cost on a self-insured basis to assure the highest possible hospital, disability, maternity, death, scholarship and other benefits—and at no cost. Provides speedy payments with no red tape, and the aid of a specially-created Welfare Services Department to service you at all times.



SIU VACATION PLAN

Protects you with the highest paid vacations in the industry on the basis of days worked each year. Assures you a paid vacation whether you work for one company or a dozen through a central system of accounting maintained at Union headquarters for which the shipowners pay all costs. Provides you and all SIU Seafarers for the first time with an opportunity to enjoy leisure time ashore with your families and friends through vacation pay which can be collected as often as four times annually.



SIU STRENGTH

Guarantees you the backing of a trade union tailored to your needs and devoted exclusively to the security of you and your family, both on the job and off it. Offers you the best job opportunities in the industry and security in those jobs at all times. Operating on a solid financial footing, your Union provides a network of halls and facilities in all major ports and special services for all your needs and problems on ship and ashore.