

AFL SHIP UNIONS HALT BRIDGES RAID

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Count Atlantic Votes Dec. 15

—Story On Page 3



Protest Clubbings. An MFOW man and white-capped SUP member (foreground) protest to plainclothes police official (left) as blood stains SUP man's cap and runs down the side of his head after he was clubbed by police. SUP, MFOW and MCS-AFL men, plus members of other SIU affiliates including the A&G District staged mass demonstration at San Francisco pier after Bryson-Bridges squads roughed up AFL crewmen off Aleutian, an AFL-contracted ship. (Story on Page 3, other photos in centerfold.)

Union, Co's To Meet With Army About Shore Leave

Continuing its fight against the Army's arbitrary action in restricting seamen to ship in various parts of the world, the SIU took steps to set up a joint conference with top Defense Department officials and shipowners representatives. Shipowner representatives were told that failure to settle this beef would lead to a Union demand for overtime payments to crewmembers restricted to ship by military authorities.

While the SIU pushed its fight, two more Seafarers—crewmembers of the William H. Carruth—told their story of the arbitrary restrictions, arrests, searches and fines imposed upon seamen by the Army in Korea, despite the fact that the fighting has stopped there.

The Union announced that it is taking steps to set up a joint conference with Union, shipowner and

Defense Department representatives to discuss this matter. "The right of the merchant seaman to shore leave is traditional," a headquarters spokesman said, "and the Army cannot be permitted to grab this arbitrary power over civilians. The Army's power grab in restricting seamen to their ships—even though the local Governments in these countries say that the seamen are welcome—in imposing Army regulations and discipline on seamen, in making seamen subject to Army orders and subject to arrest or search by Army MPs, CID

agents and other Army personnel, cannot be tolerated."

In addition to the meeting, the Union has also started research to see what legal steps can be taken to stop this attempt by the Army to assert control of merchant seamen.

Meanwhile, Seafarer John W. G. Iglebakk, FWT, told of the raw deal handed him and a shipmate by the Army in Pusan. Iglebakk reported that the Army—after handing out a long list of regulations and restrictions—"allowed" the crewmen of the William H. Carruth to go ashore.

Iglebakk says that he and a shipmate stopped in a hotel in Pusan. "We were quiet and not disturbing anybody," he says, "when all of a sudden a squad of Army MPs crashed through the door and grabbed both of us. It was about 10 PM. The MPs dragged us out of the hotel and took us to jail.

Never Use Warrants

"On the way to jail," he says, "the MPs told us that they were just conducting a normal search of the hotel and that they did it all the time. They laughed at the idea of search warrants, and told us that if we had gone to a different hotel down the block, you wouldn't have had any trouble, because that place never gets raided." Then they tossed us into a dirty jail. It was a little cell, with no windows and no light and just one filthy wooden bench for us to sleep on.

"They kept us locked up, with nothing to eat, until 1 o'clock the next afternoon. Then the guards took us into a colonel's office. He looked up and acted like it was a big joke. He told us that we were guilty of being out after curfew. There wasn't any trial or anything. He just told us we were guilty. Then he said that he could fine us \$200 each if he wanted to but he said he figured that we seamen probably couldn't read anyway, so he'd give us a break and only fine us \$40 each. Then they took us back to the ship under guard, like some convicts and collected our fines from the captain."



Hand-and-file longshoremen flock to AFL-ILA headquarters in Brooklyn to sign up with the newly-organized union. Above are shown some of the thousands of longshoremen who have joined the new outfit.

Pact Talks Progress On Allotments, Draws

New progress was reported in contract negotiations with shipowners this week as agreement was reached on an improved family allotment clause among several rules changes under discussion or agreed on.

Shipowner representatives have agreed that family allotments should continue where a Seafarer has been removed from a ship because of illness or accident, for as long as the Seafarer in question had wage payments coming to him.

In the past it had been the practice of the companies to cut off family allotments immediately as soon as a man was taken off the ship. This meant that the wives and children of Seafarers suffered a double blow.

They found that the family breadwinner was sick or injured, sometimes in a foreign port thousands of miles from home, and their income was cut off at the same time.

Since the Seafarer in question would have unpaid wages due, plus any unearned wages that might be due under maritime law until he was repatriated, Union negotiators saw no reason why payments to the family could not be continued as long as wage payments were still forthcoming to the Seafarer in question.

The sudden cutting off of allotments has been a sore point with Seafarers and in some instances the Union has been able to make arrangements with a shipping company to continue them. However, the new clause should put an end to this difficulty and provide a large measure of peace of mind to men and their families affected by it.

Money Draws

Headway has also been made on solving the problem of money draws in foreign ports. The SIU has proposed that arrangements be made either to carry sufficient American currency on board to meet draw needs, or the equivalent in travelers' checks so that men would not have to accept draws often at a lower rate of exchange in depreciated foreign currency. Before the negotiations are completed, arrangements will be worked out to assure Seafarers their full dollars' value in draws in all foreign ports.

Some small changes in the repatriation clause, which has worked so well since it was introduced last year, are being pushed by the Union negotiators. Included among them are a provision for transportation on regularly scheduled airlines, where airplane passage is used, instead of some of the non-scheduled aircraft that have been used for this purpose in the past. In many instances, the non-scheduled craft have been distinctly inferior in accommodation and service to scheduled airlines.

Concentrated negotiation on money matters and welfare and vacation items will get underway as soon as these changes in working rules have been disposed of. With the contract extension running out on December 24 the joint negotiating committee is making extra efforts to wrap the new agreement up by that date.

Union Gets 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.

ILA-Inspired Walkout Fails; Men Back AFL

The great strides made by the new AFL-ILA were evident this past week, when a work stoppage inspired by the old ILA as a protest against the Bi-State Waterfront Commission's new hiring halls failed completely.

The AFL-ILA has announced its opposition to the new bi-state waterfront laws which went into effect December 1, but said that such protests were not the solution. Pointing out that the old ILA is responsible for the new laws, the AFL-ILA declared that the best opposition to the new laws is the creation of the new, decent union which will eliminate the need for bi-state controls.

One Day Stoppage

The work stoppage managed to close a few piers in the harbor for one day. It was immediately evident that the bankrupt ILA could not muster enough support to spread the walkout to the other piers, and the pickets didn't even show up on the second day.

The failure of this maneuver by the collapsing ILA was seen as a definite indication of the wide-

spread support of the new AFL-ILA by longshoremen all over the Port of New York.

Meanwhile, the AFL-ILA began a series of weekly membership meetings in each area of the port, with membership meetings each week in Brooklyn, Staten Island, Manhattan and New Jersey. The men responded enthusiastically to this opportunity to attend membership meetings, and have a voice in their union—something which never happened under the old ILA mob—and filled each of the meetings to overflowing.

New Newspaper

The new union also began publication of a four-page weekly newspaper, "The Tally" for checkers, clerks and timekeepers in the harbor. This is in addition to the publication of a 12-page weekly newspaper, "The New York AFL Longshoreman" which contains

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Italian Group Studies US Labor Methods



Representatives of the Italian Confederation of Trade Unions are shown during a visit to SIU headquarters. The group of ten men, including two men from the Italian Union of Workers, toured the Eastern part of the country studying economic statistics for collective bargaining under the Bureau of Labor-Statistica.

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Sea Unions Halt Bridges Raid



A line of police, with billyes and clubs ready, stands waiting as a long line of SUP, MFOV and MCS-AFL demonstrators march down the street toward Pier 39 in San Francisco. Demonstrators were headed toward Bryson-Bridges squads at the pier who had roughed up Aleutian crewmembers. Cops used their clubs to stop demonstrators and to protect Bryson-Bridges squads.

Clear Way To Ship For AFL Crewmen

SAN FRANCISCO—An attempt by a Harry Bridges-controlled mob to keep the AFL crewmembers from boarding an AFL-contracted passenger ship was beaten down last week as determined SUP men, with

the assistance of Marine Firemen and AFL Marine Cooks forced Bridges to yield right of way to the ship. Bridges' defeat at the pierhead came after a massed march of several hundred angry sailors, firemen and cooks indicated their determination to go through to the ship unless Bridges pulled his massed strength off the pier. Members of the SIU A&G District, and other SIU affiliates participated in the demonstration.

The issue came to a boil as a result of the long-simmering feud between the Communist-dominated National Union of Marine Cooks and Stewards and the Marine Cooks and Stewards-AFL, who are organizing West Coast stewards departments with the wholehearted backing of the SUP and Marine Firemen.

Bridges Sends Squads Down

When the passenger ship Aleutian (which had been signed by the AFL maritime unions in all three departments) arrived in San Francisco, Bridges' attempted to pull the Communist-led NUMC&S coals out of the fire. Several squads of Bridges men, reinforced by followers of Bridges in the NUMC&S massed at the pier and roughed up crewmembers and other individuals who tried to go to and from the ship. These included MCS-AFL attorney John B. Hansen, who was kicked, beaten and apparently knifed. While this was going on, SUP spokesmen charged that police made no attempt to restrain or interfere, or grab the Bridges men responsible for the dumpings.

When word got back to the union halls about the treatment of AFL crewmembers and representatives by the Bridges mob, a large crowd of several hundred angry SUP men massed on the Embarcadero, along with large numbers of Marine Firemen who participated wholeheartedly in the beef as their first joint action with the SUP since joining the Seafarers International Union of North America. They marched grimly down the street toward the pier determined to get Bridges' mob off the pierhead. The demonstrators included Seafarers in their ranks as well as other members of SIU affiliates.

On their arrival at the pier they

found squads of San Francisco police waiting for them with billyes, tear gas and riot guns. They had placed themselves in front of the pier shielding Bridges' squads. As the first ranks of marchers came up to the lines, police worked them over with clubs while the angry AFL men raged at the police lines. But AFL leaders present calmed the men, pending a three-way conference with Police Chief Michael Gaffey and the Bridges representatives, with the police acting as mediators.

The result was that Bridges was permitted to back out of the situation as his men readily agreed, in the face of obvious AFL determination, to permit the crew to board and leave the vessel at will.

Following the incident, AFL leaders charged that police had protected Bridges men but had refused to protect individual AFL men earlier in the day. And while police worked over AFL demonstrators they did not harass

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All Tankers Polled In Election; NLRB To Start Atlantic Vote Count

With the balloting of the Atlantic Dealer in Atreco, Texas, yesterday morning, voting of the 23-ship Atlantic Refining fleet has been completed. The long-awaited results of the election will be made known when the National Labor Relations Board office in Philadelphia starts counting the ballots next Tuesday afternoon, December 15.

While all ships have now been voted, the NLRB is holding one last wrap-up vote in its offices on Tuesday morning, from 9 AM to 1 PM. Any eligible voters who might have missed out on earlier vote opportunities will have a chance to get in under the wire on that day.

At the stroke of 2 PM, the NLRB will open the ballots and start counting. Results should be known within the hour of the outcome of the 15-month old organizing campaign in the fleet.

As scheduled, the Atlantic Producer, Atlantic Coast and the R. C. Tuttle voted last week. The Tuttle vote provided an amusing sidelight to the election much to the dismay of an ardent company union supporter on the ship. A Piper Cub plane used by the Union to drop leaflets was circling the Tuttle when a crewmember wearing an AMEU T-shirt got up on the boat deck and started shouting and waving. He was evidently under the impression that somebody he knew was flying the plane. Just then, the organizer opened the plane door and dumped a bundle of the "Atlantic Fleet News" onto the ship.

Right On Target

The bundle caught the AMEU supporter squarely on the noggin knocking him off his feet and stunning him momentarily. SIU supporters aboard, however, were doubtful that the incident had made any impression on the man involved.

The wind-up of the voting on December 15 means that the election took just 1½ months to complete. Were it not for the two ships that were out foreign, the

voting would have been finished in four weeks.

The smooth manner in which the voting ran off is in marked contrast to the Cities Service election where a whole series of company legal maneuvers delayed balloting for months on end, and where the company even denied NLRB access to some of its ships.

However, the Atlantic election did not go off entirely without a couple of company-inspired hitches, mainly dealing with the voting of the ships out foreign. At one stage it was feared that the Dealer would not be back until mid-February,

and would have to be voted in a foreign port.

There were some tentative proposals that the ship be voted by an American Consul somewhere overseas. At this point the company came up with the bright idea that the captain and chief engineer should run the election.

This idea was promptly vetoed by the SIU for a variety of obvious reasons. The strongest of them was that both officers were members of the Atlantic Maritime Officers Association, a sister outfit of the Atlantic Maritime Employ-

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The Atlantic Exporter proudly displays her SIU colors as she arrives in Port Arthur to cast her votes. A few of the crewmembers line the rail under the SIU banner.

\$25 Bonus Voted For Ill Seamen

Seafarers in the hospitals this Christmas week can look forward once more to the annual \$25 Christmas bonus from the SIU Welfare Plan. The trustees of the Plan at a meeting last week voted to approve the bonus which is payable to any patient in the hospital for more than one day during the week of December 20-26 inclusive.

As usual the Christmas bonus payment will be in addition to the regular \$15 weekly benefit paid to all Seafarers who are eligible for as long as they are hospitalized.

An estimated 200 Seafarers are eligible for the Union-proposed hospital gift, which will amount to approximately \$5,000 in additional benefits for Seafarers.

The bonus money will be distributed to hospitalized members in all ports in cash by Welfare Services representatives on their regular weekly visit to the hospitals.

Should any Seafarers be in the hospital during the bonus period and be missed by the SIU representative on his visit, they can collect the bonus by contacting the SIU Welfare Service Department at headquarters. However, they should notify Welfare Services right away in order to collect.

The trustees are empowered under the Welfare Plan to alter hospital benefits from time to time to meet current needs. A trustee meeting can be called on appropriate notice for this purpose.

A Christmas bonus payment for hospitalized Seafarers has become traditional since the start of the Welfare Plan on the grounds that extra money would be most welcome around the holiday season for gifts and cards and for personal extras for the men in the hospitals.

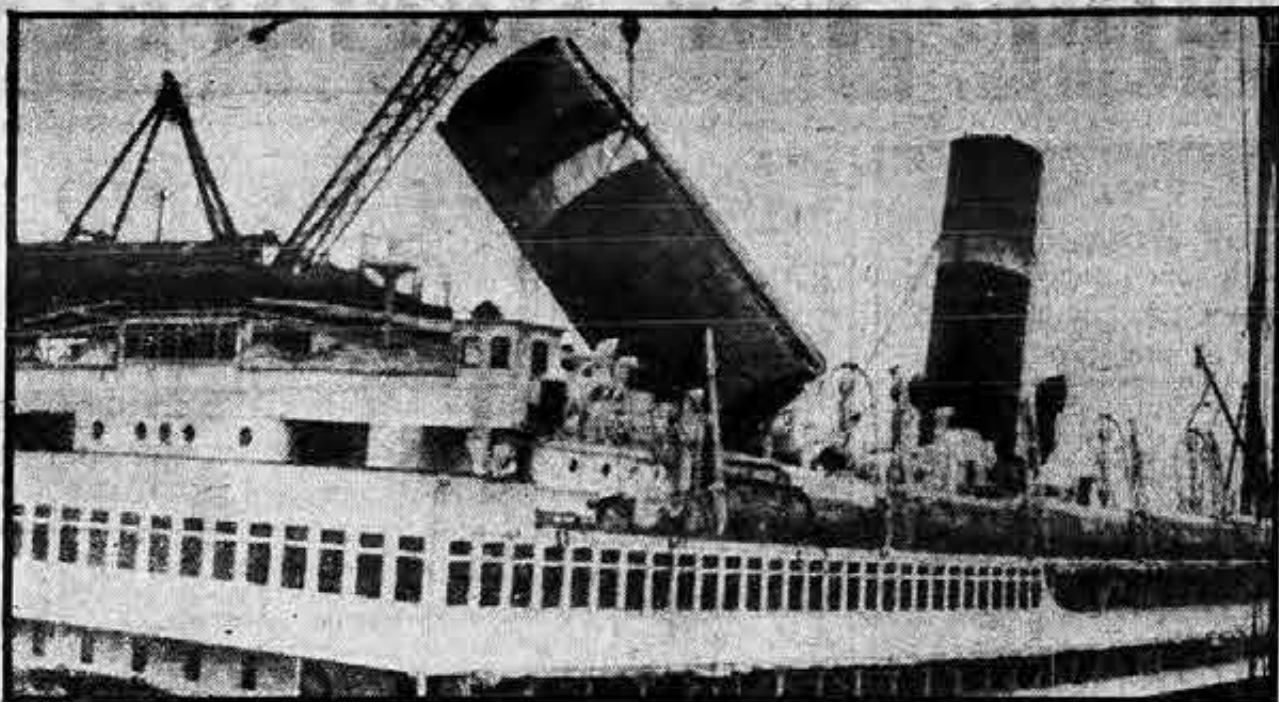
Sea Chest Open In Evenings

The Sea Chest store in New York has announced that it will stay open every evening until 9 PM from now until the Christmas holidays to provide for holiday shopping needs.

The store also has available a catalog of jewelry, electrical appliances and other gifts which Seafarers can purchase through the Sea Chest at a discount.

Sea Chest representatives visiting the ships will take Christmas orders from crewmembers.

Veteran Vessel Goes To Graveyard Of Ships



The beginning of the end gets underway for the Holland-American liner Veendam as wreckers remove one of the rakish funnels which gave the transatlantic vessel her distinctive appearance. The vessel is expected to be completely scrapped in a period of 60 days at a shipyard in Baltimore.

Son, Dad At Odds Over Excello

With son pitted against father, NLRB hearings on the unfair labor practice charges brought by the SIU against the Excello Corporation and its company "union" — the "Independent Union of the Motor Vessel Excello" — are continuing. There is every prospect that the corporation will be ordered to end its support of the IUMVE and bargain in good faith with the SIU for an agreement.

The charges against the corporation were brought by the SIU when the IUMVE was set up after SIU organizers, in a lightning campaign of a few weeks, earlier this year, had signed up the entire crew of the Excello, a converted LST and the first of a fleet of ships which the corporation expects to put into operation to haul cargoes of formaldehyde.

Discriminatory Firings

Despite the overwhelming sign-up, the corporation refused to bargain after an SIU demand for recognition as bargaining agent, and instead embarked on a policy of intimidation, threats and discrimi-

natory firings in an effort to get SIU men off the ship.

These in turn led to the filing of charges by the SIU, and NLRB hearings began in New Haven, the corporation's headquarters, early in November.

The last hearing, in New Haven, was highlighted by the testimony of former IUMVE treasurer George R. Stanley, former Excello bosun and son of George H. Stanley, the Excello's skipper.

Citing the hardtaming tactics used on SIU supporters on the ship, young Stanley, who is now sailing SIU, testified that on several occasions, when the ship was in Jacksonville and in New Haven, he was asked by the port engineer to report on the number of SIU

men aboard and to "get rid" of them.

After several months of seeing men fired for very trivial reasons, or of being virtually forced to quit, young Stanley testified, he reached the point where he could no longer tolerate the situation. He therefore left the ship and has since been sailing SIU aboard the Cities Service tanker Winter Hill.

Others Fired

Also sailing SIU now are a number of other men fired from the ship, including second cook Nelson E. Norwood, oiler Raymond Morey and wiper Michael Francis Foley, who just completed a 5½-month trip aboard the Carolyn (Bull).

Morey, as well as Frank Richardson and Joe Turner, other former Excello crewmen, offered testimony to support that given by young Stanley.

Further hearings, originally scheduled for yesterday, have been postponed until December 17 to coincide with a change in the Excello's schedule.

The IUMVE was formed a few weeks after the SIU started its organizing campaign among Excello employees last January.

BROTHER CHAIRMAN!

Three rank and file Seafarers took charge of the December 2 membership meeting in the port of Seattle and by all accounts did a heads up job of running the meeting. Chairman of the gathering was Seafarer John McKarek, a New Yorker who has decided to sail out of the West Coast regularly now.



McKarek

McKarek joined the SIU in June, 1943, in Baltimore. He has sailed all his time in the deck department and has a bosun's stamp in his book. McKarek has been sailing out of the West Coast for a year and a half now, and says he prefers the Far East over European ports for shore leave. He's 37 years old, single, and expects to stay "unhitched."

The meeting's recording secretary was Hyman Pitkofsky, another New Yorker out of Brooklyn. He started sailing with the SIU in 1945 on the Bull line, and got his Union membership through organizing on Isthmian for eight months.

Brother In Japan

Pitkofsky is 28 years old and single. He has been shipping out of the West Coast because his younger brother is stationed in Japan with the US Army. Pitkof-

sky gets to see him on the Japanese stopovers.

A third New York native operated as reading clerk. He was Seafarer Anthony S. Ferrara, who also came into the SIU through an organizing drive. Ferrara did his organizing on four Cities Service ships and became a Union member in 1949. Ferrara, who sails in the deck department, now makes his home in Beverly Hills, California.

Ferrara believes that if all men had the experience of riding Cities Service ships before they were SIU, like he did, they would have a full appreciation of what the Union means to Seafarers.

A Seafarer with a famous name served as recording secretary for the Galveston SIU port meeting. It was John Whitcomb Rielly, named after the well-known native American poet. The poet however, spelled his last name a little differently.

Rielly sails in the steward department on SIU ships, and has held membership in the Union over ten years, joining up in New York on April 2, 1943. He celebrated his 31st birthday last month. He and his wife Christine, make their home in Galveston.



Rielly

NLRB Appeals Court Ruling On Red Unions

A Federal Court has ruled that the National Labor Relations Board has no authority to deny its services to Communist-led unions. Specifically the Court said that the NLRB could not refuse to service a union where one of its officers was under indictment for perjuring a non-Communist affidavit.

The Labor Board intends to appeal the court ruling which prevents it from carrying out the policy. The Court issued an injunction against the NLRB on the request of the International Fur and Leather Workers Union, whose president, Ben Gold, was indicted in August on the charge of falsifying his non-Communist affidavit.

It is expected that the issue will be carried to the Supreme Court for final decision.

All union officials have to fill out such affidavits in order to make use of the Labor Board.

As I See It . . .

Paul Hall



IT'S BEEN OUR PRACTICE FOR THE PAST FEW YEARS, EVER since your Union set up a Welfare Plan, to pay a bonus to Seafarers in the hospitals over the Christmas holidays. And this year again the trustees of the Plan have voted to continue this practice, which will mean an extra \$25 for a hospitalized Seafarer over and above the \$15 a week in benefits he receives for as long as he is laid up.

This hospital bonus is typical of the kind of thing that has been made possible through Union-employer administration of the Welfare Plan. Some people might have been a little concerned a few years back when we first set up the Plan and decided we weren't going to shell out any of the dough collected from the shipowners to an insurance company. They said that we would find it tough to run the thing ourselves.

Well the experience we have had with the Welfare Plan disproves all this, and the fact of the matter is that other unions are adopting the idea as a means of saving quite a chunk of dough that would ordinarily go by the board for commissions, expenses and insurance company profits. We've shown in this instance that the trustees could go out and hire the experts, the office staff and the necessary equipment without having to pay through the nose for such services through an insurance company.

What's more, the administration of the Welfare Plan directly by the Union, together with the employer trustees, has made it considerably more flexible. Our trustees can get together and vote this kind of a bonus, such as we have done for Christmas, without having to cut a lot of red tape. And it's pretty generally agreed that the services given by the Welfare Plan the way it stands are speedy and efficient in meeting the welfare needs of our membership.

Besides, the savings we have made in operation have made it possible for the Plan to offer a wide variety of benefits, while at the same time building up a solid cash reserve. It should be remembered that the Seafarers Welfare Plan was the first plan anywhere to offer unlimited payment of hospital benefits for as long as a man is hospitalized. That's something that was made possible only through direct administration of the Plan, without insurance companies.



EVERY ONCE IN A WHILE OUR MEN GET A LITTLE JOLT FROM the shipowners which serves as a reminder that the operator has never given up the idea of going back to the way things were before the Union. What's more it is our belief that some operators will never give up the idea, come what may, and it's only because of the strength of the SIU that we are able to enforce our contract conditions.

Typical of the kind of shipowner-thinking that we still have to contend with is the case of the steward on the Sea Cloud, Brother Fred Sullins. The brother got a little telegram in the Union hall when he got back from a trip inviting him to come up to see the company agent if he wanted to stay with the company.

In other words, the company had the idea that maybe if they could lure the brother up to their agent's office, well then they could make him their boy on the ships.

It's to Brother Sullins' credit that he exposed this little scheme, for as a steward, he like other stewards, is always under more pressure than other crewmembers to keep in the company's good graces.

What this kind of proposal means in so many words is that the operator in this instance, (and no doubt some of the others) would like to by-pass our Union hiring hall whenever and wherever they can. If they could succeed in doing this kind of things you can wager that it would be felt very shortly afterward in the form of poor conditions on the ships.

In an industry like ours where men go from ship to ship and company to company once you let the company get control over who gets a job and who doesn't, you pave the way for taking away all the gains that seamen's unions have fought for through the years.

Fortunately, we have plenty of good SIU men like Brother Sullins around who can knock any ideas of this kind into a cocked hat in short order.



THERE'S NO QUESTION THAT SEAMEN ARE AMONG THE MOST generous kind of people you will find anywhere. We are continually getting reports in headquarters about ship's crews taking a muster on their own for a variety of causes. Out in the Far East particularly, a large number of ship's crews have contributed heavily to funds for the relief of Korean children. As any man who has been out on that run knows, there are many thousands of them being cared for in one fashion or another by the South Korean government and our Armed Forces in that area.

The latest word on this comes from the crew of the Cecil N. Bean who chipped in to buy radios for a group of blinded Korean orphans. And on another front crewmembers of the Ragnar Naess have dug in to help the victims of the recent Greek earthquakes where several thousand families were left homeless.

This kind of response by the Seafarer is typical of the way seamen feel, because in the past before the days of strong Unions they have known very well what it is like to be in bad shape financially. The kind of conditions and earnings Seafarers have under the Union contract make it possible for them, in turn, to help others who are in a tough spot.



Kings Point Fate Still Not Decided

The fate of the Kings Point Merchant Marine Academy is still in doubt as supporters of the Government training institution opened a fight to keep the school going in the face of a Maritime Administration economy drive.

Previously, Maritime Administrator Louis S. Rothschild had indicated that he might close the school and allow four state academies to absorb the students. The state academies already stated that they would be able to take up the slack.

Would End State Schools

In a counter-blast, Kings Point supporters, led by the school's alumni association, have claimed that they could absorb all the men in the state academies, which are partially Federal-supported to the tune of \$1,000,000 a year. All told, the four state academies and Kings Point have a total enrollment of approximately 1,500, which the Kings Point advocates claim can be handled in their institution.

In its economy drive, the Maritime Administration has already closed the Alameda, California, state training center, and has indicated that Sheepshead Bay may be next to go. Several correspondence courses offered by Sheepshead Bay have already been curtailed.

Kings Point supporters have enlisted several Congressmen and some New York State officials in their behalf, claiming that they can save the State's money by closing the state academies.

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: December 16, December 30, January 13.

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

YOU and the SIU CONSTITUTION

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

From Article X, Section 7 "Upon completion of negotiations, the Committee shall submit a report and recommendations to the membership of the Union at a regular or special meeting."



Negotiations between the Union and the companies are complete only when the elected committee makes its report to the membership and receives approval. Only upon approval does the committee's action become union policy.

What Future For Mariners?

Editor's Note: The following article represents a round-up of opinion on the commercial possibilities of the new Mariner-class ships. It raises the question whether the Mariners will be of use for regular private freight services under the American flag.

Early in 1955, the last of 35 Mariner-class ships will slide down the ways, completing a \$350 million construction program of new high-speed cargo vessels, bigger and faster than any freighters on the seas. But already about 15 months before the completion of the construction program, a pretty knotty problem has arisen with regard to the fate of the ships.

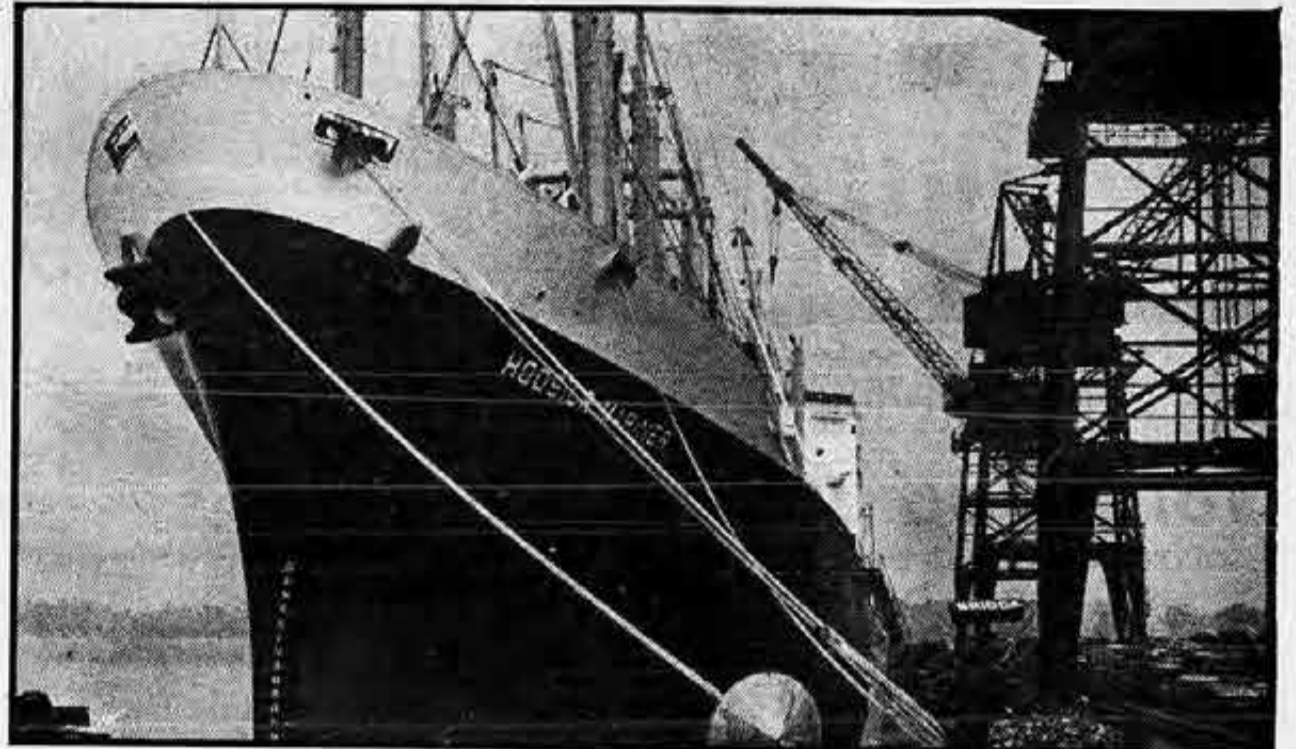
There is some doubt at present as to whether a large number of Mariners will be sold to private operators for commercial use, unless the Government can lower the selling price well below its figure of \$4½ million. And even then, some shipping operators believe the vessel is unsuited to commercial operation, despite its obvious advantages in some directions.

Should the Government fail to sell any of the vessels, aside from three already contracted for, Maritime Administrator Louis S. Rothschild has stated that they would have to go into lay-up. The idea of brand new ships costing approximately \$10 million each going into lay-up is certainly not going to sit well in Congress when the maritime industry's plea for aid comes up for review. A basic complaint of the industry has been the need for new ships to keep the merchant fleet from becoming obsolete. Congressmen will wonder out loud why the industry can't take the Mariners if as it says, its present ships are showing their age.

Seafarers' Stake

Seafarers who are manning several of the Mariner ships now in service, and who will be affected by any Government decision on new ships for the industry, have an important stake in the fate of the Mariner ship program. It's a problem that has to be solved before the industry can expect to make much headway on a new and revised long-range program for maritime.

The basic difficulty with the Mariners seems to be that they were designed with defense needs in mind. At the time the ships were authorized, December 7, 1950, the US was deeply involved in the Korean fighting and there were fears of a general outbreak of war in the Far East. There was a cry-



Shown above at her berth is the Hoosier Mariner, one of 35 Mariner-type vessels built or now under construction by the Government in a building program whose fate is in doubt. The Government is now attempting to sell the ships to private companies.

ing need for fast ships to transport large quantities of materials over great distances. The Mariners were the answer to that need.

All are agreed that in the event of any national emergency the Mariners would be invaluable. While their speed potential is considered a secret, it is no secret that they are fast enough to run away from submarines. Speeds of 21 knots can be obtained without half-trying. They also can carry far more cargo in seven cargo holds than any other freighter afloat, and with their electrically-controlled hatches and heavy cargo handling equipment could load and unload in rapid-fire fashion. Provision was even made so that a helicopter landing deck and gun mountings could be placed on the ship if necessary. The ship's construction throughout is considered excellent.

Further the ship's engine room is a very efficient one with the result that the ships offer far more horsepower per gallon of fuel than C-types. In an absolute sense of course, the Mariners will use more fuel than a C-3.

Despite the ship's size, speed, cargo capacity and cargo handling equipment, it has several drawbacks which in the view of some operators, makes it ill-adapted to commercial use. The high cost of the vessel is enough to scare off most operators. While the Government's current selling price is about 45 percent of the cost, it is still too high for most companies to consider. There is some question as to just how low the Government would have to go to lure buyers.

Defense Features

A good deal of the extra cost consists of the defense features built in at Navy request. For example while the Mariners have been souped up to do well over 21 knots, it would be pretty expensive in terms of fuel to run them faster than that. The additional speed is considered a defense feature of no commercial value.

The size of the ships and their tremendous cargo capacity is considered a drawback by the opera-

tors. They point to the difficulty of ever getting a full load of cargo for a ship of that size. Since it is normal for freighters to go from place to place to fill up on cargo, the Mariner would have to make many more shifts than a C-2 or C-3 to pick up a reasonably full load. As one operator put it, "It would take us weeks to fill her cargo holds, which would destroy whatever time advantage that we could gain by the ship's speed."

Being a bigger ship, it is more costly to operate in terms of additional crewmembers, fuel, supplies, etc. Just think of the additional hundreds of gallons of paint needed to cover the hide of a ship of that size, running around 13,000 deadweight tonnage.

The draft of the Mariner is just about a foot more than the C-3's, largest of the C-types. As such it creates a problem on certain runs where ships have to go into poorly-

developed ports with shallow channels and shifting sand bars which are obstacles to navigation. In some Far Eastern ports C-3's have a great deal of difficulty getting in and out. In modern ports of course, this would prove no particular obstacle.

Another objection raised is that there is too much compartmentation in the ship's cargo holds. As a result the ship is suitable for package cargo only. Bulk cargo or bulky objects like pipe or rails could not be handled. In any case, operators would want to know how much latitude they would have in changing interior design before ordering the ships.

Some shipping men claim that for the cost of one Mariner the Government could build two vessels of the size of the C-3, which with certain improvements, particularly in structure, would be

(Continued on page 17)

Bloomfield Gets Subsidy For N. Europe, England

An agreement has been reached between the Federal Maritime Board and the Bloomfield Steamship Company for subsidizing 16 to 21 voyages annually between the Gulf and ports in Northern Europe and the East Coast of Great Britain.

The agreement increased the number of American flag subsidized operators to 16 and could lead to the purchase of additional ships by the company.

The Bloomfield subsidy application on the Gulf to North Europe run was approved on the grounds that present American flag service on that run was inadequate. However, the Board turned down a Bloomfield proposal for a subsidy on a Gulf to Mediterranean run.

Four Victories Approved

For the time being, the Federal Maritime Board has approved the use of four of the company's Victory type ships, on the subsidized run. These ships are the Genevieve Peterkin, Margaret Brown, Neva West and Marie Hamill. They can be used on the run until they are 12 years old, which means until 1957 in the case of the first

three and until 1956 for the Marie Hamill.

Up until now the company has been operating on an unsubsidized basis with six Victories and two Liberty ships, with their scheduled operations running to Mediterranean ports from the Gulf. Since the company is taking on the new run to North Europe, it may be necessary for the company to add tonnage to maintain its present services in the Gulf. However, no decision has yet been made on this score by the company.

Approval of the Bloomfield subsidy came after a bitter battle before the FMB in which Lykes Brothers and Waterman intervened to block Bloomfield's bid. Originally the Board approved subsidies on both North European and Gulf runs, but reversed its decision after protests by the two other shipping companies.

Florida Strikebreak Move Fails

The Florida, a P & O passenger-cruise vessel operating out of Miami, remained tied up tightly in idle status this week at the end of the third week of unsuccessful negotiations between company officials and striking deck and engine officers.

The skipper, four deck officers and five engineers walked off the ship three weeks ago over demands for higher pay and overtime wages from the company to members of the striking officers' unions. The company, rather than negotiate with the unions in question, the Masters, Mate and Pilots, AFL, representing the deck officers, and the Marine Engineers Benevolent Association, CIO, representing the engineers, chose to use diversionary tactics to break the strike. Both attempts failed, with the SIU turning down the last of these measures offered to them by company officials.

Try Scab Labor

At first, the company sought to get scab deck and engine officers to man the ship by advertising for officer personnel through the newspapers, but this ruse failed completely. Then, in a last-ditch effort, company officials approached the SIU to sign a hurry-up contract with the Union in order to browbeat and cajole the other unions into signing up after the SIU led the way. The SIU turned the deal down cold, telling P & O officials they would be glad to deal with them in the course of regular negotiations after the strike with the officers' unions comes to an end.

The captain, as well as the deck and engine officers of the Florida, went on strike after prolonged negotiations with the company failed to produce agreement on the officers' demands for higher pay and higher overtime rates in the new contract.

Picketline Intact

Following this, the company immediately attempted to recruit non-union deck and engine officers to sail the ship on a scheduled cruise the following week. However, the move met with complete failure as the entire crew refused to cross the

WANTED

**LICENSED AMERICAN STEAMSHIP OFFICERS
FOR DECK AND ENGINE DEPARTMENTS OF
S/S FLORIDA**

**Apply Immediately to
Capt. R. F. Lord, Marine Supt.,
Municipal Pier No. 2, Miami
Phone 3-5440 or 3-3619**

Above is unsuccessful newspaper advertising gimmick employed by the company to hire non-union officer personnel in an attempt to break the three-week old strike. The Florida is still tied up by the MM&P and the MEBA officer unions.

MM&P and MEBA picketlines. The vessel, instead of sailing as scheduled, went into idle status.

Most of the passengers scheduled for that run took up the company offer of flying to their destination, at company expense, with airlines having to put on extra flights to accommodate the increased number of passengers. The company has scheduled no more sailings for the present time.

CG Hearing Bd. Clears Sea Wind Crewmember

A Coast Guard hearing has completely exonerated a crewmember of the SIU-manned Sea Wind on charges that he had left his post as lookout, leading to the death of six men in a crash. On the contrary, the testimony showed that he had been ordered to do so by the chief mate to perform other work, so that the mate could avoid

calling a man from below for one hour's overtime.

As a result of the hearing, the Coast Guard indicated that it was still investigating the case to determine the officers' responsibility in the matter, for as the Coast Guard hearing officer put it, there was a question as to whether the order issued to the lookout was lawful.

No Seacraft Verdict

Meanwhile, there were no further developments in the trial of several crewmembers of the Seacraft, who were accused of misconduct in the course of a stormy voyage to the Far East and back. Although the hearings in that case have long since been ended, no verdict has yet been rendered by the Coast Guard.

The Sea Wind incident took place on November 6, 1953, while the ship was coming out of Bremerhaven. The chief mate of the vessel had been making a practice of taking the lookout off his post and putting him on other work in order to avoid paying overtime to men who were off watch and would normally have to be called up on deck for this purpose. On this occasion he ordered Ordinary Seaman Bruce J. Thielin off his lookout post to rig a pilot's ladder. As a result, Thielin was not on lookout from 8:50 to 9:40 PM.

At 9:40 the Sea Wind ran into another vessel with the result that six men on the other ship were killed and much damage was done to both ships. When the Sea Wind got back to New York general inquiry was convened. As a result of the inquiry, including testimony by the skipper and the chief mate, the OS was hauled up on the carpet and charged with leaving his post without relief.

It looked pretty bad for Thielin (Continued on page 17)

SIU COMMITTEES

AT WORK

A novel kind of a case involving a Seafarer who did his work fine while at sea, but wasn't much good for anything when it was in port came before a trial committee in the port of Baltimore recently.

The charges in question were filed against a messman for violation of Sections 2-g and 3-d of the SIU constitution, involving neglect of duty and failure to carry out orders. The charges cited a great many instances in which the messman had failed to show up serve meals, or had served meals while drunk, failed to set up for meals on time and in other ways caused arguments and dissension on board ship by the performance of his work.

No Good In Port

The odd part of the matter was that the crew agreed the man was a good worker—but only as long as the ship was out at sea. Once the ship got in port the accused, they charged, would get gassed up and then he wasn't of much use to himself or anybody else on board.

Naturally it didn't make for pleasant mealtimes when the messman wasn't available to serve the crew, or if he was available, he wasn't in shape to do much of a job.

An elected membership committee in Baltimore, consisting of James A. Long, T. J. Darian, W. Rogowski, Luciano Ramos and R. F. D'Ferrafiat heard the testimony against the accused messman. They agreed that it was the responsibility of the crewmember to live up to his obligations while the ship was in port as well as when it was out to sea. The accused man offered no defense when asked if he wished to examine witnesses or make a statement in his behalf.

The recommendations of the committee were that he be suspended for six months on the first charge and fined for the second charge. Recommendations were unanimous. They will be acted on by the membership in all ports at the next regularly-scheduled membership meeting of December 16.



Rogowski



Long

SIU NEWSLETTER from WASHINGTON

The Department of Commerce soon will put the finishing touch on the biggest maritime study since 1935. Its legislative views will be sent to Congress around February 1, based on recommendations submitted by the various segments of the American merchant marine. However, the chances are that no major maritime legislation will be passed next year, and that the Commerce recommendations will go over for a few years before Congress takes final action thereon.

The reason for this is that (1) the balance in both Houses of Congress is so small and next year is an election year with Congress wanting to quit early, and (2) there are already enough bills of a political nature that Congress can kick around until time to adjourn, such as the St. Lawrence Seaway measure, Hawaiian statehood, appropriation bills, taxes, immigration, etc.

Several industry panel reports were submitted to the Commerce Department by the subsidized, nonsubsidized, and tanker companies. Although not made public yet, it has been confirmed that the subsidized lines are urging that the existing law be kept intact, without any major change, on the theory that it has worked out well; the tanker companies have recommended a major change in the 1936 Merchant Marine Act to make them eligible to receive operating subsidy from the Government; while the nonsubsidized foreign trading lines still are holding that the existing subsidy principle should be thrown overboard in favor of an outright wage subsidy for all American lines in the foreign trade. In a separate panel report to the Commerce Department, some of the domestic carriers, notably Luckenbach and Bull have recommended that the construction subsidy be applied in connection with contiguous trading with Puerto Rico, Alaska, etc.

The future of the Senate Maritime Subsidy Subcommittee, headed by Senator Potter, Michigan, is in doubt. The appropriation to run this Congressional unit will expire next January 31 and the big question mark is Senator Bricker, Ohio, Chairman of full Committee on Interstate and Foreign Commerce. Bricker's views on the subject of a merchant marine are not so well known, and, at this time, it is not known whether he will authorize the continuation of the maritime subsidy subcommittee.

However, most people agree that the subcommittee has made a good start in laying the foundation for legislation, and believe that Bricker will not hinder the progress of the Congressional maritime unit.

US-flag ships carried 29 percent of the total export cargoes to MSA countries in 1952 as against 41 percent in 1951, 35 percent in 1950, 39 percent in 1949, 43 percent in 1948, and 54 percent in 1947. This decrease of 12 percent in the relative amounts carried by US vessels in 1952 as against 1951 resulted primarily from the decrease in US participation in the export trade to MSA countries by dry cargo vessels, which declined from 43 percent in 1951 to 31 percent in 1952. US tanker participation in the shipments to MSA nations dropped from 11 percent in 1951 to only 8 percent in 1952.

The decrease in tonnage of exports to MSA countries in 1952 over 1951 resulted primarily from decreases in exports of coal and wheat to Europe.

In recognition of the stride made in torpedoes and other weapons of war, the speed of merchant ships had been substantially increased in the past 13 years. Top scientists, working on a contract from the Office of Naval Research of the Navy Department to review the security of seas shipping, feel that the absolute minimum speed of US merchant ships should be raised to at least 20 knots. These scientists are among the ablest, men who worked on the atomic bomb, on the rocket development and the proximity fuses.

As a general rule among the allies during World War II, ships that made better than 16 knots did not get an escort.

Top officials in the US Government are sold on the idea that the best merchant ships under our flag should be kept in active operation, with the overflow of less suitable vessels retained in the reserve fleets. Similarly, they feel that ships adequate for commercial use or for national defense purposes must not be scrapped or sold foreign, particularly tankers, until the reserve fleet is at the required strength and composition as recommended by the Department of Defense.

As fully anticipated on this side of the Atlantic, strong pressure is being brought from European quarters, during recent meetings in Paris of the Randall Commission on Foreign Economic Policy, for lessening the amount of US government aid to our own shipping and for the elimination of the 50/50 Shipping provision in US aid laws.

Europeans, through the Organization for European Economic Cooperation, are claiming that the field of merchant shipping is one of the few fields in which they can easily compete with this country, and that, therefore, the US should restrict its aid to American shipping to make that competition still easier for the European bloc.

The Randall Commission will release its recommendations in about two months, in a report to be submitted to the President and to the Congress.

Recent reports indicate that the US Coast Guard has stepped up its ship security check around the New York Harbor. Actually, however, the Coast Guard has been hard at work for the past two years checking on foreign ships, not only around New York, but also, particularly, around the New Orleans area. For the most part, foreign ships are checked if (1) they have touched a Communist port on a particular voyage or (2) if the Coast Guard has information to put the foreign ship in a suspect category. If the Coast Guard really becomes alarmed, it goes over the ship with a Geiger counter to determine the presence of any atom bomb.

Your SIU Washington Reporter

Top of the News

EISENHOWER ASKS NEW ATOM PLAN—President Eisenhower made a strong appeal before the United Nations General Assembly asking for a new plan to solve the problem of atomic energy on an international plane. He warned that present atom stockpiles were more powerful than all bombs, shells, and other explosives fired by all armed forces during the entire scope of World War II and appealed for an international commission that would gradually take control of uranium and other fissionable material. The commission would also develop peaceful means of using atom energy. The first response of the Moscow radio was to call the plan "war-like," indicating Russian rejection of the proposal.

SENATORS JOUST WITH CANADA—An international incident threatened to develop last week between the Government of Canada and some US Senators as an outgrowth of the Harry Dexter White case. The Senate Internal Security Committee wanted to question Igor Gouzenko, the former code clerk at the Russian Embassy in Ottawa, about spy rings in the US. Canada objected because some information it had given the US had been leaked to newspapers by the committee. After much hassling back and forth Gouzenko finally arranged to testify under Canadian terms.

FAMILY ARRESTED FOR \$681,700 ROBBERY—Police have arrested George D. O'Brien, his wife and his son, 19, charging them with the armored car robbery of \$681,700 in Danvers, Massachusetts, on March 25, 1952. The cash disappeared from the locked armored car while the guards were in a lunchroom having coffee. Three other men are being sought in connection with the robbery, one of the largest on record.

FIRE DESTROYS MUCH OF PUSAN—A \$20 million fire destroyed 6,000 homes, a railroad station and part of the US Army headquarters in Pusan, Korea. The fire raged through hundreds of shacks crowded together in the city after a Korean housewife neglected her charcoal oven while she talked with the neighbors.

PUERTO RICO INDEPENDENCE PROPOSED—The United States delegate to the United Nations, Henry Cabot Lodge, has announced that the US is willing to give Puerto Rico its independence if the people of the island request it. However, spokesmen for the Puerto Rican government indicated that they would prefer to remain in close association with the US, to retain US citizenship and the other advantages of a US territory. Members of the opposition Independence Party disagreed with this view.

PILOTLESS BOMBERS IN SERVICE—The Air Force announced it would send radio-controlled pilotless bomber planes overseas in the near future for assignment to Air Force bases. These are guided missiles which are put on their targets by radio beams, and can be detonated on contact with the target or at any point in the air above it.

FRENCH WARY ON INDO-CHINA BID—The Communist-led rebels in Indo China have proposed to the French government that truce talks be started with a view toward ending the Indo-China war. The French are hesitating about the proposal, being anxious to end the fighting which has not given either side any great advantage. At the same time, they are skeptical about the offer which may be a propaganda designed to tie up French armies in Indo China indefinitely while truce talks drag on.

US SUBMITS ATROCITY EVIDENCE—The United States has presented evidence to the UN General Assembly that more than 35,000 military and civilian personnel in Korea were slaughtered or tortured to death by North Korean and Chinese Communist forces. Some 10,000 American soldiers and airmen were included in the figure. The US charged that the Soviet Union shared primary responsibility for the treatment of the men.

Seamen Help Distribute Clothing To Needy Children



Seamen off the Mission San Rafael, an SUP ship, helped the United Seamen's Service Club distribute clothing to needy Okinawa children. The clothing was part of a 1,000-pound shipment of American clothes sent to Mrs. Dodderell, a US Army sergeant's wife in charge of the center. Shown above, left to right, with the children are Mrs. Dodderell, Herbert Briscoe, radio operator; Seafarer M. E. Carley, oiler; and Sgt. Dodderell.

Hail SIU Christmas Gift Service

The fastest way to get your Christmas shopping done these days, with the least possible pain to your pocketbook and your aching feet, is through the Sea Chest. Many Seafarers have long been aware of this fact, but now they are bolstered in this thought by outsiders, the most outspoken of whom is Mike McEvoy, columnist for the Mobile Press-Register in Mobile, Alabama.

While sailing over the bounding main, says McEvoy, it is possible for the Seafarer to order his Christmas list consisting of everything from a four-wheeled jeep to a set of electric trains. That includes all items that come in between the two methods of transportation, too. McEvoy found out these startling things (to him and his readers) when the Mobile branch of the Sea Chest went into the Christmas-shopping-rush operation recently.

Korea Selections Risky

"Buying a corset in Korea," writes McEvoy in the Press-Register, "is a risky business and Rangoon's selection of television sets doesn't offer too much selection." Therefore, he is pleased to note, the SIU in Mobile has broadened the operations of the Sea Chest to take care of this problem of selection for the seaman.

Orders can be placed by mail,

cable, wire, phone or even carrier pigeon, if available, and the operators of the Sea Chest will see that they get their man. Get their man what he wants, that is. Of course, McEvoy is talking about the operations in Mobile, but the same holds true for Sea Chest opera-

tions all along the East Coast.

The Mobile reporter marvels at what the service in ports other than Mobile has obtained for Seafarers in the past, ranging from birds of several types to monkeys, boats, TV sets, guns, false teeth and automobiles.

Begin Canada Welfare Plan

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

The Canadian District's welfare fund covers all men working on the Great Lakes. Employers pay 20 cents daily into the trust fund which will be administered by a three man board consisting of one union representative, one company

representative and an impartial chairman.

It is expected that the benefits system will get underway within a month or so, once the machinery has been established for handling payments.

In addition, the Canadian District has opened a union-operated sloop chest in its Montreal headquarters to provide work gear and other necessities to members at cost.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

The Truth About Cold Cures

When you get a cold, there's no use throwing away your dough on expensive preparations sold as cold cures. Doctors know little about how to cure a cold. But they do know that the estimated \$1 billion a year the public spends on alleged cold cures is of little or no value.

The "cures" range from aspirin tablets to expensive glycol vaporizers. They include the now thoroughly-debunked anti-histamines, and many patent medicines sold for this purpose.

Here is how authorities like the American Medical Association, Federal Trade Commission and the Cooperative Health Federation regard many of the most widely-sold cold cures:

Nose drops, inhalants: Give temporary relief but don't cure. They relieve congestion by shrinking the membranes, but use over an extended period could cause permanent damage.

Gargle preparations: Never actually reach the throat area; gargling itself prevents that.

Steam inhalations: Genuinely helpful in the early stages by applying moisture to upper respiratory passages.

Aspirin: Relieves headache, fever and muscle pain but

has no influence on the infection. For this purpose, the lowest-priced aspirin will be just as effective as the expensive brands. Nor do you need any of the more expensive pain-killers. **Imdrin** and **Dolcin**, for example, have been found to be little more than aspirin with a few added ingredients.

Alcohol: The old remedy of a drink of whiskey is of some help in re-establishing circulation.

Cathartics and laxatives: No particular value; may even make you sicker by dehydrating you.

Vitamin pills: Provide no more protection from colds than an adequate diet of real food. If you don't eat properly, synthetic vitamins may help you build resistance. But they're expensive to buy. If you do want to take additional B vitamins to "build yourself up," dried brewer's yeast and wheat germ supply them at comparatively little cost.

Anti-histamine tablets: The Government no longer lets manufacturers of these products advertise that these kill colds in hours. Anti-histamines may relieve cold symptoms (the side effects) and clear away complications, but do not cure the cold itself. Be careful about taking them without medical supervision. Some people are subject to side effects from them, such as dizziness or drowsiness.

Cold vaccines: Many different types of virus cause

colds. A vaccine which would protect against one type wouldn't protect against the others.

Mentholated cigarettes: No beneficial effect at all.

Rest in bed: One of the most effective measures, especially if fever is present. Rest limits a cold's severity, limits its spread to others, and reduces the frequency of complications.

According to Dr. Walter C. Alvarez of the Mayo Foundation, also useless as a cold cure is quinine. He says that one medication that has proved effective is one-fourth grain each of codeine and papaverine. The only trouble is that codeine requires a doctor's prescription.

As noted above, steam inhalation are of some help in the early stages of a cold, and many families buy vaporizers for this purpose. When the need is urgent, you can provide quick relief by steaming up a room (by turning on hot-water faucets or placing wet towels on a hot radiator). If you do buy a vaporizer, make sure it's approved by Underwriters' Laboratories (the appliance itself should bear the UL seal, not just the cord). Also make sure the vaporizer is the kind that automatically shuts itself off when all the water has steamed away. Avoid buying the inexpensive little ones that have only enough water capacity to operate for two or three hours.

At least one form of relief you can look forward to: as people get older they have fewer colds.

Down To The Bottom Of The Ship



A Navy diver goes down for a look at the bottom of the Atlantic Water which ran aground off Goose Bay, Labrador. Floating ice hampered diver's lines during inspection tour of ship's bottom.

Co. Hiring Bid Fails, Stwd's A Union Man

Some operators never give up hope, it seems. Although the Union rotary hiring system has been in effect for many years, they always have fond dreams of returning to the good old days—hiring through the company office.

As a matter of fact, one shipping company recently tried to lure an SIU steward to ship via the company agent instead of through the Union hall. And to add to the oddity of the situation, they even sent him their suggestion in a telegram addressed care of the Union hall.

Steward Fred Sullins, the man in question, was on board the Sea Cloud which was returning to Astoria, Washington, after a Far

East trip. The telegram, sent by the company's New York office, said "If you are interested in re-joining Seatraders would appreciate your contacting paymaster Arthur Hentschel care Page Brothers, Board of Trade Building, Portland."

In due time Sullins came into the Seattle hall and picked up his mail. When he opened and read the wire his reaction was a strong one, to put it mildly.

After several remarks which are best left unprinted, Sullins declared:

"I am a Union steward—I am a Union man. I will ship as cook or baker before I'll be a company steward. I ship off the shipping board. It is embarrassing to get such a wire. When I am steward I feed good and keep a clean ship, and the men in my department make the average or more in overtime. Of course I don't waste food or give out an enormous amount of overtime—I just do a good job."

It is not known whether any other men have been approached by the operators in this fashion, but seeing that the shipowners never give up, it would not be surprising.

Nicolson New Chairman Of Waterman Co.

Changes took place last week in the top echelon of the Waterman Steamship Corporation when E. A. Roberts, chairman of the corporation, announced his retirement as head of the shipping firm, effective December 31. Roberts will be succeeded as chief executive of Waterman by Capt. Norman Nicolson, president of the corporation, but the vacancy in the office of chairman will not be filled.

Roberts will continue as a director, mostly in an advisory capacity, while devoting most of his energies to the operations of the Southern Industries Corporation, which deals in sand, gravel, hotel, restaurant, seafood and oyster shell industries. The retiring chairman started with Waterman 34 years ago as a cargo checker on the Mobile docks. He became president of the corporation in 1936 at the age of 38. In 1944 he moved up to the job he is now vacating.

Capt. Nicolson first became associated with Waterman in 1919 as master of the Afoundria. He was named president of the corporation in 1944, and as such, will become chief executive of the shipping outfit upon the retirement of Roberts.

Waterman has a fleet of forty 10,000-ton passenger - freight vessels and engages in stevedoring, terminal and other shipping-related activities.

Proper Repair Lists Help All

The settlement of repair lists means a lot to the men who stay aboard a ship, and to the new crew that comes aboard, just as the repair list made out by the previous crew means a lot to you.

Because repairs mean a lot to your comfort and living conditions aboard ship, they should be handled in the proper fashion.

Each department delegate must make out three copies of his repair list.

The ship's delegate should give one copy to the head of the department concerned, one copy to the company representative, and one copy to the Union patrolman.

In this way, everyone has a copy of the repair list and there is a check to make sure the work is done.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 11-23-53 To 12-4-53

No. Seafarers Receiving Benefits this Period	826		
Average Benefits Paid Each Seafarer	130	26	
Total Benefits Paid this Period			107,594 36

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5625	00	
Death Benefits	25972	58	
Disability Benefits	975	00	
Maternity Benefits	6000	00	
Vacation Benefits	69,021	78	
Total			107,594 36

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	406,140	00	
Death Benefits Paid Since July 1, 1950*	758,884	01	
Disability Benefits Paid Since May 1, 1952*	26,015	00	
Maternity Benefits Paid Since April 1, 1952*	193,200	00	
Vacation Benefits Paid Since Feb. 11, 1952*	2833,171	65	
Total			4,217,410 66
* Date Benefits Began			

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	638,699	04	
	Welfare	553,419	02	
Estimated Accounts Receivable	Vacation	162,691	00	
	Welfare	150,177	00	
US Government Bonds (Welfare)		1979,255	38	
Real Estate (Welfare)		481,989	01	
Other Assets - Training Ship (Welfare)		119,060	97	
TOTAL ASSETS				4,085,291 42

COMMENT:

Recently, many of the member's beneficiary cards received by the Welfare Office have been carelessly written, as well as incomplete as to date and other details. It is important that each card be carefully checked before signing, to be sure that all the lines are filled in correctly. All eligibles under the plan should have beneficiary cards on file.

Remaining two dates for examinations on scholarship benefits are January 9, 1954 and March 15, 1954.

Submitted 12-7-53

Al Kerr
Al Kerr, Assistant Administrator

... and, remember this ...

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



UNION TALK

By KEITH TERPÉ

This coming Tuesday, December 15, at 2 PM, the National Labor Relations Board in Philadelphia will begin the tally of the ballots cast in the Atlantic election. By nightfall, probably, we will have at least some sort of an "official" score on the voting. We're confident right now of a heavy majority; there's been no question of SIU victory by a substantial margin for many months.

But now that it's all over, all over except for the counting and the shouting anyway, we intend to make good on our promises. We've pledged Atlantic seamen a bona fide Union contract with all the trimmings, and that's the next order of business.

Await Certification Order

The company has already given indications that it's weary of being called dirty names by everybody in sight, and will bargain with the certified bargaining representative of its employees as soon as the NLRB hands down its official certification order. Thus, there's every likelihood that contract talks will get underway before the first of the year, and that a contract in Atlantic will be an actuality before long, barring any unexpected hitches.

Our estimates of the vote prior to the actual balloting in each case appear to have been confirmed right down the line after each ship or shore installation voted. Undoubtedly a few foul-balls gummed up the calculations somewhere—we've been faced with that before. However, the overall picture looks good and our strength in the fleet is still growing. New men are signed up almost as fast as they enter the company, and that's as good a sign as any of the way the wind is blowing.

The end of the 16-month-old Atlantic campaign comes at an auspicious time in the history of the Union, with the SIU busy on many other fronts even as the campaign progressed. The physical properties of the Union have been growing, with the building of a modern Seafarers hall in Baltimore, the opening of three new halls (Port Arthur, Miami and far-off Puerta la Cruz), and redecorating and refurbishing of others.

Public Recognition of the SIU

Public recognition of the Seafarers Union, its eminent place in the industry and the first-class status of its membership has reached a peak, sparked most recently by the SIU's continuing major role in the AFL dock clean-up. Our contracts, conditions and benefits, already recognized as the best in maritime, were improved further in our 1952 negotiations and will yield additional gains for the membership as a result of the general negotiations going on right now.

We are today operating under a new Union constitution that is barely more than a year old and proving its worth every day of the year in the way it upholds the rights of the membership and paves the way for new programs to make the Seafarer's way of life better than ever. The fact that we are going places is indicated further by the affiliation of the MFOW with the Seafarers International Union. Nobody rides the local when he can take the express and get to where he's going faster, and in finer style.

And as these and other historic events were happening, the Atlantic campaign went on, steadily moving forward to the conclusion we expect Tuesday's tally will make official. Atlantic men, like seamen in over 50 other unorganized companies before them, were instantly aware that this was their chance to become an integral part of a great, growing organization.

The fundamental law that in unity there is strength did not slip by them. That is why the great majority of them went SIU and by every indication voted SIU as well. But we can put away the crystal ball now. The NLRB will make it official Tuesday.

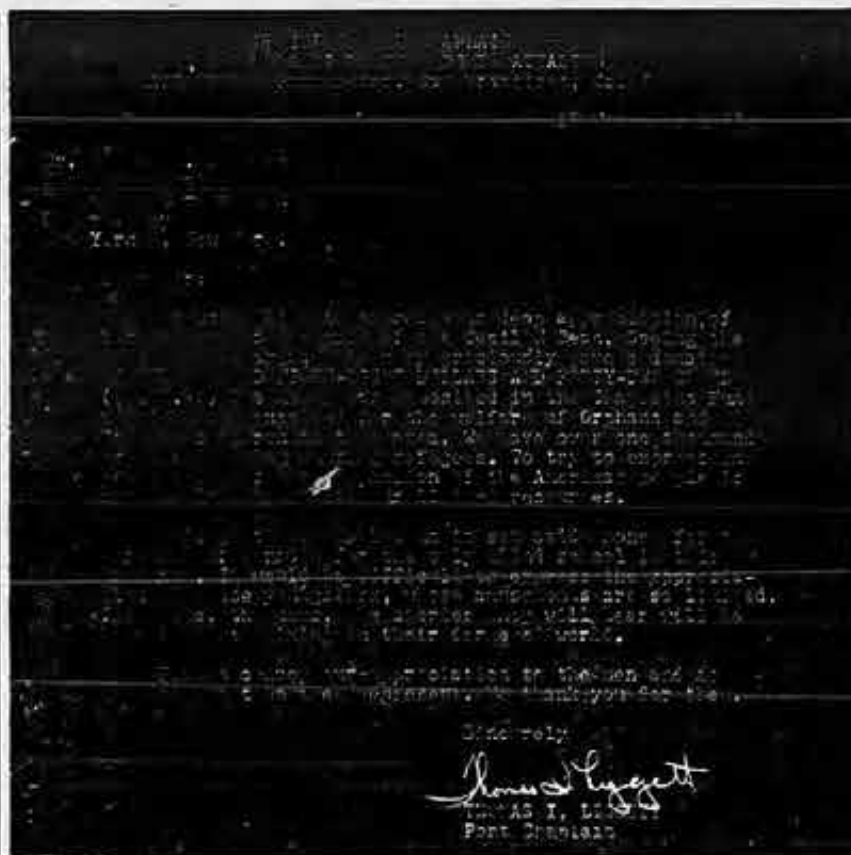
Crew Aids Blinded Children

Another instance of Seafarers aiding less fortunate people than themselves came to light this week in a letter from a Korean Army chaplain to the Transfuel Corporation, operators of the Cecil N. Bean. The letter revealed that crewmembers of the ship had donated funds for blind Korean orphans and refugee children who are being cared for by US and Korean authorities.

The company forwarded to the LOG a photostatic copy of a letter it received from Thomas I. Liggett, port Chaplain, commending Seafarers of the Cecil N. Bean for sharing their worldly goods with the needy children in Korea. The chaplain's letter said, in part:

"We would like to express our deep appreciation of the members of the crew of the Cecil N. Bean. Seeing the need in this area, they very graciously gave a donation of \$158.42. The money was deposited in the Chaplains fund and is expended for the welfare of Orphans and Refugee children in this area. We have over one thousand orphans and thousands of refugees. To try to express in practical ways the compassion of the American people is a tremendous task with our limited resources.

"This gift has enabled us to set aside money for the purchase of a radio for the only blind school in this province. It would be difficult to express the appreciation of these youngsters, whose amusements are so limited. The music, the news, the stories they will hear will be like a light shining in their darkened world."



Photostat of a letter from Chaplain Thomas I. Liggett, commending Seafarers of the Cecil N. Bean for their aid to Korean orphans.

Liner Has Fancy Crew Quarters

The crew of a new Swedish passenger liner, the Kungsholm, will revel in unaccustomed luxury when the ship goes into service this winter. All members of the 340-man crew will have outside cabins with portholes and air-conditioning. Off duty seamen will have the use of a large recreation room with a soda fountain, library and movie projector.

In addition, the crew will have exclusive use of their own swimming pool and many crewmembers will have their own cabins.

The Kungsholm is the newest ship to arrive in the Port of New York. It is considered one of the finest ships afloat today. The Kungsholm, together with the Olympia, are the newest luxury liners to make the Atlantic run.

Tramp Co's Defend 50-50

American tramp shipowners have sprung to the defense of the long-disputed 50-50 clause with a strong statement to the Randall Commission defending carriage of 50 percent of government cargoes on US ships.

The Randall Commission on Foreign Economic Policy has been holding hearings in the US and abroad on the question of US trade relations. In the course of the hearings, the Commission has been told by Europe shipowners and by some American spokesmen that the 50-50 law should be revised downward or eliminated.

The tramp shipowners, speaking through their association, declared that foreign ships are already handling a very large percentage of US foreign trade. Even where subsidized lines are operating, the statement says that foreign ships are carrying more than 50 percent of all commerce.

At the same time, the tramp shippers got in a request for aid to

the tramp shipping section of the industry if the objectives of the 1936 Merchant Marine Act are to be realized.

Quitting Ship? Notify Union

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

Cartoon History Of The SIU

'Who Blew The Whistle?'

No. 52



In September, 1948, Seafarers hit the picketlines in answer to a plea from the International Ladies Garment Workers Union, AFL, which was conducting a drive to clean out the gangsters who were muscling in on the NY dress industry. Soon, the Seafarers were the target for gunmen and goons.



The gangsters, some from "Murder, Inc." had busted ILGWU picketlines before, when old men and women were on them, but now it was different. They yelled for mercy, and the NY city administration came to their aid with lots of cops, who arrested peaceful SIU pickets.



A promised Grand Jury investigation was never held. The heat was put on the SIU. The garment industry was left open for non-union shops with gangster protection. This police action, following police beating of SIU pickets in the UFE beef, raised a big question about "who blew the whistle."

PORT REPORTS

Mobile:

Holiday Shipping To Be Shot In Arm To Crews

Shipping in the port for the last couple of weeks was fairly steady, with 90 men shipped to regular jobs and approximately 100 shipped to various tugboat, shoregang and vacuum hold cleaning gangs around the harbor for the last 15 days.

Paying off were the Alcoa Pennant, Alcoa Corsair, Alcoa Pilgrim, Alcoa Partner, Alcoa Cavalier and Alcoa Ranger (Alcoa); also the Claiborne and the Monarch of the Seas (Waterman). Signing on were the Pennant, Pilgrim, Partner and Ranger of Alcoa, with the rest of the ships on continuous articles.

In-transit vessels were the Evelyn (Bull); Iberville and Antinous of Waterman; Del Vionto (Mississippi), and the Genevieve Peterkin of Bloomfield.

Expect Turnover

Shipping is going to be fairly good for the next couple of weeks. With a lot of men due to get off just before Christmas, we expect that anybody on the beach will be able to get out what wants out. We have about 12 ships due to hit this port during the coming period and with the usual heavy Christmas turnover we expect quite a few jobs on each.

A few of the oldtimers currently on the beach now in Mobile include A. Decosta, J. Curtis, J. Meeka, P. Sandagger, Durwood Dees, Bernard Turk, R. E. McNatt, R. H. Wilson, Mike Hynes, L. Jackson, Frank Palmer, J. Henderson, A. Langiven, E. Perry and J. Ryan. Only brother in the hospital from this area is Willie Reynolds. The Mobile USPHS outpatient clinic is still operating on a shoestring basis after its appropriation was cut.

Victory Lays Up

There has been only one victory ship laid up in Mobile in the past three weeks and that was an SUP Victory which brought a few planes in from the West Coast. She laid up after unloading her cargo at the Brookley Air Force Docks. Since the start of the lay-up of the Victories in Mobile River, the SIU has only had one, the Malden Victory, go into layup.

We were able to put a few replacements aboard the Catherine (Dry Trans) which crewed up in Savannah as that port was short a few rated men and we shipped them from here. This ship is one of the first vessels carrying relief grain to Pakistan to leave from this area, and is the first fruit of the Union's fight to have half of those grain shipments carried in American bottoms. The Catherine went from Savannah to New Orleans where she was to get her grain fitting and load.

Cal Tanner
Mobile Port Agent

Boston:

Bradford Island Crew Has Mattress Beef

Shipping has been on the slow bell in the Port of Boston, but we expect it to pick up soon.

Ships paying off were the Bradford Island (Cities Service) and the Queenston Heights (Seatrade). Both ships signed on again, while in-transit vessels were the Steel

Seafarer and Steel Rover (Isthmian); Robin Tuxford and Robin Goodfellow (Seas); Wacosta, De Soto, Azalea City and Iberville (Waterman).

We've got a mattress beef on the Bradford Island which has been going on for some time. We expect to get it settled shortly. The crew has been promised mattresses in almost every port and we think it is high time they got them. Instead of holding up the ship, the crew is waiting patiently for something to be done about the situation.

Oldtimers on the beach include F. Burns, A. Fogue, J. Hanson, J. DiSanto and D. Hines, while in the hospital are R. Rogers, E. Andrade, J. Crowley, J. Farrand, T. Mastaler and F. Mackey.

James Sheehan
Boston Port Agent

Wilmington:

Shipping Due For Big Upswing Next Period

Shipping during the past two week was very slow, yet more than half the jobs filled were taken by permit men. The next two weeks will definitely be on the upswing and anyone registered who is interested in shipping should have no difficulty getting out in this period.

Ships in-transit during the fortnight were the Yaka, Fairport, Mobilian and Golden City (Waterman); French Creek, Bents Fort and Council Grove (Cities Service); Sweetwater (Metro Petro); Massmar, Pennmar, Portmar and Marymar (Calmar); Steel Apprentice (Isthmian); Western Trader (West. Nav.), and Northwestern Victory Carriers).

The only member confined to the hospital at the present time is Isaac Hancock off the Western Rancher (West. Nav.). He probably will be on the unavailable list until April as he has several breaks in his legs.

Among the oldtimers kibitzing here about shipping, the weather, women and baseball are Al Burris, Bob Barbot and Guy Whitehurst along with young old timers Herman Peterson, Bob Statham and Jimmy McKenzie.

Glad to see that the election is over in Atlantic Refining on the East Coast and we are just about certain of a sweeping victory. We on the West Coast, as do all the members of the SIU everywhere, feel the importance and the impact of the victory in Atlantic to our pocketbooks, our payoffs and our future in the merchant marine.

John Arabasz
Wilmington Port Agent

Savannah:

Shipping Expected To Hold Steady In Future

We expect the shipping to hold steady in the future as it has held in the past.

Ship paying off was the Southland of South Atlantic. It signed right on again.

In-transit vessels were the Maiden Creek and Azalea City (Waterman); Seatrains Savannah and New York, twice each (Seatrains); Southern States (Southern); and the Robin Sherwood of Seas.

Shipping for the next two weeks looks good as we have the following due in for payoff: Southstar and Southport of South Atlantic. Also the John Paul Jones is in idle status and may call for a crew at anytime.

One of the boys around the beach now is Harry Galphin. He joined in December, 1938, in Savannah, Ga., after going to sea since 1927. Before that he had served two years in the Navy. At the beginning of his career he was making \$62.50 a month and he had coffee time only if he brought his own. He knows he's got those days beat with the SIU.



Galphin

Oldtimers on the beach include S. M. Pearson, F. T. Burley, L. A. Dewitt and E. M. Jones. In the hospital just waiting for their shipmates to drop around or a note are W. L. Butler, G. W. Wilson, W. T. Sheirling, J. Littleton, J. B. Farrow, H. C. Kemp, R. Huggins, R. A. Denmark, F. H. Buckner, P. Daugherty, M. L. Gardner, John Duffy and L. Love.

Jeff Morrison
Savannah Port Agent

Galveston:

Mayor's Trek Reveals Galveston's Troubles

Business and shipping for the past two weeks has picked up a lot, and it looks like shipping will remain fair for some time.

In the last two weeks we paid off four ships. They were the Steel Advocate (Isthmian); Catherine (Dry Trans); Marie Hamil (Bloomfield) and the Gulf Water (Metro Petro). The Marie Hamil is in the shipyard having some repairs made and will take her crew back again in about 10 days. Bloomfield still

has two ships layed up, the Lucile Bloomfield and the Mary Adams, and they don't expect to bring them out until the first of the year.

The Bull Run (Petrol Tankers) and the Neva West (Bloomfield) were brought out of lay-up and crewed last week, so along with the other ships in transit and the payoffs we had a pretty good week.

Ship Activities

The Catherine and Gulf Water signed on and in-transit vessels were the Seatrains Georgia (twice) and Louisirana (Seatrains); Val Chem (Valentine Tankers); Neva West (Bloomfield); Bull Run; Abiqua (Cities Service); Mae and Evelyn (Bull); Steel Advocate (Isthmian); Afoundria (Waterman); Alexandria (Carras).

Last week the Mayor of Galveston went to Washington to see what could be done about the embargo placed against the Port of Galveston by the US Department of Agriculture, due to litigation initiated by the Government against the Galveston grain elevators. While there, the Mayor learned the ban was not due to the litigation but to objections as to who was at the head of the wharves. In today's paper, there's an article by the wharves manager that he will retire as vice chairman and general manager, effective March 1, 1954. Maybe this will ease the pressure in the port and start some of the grain ships coming in here for cargo and payoffs.

The Carrabulle (Natl. Navig.) is due in from Houston for payoff, after being out for five months.

The entire crew of the Seatrain Louisiana (Seatrains) brought forth a resolution which might profit the membership to look into and vote upon. The crew believes that as things stand now, its hospitalization coverage is adequate, but they wonder what is going to happen when the USPHS goes out of business, if and when. What's more, in order to protect the families of the crewmembers, the men want to see if the Union can put all the Seafarers under a joint hospital plan such as Blue Cross.

We think they've got a good thing here, and we leave it up to the membership to take the next step.

The men aboard the Seatrain Louisiana ask to place the resolution before the membership so that the membership will be able to vote themselves for what these crewmembers believe to be a good deal. They don't want their brothers to miss out on anything which will benefit them and their position.

Keith Alsop
Galveston Port Agent

Lake Charles:

Shipping Is Booming In Louisiana Port

Things have really been humming in the past two weeks and are expected to stay along those lines for the upcoming period.

Coming into this port were the Logan's Fort, Winter Hill, Chiwawa, Government Camp, Bradford Island, Lone Jack, French Creek and Salem Maritime of Cities Service. Also the Bull Run of Petrol Tankers and the Petrolite of Tanker Sag were in.

Since the French Creek and Lone Jack paid off from overseas trips and the boys wanted to be home for Christmas, this caused a flurry of shipping. We had to resort to shipping a few white card men as most of the rated men were gone from here at the time. We still don't advise a headlong rush to this port since it may be filled up by the time this goes to print.

Holiday Dinner

We had a dinner on Thanksgiving Day for the boys at the hall. Thanks to the efforts of several of the brothers who promoted a turkey and fixings, Mrs. Cline, a woman who runs a cafe near the hall, cooked the meal with the assistance of Bill Langford. The chief promoter of this dinner was Ross Lyle. All hands pitched in on the job and the meal was enjoyed by about 25 men who put away the groceries in style.

Leroy Clarke
Lake Charles Port Agent

Philadelphia:

Election And ILA Beef Coming Along Fine

Shipping has been going along on an even keel and we expect it to keep along these same lines for the coming period.

On the AFL-ILA beef there is not too much to report except that there seems to be very good progress being made toward the completion of the drive with the AFL holding a very good edge. We expect some good news on this score shortly and we all are wishing them success in unifying the front once more. Great strides have been successfully taken I understand, and by the time the injunction expires on Christmas Eve, we may have achieved success in this drive.

Two to Go

There remain only two vessels still to be voted in Atlantic at this time and from the reports of the organizers it is safe to assume that they will go SIU, too. After the ballots are counted, comes contract time with the company. Everyone knows what we are asking for and if we have to strike these scows to get them we are not going to lessen our demands.

Ships paying off were the Abiqua and Chiwawa (Cities Service), the Sea Cloud of Dolphin and Carras' Trinity. All but the Sea Cloud signed on again, as well as Bull's Angelina.

In-transit vessels included the Robin Kirk, Robin Wently (twice) and Robin Gray (Seas); Fairland, Andrew Jackson, Afoundria, Hastings (twice), Chickasaw, Wacosta and Azalea City (Waterman); Steel Voyager, Steel Flyer, Steel King, Steel Architect and Steel Seafarer (Isthmian); Sea Cloud (Dolphin); Government Camp and Winter Hill (Cities Service); Southern States (Southern Traders); Val Chem (Valentine); Ines and Elizabeth (Bull).

Steve Cardullo
Philadelphia Port Agent

A & G SHIPPING RECORD

Shipping Figures November 18 to December 2

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.	REG.				
Boston	37	17	17	71	4	7	3	14
New York	172	143	158	473	131	114	111	356
Philadelphia	51	35	22	108	42	17	35	94
Baltimore	170	127	89	386	136	107	82	325
Norfolk	14	13	6	33	7	5	2	14
Savannah	26	15	14	55	12	6	4	22
Tampa	9	16	12	40	4	2	4	10
Mobile	35	38	28	101	31	37	23	91
New Orleans	114	111	124	349	111	84	125	315
Galveston	33	23	56	112	47	50	37	134
Seattle	44	36	26	106	61	26	28	115
San Francisco	54	44	43	141	62	51	49	162
Wilmington	32	29	12	73	6	0	3	9
Totals	791	650	607	2,048	654	506	506	1,661

IN THE WAKE

The Winter Hill, as her crewmembers will be interested to know, was named after a prison camp for British soldiers, during the Revolutionary War. When General Burgoyne's army, neared Cambridge, Mass., as prisoners of war, some of the officers pushed over on the ferry into Boston. However, their hopes of comfortable quarters and good living were quickly dispelled, and they were speedily returned to nearby Winter Hill, where far-from-luxurious barracks were awaiting them.

Way back in 1819 the Savannah set out on her maiden voyage—the first steamship to cross the ocean. The venture proved to be a financial failure, however, and sailing ships were not to be supplanted by steam until 15 years later.

In 1834 two British steamers, the Sirius and the Great Western, started service to New York, where their fast trips placed them ahead of all their rivals of the day, and put the British ahead of the United States as far as Atlantic naval power was concerned.

Alarmed over their loss of leadership, United States shipping lines built the Atlantic, the Pacific, the Arctic and the Baltic, luxury liners which cost a staggering \$3 million apiece to build. The United States once more had the queen of the seas when the Baltic crossed the ocean in an unprecedented nine days, 13 hours.

One of the unsung heroes of the American Revolution was John Glover, a Massachusetts-born patriot, who is at least partially credited with helping to bring about the creation of the US Navy. Not only was he instrumental in helping to outfit the four ships which became the nucleus of General Washington's naval strength, but he helped the Continental Army to escape from New Jersey after a crushing defeat.

He had organized an amphibious force called the 14th Regiment, Continental Line, in Marblehead, composed mainly of fishermen in the area, and this force carried Washington's men across the Delaware and to their celebrated sur-

prise victory at Trenton—a deed which raised Glover to the rank of general.

Many of the tall tales spun by seafaring men involve the fierce and terrifying storms which they have survived in the world's waters. Although the height of the waves which break over the vessel's deck reach stupendous proportions in these stories, actual records prove less ferocious. At the Hydrographic Office of the United States Navy Department, records reveal no wave higher than an estimated 80 feet. This giant wave was encountered by the British ship Majestic back on December 22, 1922 in the North Atlantic waters. In general, it is difficult to estimate the height of waves during violent storms, but most of the whoppers measured by the Navy reached 50 feet in height.

According to a German zoologist who counted them, the West Shield shrimp has 1,802,604 leg joints. . . . Although marine creature are unusually sensitive to changes in temperature, a snail has been known to survive in temperatures of 140 degrees below zero Fahrenheit. . . . The swift sailfish can swim 70 miles an hour. . . . The common goldfish can grow to reach a length of 16 inches. . . . A snail's pace has been generally estimated at one mile in 14 days.

One of the sea's most impressive giants is the blue whale, a mammal which at birth is larger than an adult elephant. . . . Another unusual water mammal is the sea otter. In order to eat a mollusk, this eccentric creature floats on its back in the water and then, laying a rock on its stomach, it smashes the mollusk shell against the rock. . . . The frog fish, which is found in and around the waters of the Asiatic islands occasionally leaves the water, and hops around on the shore very much like a frog. . . . The stickleback is another fish which imitates a different species—it builds a nest for its young, like a bird.

THE INQUIRING SEAFARER

Question: Did you do any Christmas shopping overseas?

Tommy Scoper, engine dept.: I've bought some presents in the Mediterranean and Persian Gulf this year. I bought a Turkish water pipe in Bombay, India, where I did most of my shopping. Also some silver-braided purses and hammered silver items, which are typical of the country.

James Parker, ch. pumpman: I haven't been overseas for a year, but I've had my fill of Christmas shopping. I spent a frustrating hour getting lost in Macy's in New York recently, and I had to inquire my way to the street. I was looking for a pocketbook for my mother, but couldn't find one.

Oscar Raynor, cook: Haven't done any Christmas shopping yet this year, but I hope to get to Japan to do it. While over there in other years I got dishes and statuettes for the folks back home. In Colombo, India, I bought some ebony wood elephants and they went over big with the family.

Daniel Gemeiner, MM: In the past few years I've got perfume in France, glassware in England and woodcarvings in Germany, getting the best each country had to offer. My wife asked me to get a woodcarving in Germany, and so I bought one of a clock for our home. There are quite a few nice items you can't get here.

Jose Lopez, oiler: I haven't done any Christmas shopping overseas, ever, but I hope to get some done this year. I have always been in the United States around the end of the year so I never had the opportunity, although I shop regularly in San Juan, P. R., near my home.

Thomas Ramirez, MM: I've bought fishing gear and dishes in Yokosuka and Yokohama, Japan, where you can get some fine pieces of workmanship. I've bought dresses in the Philippines and rugs in India and Egypt. Also, I got my little girl a kimono in Japan last time I was there.

MEET THE SEAFARER



JOHN CHELTON, Oiler

For a man who's had a taste of the sea, the life of a barber can be a pretty dull way to make a living, and that's the main reason that John Chelton is now sailing SIU. John, who is 27 years old, says he hasn't been sailing SIU ships very long—actually for less than a year—but after sailing some unorganized ships on the Lakes, and spending four years in the Navy, he says, "there's just no comparison. The SIU is great."

Saw Lots of Action

John started sailing some 10 years ago, when he went into the Navy. He ended up as a water-tender aboard the light cruiser USS Miami, where he spent three years, seeing quite a bit of action in the Pacific—"I got two bars and nine stars," he says.

The nine stars are for the nine major engagements that the Miami took part in during the campaign, including all the invasions from the Marshall Islands, right up to the end of the war, including Guam, Saipan, Okinawa and others. The Miami also was part of Task Force 38, which made the first carrier air strike on Tokyo, following Doolittle's raid. It was the Miami which sank the last Japanese heavy cruiser to the bottom after a surface engagement.

"We were real lucky," John says, "because we only got hit once, and that was by a Jap torpedo that never did go off. It was a dud." After John got out of the Navy, he decided that he'd settle down, and so he went to a barber school. "I thought I'd learn to be a barber, and then settle down, but I found out that I didn't like it. I wanted to keep moving, and travelling."

Sailed on Lakes

So, after barber school, John ended up sailing on the Great Lakes. He spent three years on the Lakes, most of it sailing for the Cleveland Cliff Iron Company, a non-union outfit.

Even at best, John said, sailing on the Lakes is a rough way to make a living because it's a seasonal business and once the Lake area freezes over there isn't much a seaman can do but shift for himself in the winter-time and try to pick up some other odd job.

But sailing non-union on the Lakes, he said, meant all that sailing with one company means anywhere. You didn't have much in the way of job security with that kind of set-up, besides which the earnings and conditions couldn't compare with those he receives with the SIU. There just wasn't any kind of protection for the men against having to do all kinds of overtime work without added pay. And, he added, you couldn't turn it down either.

So, after sailing on the Lakes for a while, John wanted to get back on deep-sea ships again, so he went to Galveston and was able to ship out on the Seatrain Texas. Since that time, he's sailed on the Logans Fort and the Antinous. Now he's ashore and waiting until he can get a foreign freight run that he likes.

"After sailing on SIU ships," he says, "I'd never go back to sailing with any other outfit. I figure that I'm going to be sailing for a long time yet, and I want to do all my sailing with the SIU."

On Own Time

"Back on the Lakes, the engineers used to have us chipping and painting and doing all sort of work like that. Every man in the engine-room had a particular station, or section of the engine-room that he was responsible for, and the man had to keep that section clean and chipped and painted. Most of that work was done on your own time, too."

"When I got my first SIU ship, I could hardly believe the way things worked. The conditions were terrific, and the payoffs were terrific, too."

"Now that I've sailed with the SIU for a while, and know what the deal is, I figure that I'll be ready to help out in the next organizing drive that the Union starts. After seeing how great things really are on an SIU ship, and the way everything works for the benefit of the members, I figure that I'll be glad to help organize some of the non-Union outfits. I'll really know what I'm talking about when I tell the unorganized seamen about how wonderful the SIU is."

TEN YEARS AGO

After a four-day land and sea battle, German forces captured the British naval base on the Island of Leros, and Berlin announced that the entire island was in Nazi hands. . . . Allied planes from North Africa bombed the Toulon Air Base in occupied France. . . . In Washington, Stabilization Director Fred Vinson announced a \$100 million subsidy or more on flour to prevent bread price increases. . . . The SIU fought a proposal for stiff medical exams that would bar many oldtimers from sailing. . . . Activity continued on New Guinea as Australian troops pressed a fresh offensive against the Japanese.

In Yugoslavia, German forces landed on the island of Veglia, and on the mainland, drove the partisans out of three small towns. . . . The SIU began an educational program to make good Union men out of the RMO trainees. . . . Earthquakes in Turkey destroyed 29 villages and were estimated to have killed more than 4,000 persons.

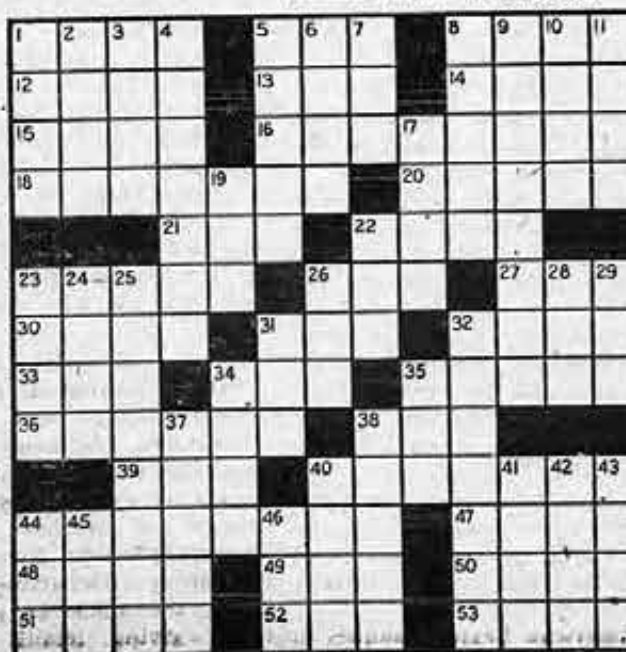
President Roosevelt, Prime Minister Churchill and Generalissimo Chiang Kai-shek met at Cairo to

discuss the war against Japan. . . . The Seafarer-crew of the Lawton B. Evans was cited as a "credit to the merchant marine" for their efficiency and courage during an invasion and a trip through sub-infested waters. . . . An "hour-long parade" of 775 British bombers raided Berlin.

President Roosevelt arrived in Malta, for a conference after attending another conference in Cairo with Prime Minister Churchill and Turkish President Ismet Inonu to "reaffirm" the "identity of interests and traditional relations of friendships" with Turkey. . . . Eduard Benes, president of the Czechoslovakia government-in-exile, signed a 20-year treaty of friendship and mutual assistance with Russia. . . . THE SEAFARERS LOG ran a comparison of contracts covering stewards department personnel. The comparison included, SIU, NMU and NUMCS contracts and showed that Seafarers were far ahead of other stewards department men in wages, working conditions, overtime and all other considerations. . . . The US Fifth Army announced the capture of Mt. Camino in Italy.

The Seafarers Puzzle

- | | | | |
|----------------------------|------------------|---------------------|-----------------|
| ACROSS | DOWN | 19. Bay, SE | 34. Imitate |
| 1. Place for a mariner | 1. Hastened | 22. Make fun of | 35. The German |
| 8. New York | 2. At this point | 23. Haul up sail | 37. Called |
| Barbados | 3. Where | with lines | 38. Portions of |
| 8. Firm | Abadan is | 24. Sharpen | medicine |
| 12. S. American | Throb like | 25. Unravel | 40. Mail, as a |
| country | the heart | 26. Wicked | letter |
| 13. Period of time | 5. Thrashes | 28. Ibsen character | 41. Aspect |
| 14. To sheltered | 6. Blak's team | 29. Man's nick- | 43. Liquors |
| side | 7. Girl's name | name | 44. Fasten |
| 15. Of an 'age | 8. West Indian | 31. Spanish noble- | 45. Commune in |
| 16. Bar in Am- | island near | man | Holland |
| sterdam | Frisco | 32. Ore ship | 46. Moran ship |
| 18. Stupidity | 10. Not fake | | |
| 20. Naples, Genoa, etc. | 11. Refute | | |
| 21. Beast of burden | 17. Orange skin | | |
| 22. Unite firmly | | | |
| 23. Slide | | | |
| 26. Offer a price | | | |
| 27. Made a voyage | | | |
| 30. Star State | | | |
| 31. Pop | | | |
| 32. First, second or third | | | |
| 33. Word ending | | | |
| 34. Grand Banks catch | | | |
| 35. Stupified | | | |
| 36. Gun | | | |
| 38. Man's nick-name | | | |
| 39. Lajole, of baseball | | | |
| 40. Calmar ship | | | |
| 44. Boulogne oasis | | | |
| 47. Like some harbor water | | | |
| 48. On the beach | | | |
| 49. Put to work | | | |
| 50. Network | | | |
| 51. Require | | | |
| 52. Greats: Abbr. | | | |
| 53. Slaughter of the Cards | | | |



(Puzzle Answer on Page 25)

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Bridges Back Again

We've pointed out before that Communist strength in West Coast maritime is still a force to be reckoned with. Despite all the attacks on Harry Bridges and his allies in past years, it has been the SIU of North America and its affiliates: the SUP, the SIU and now the Marine Firemen's Union and the Marine Cooks and Stewards-AFL; who have carried the major burden of the fight against Communist influence in maritime.

It's no surprise that Bridges and his underlings in the West Coast longshore union and in the National Union of Marine Cooks and Stewards, should attempt to weaken and undermine AFL West Coast unions. His latest raid on the Aleutian, a ship which is under contract to AFL unions in all three departments, is of a piece with many past actions.

When Bridges massed his manpower on the pier in front of the Aleutian, his purpose was obviously to intimidate AFL crewmembers aboard the ship. But while he could have a few individuals roughed up, the mass march of AFL seamen to the pier gave him an unwelcome answer. It's important to note too, the way the Marine Firemen's Union, recently affiliated with the SIU, participated wholeheartedly in this beef alongside the other unions.

Whatever the outcome of this particular incident, the fight of AFL maritime unions against Communist influence in West Coast maritime will continue until that influence is eradicated.



Rude Awakening...

The operators of the strike bound SS Florida had a rude awakening this past week. The company had ideas of signing a quick new contract with the SIU, and then using this new contract to force deck and engine officers back to work. They even advertised in a Miami newspaper for licensed officers to replace the striking men.

The Union rejected the company proposal. The operators were told that they would sign a new contract only after regular negotiations, the same as all other SIU-contracted companies—and then only after the membership had approved the new contract in the regular fashion.

At present the Florida is still tied up and crewmembers have refused to cross the picketlines. The incident does prove that the operators always have hopes of breaking strikes and maritime unions.



Quick To Blame

Coast Guard charges filed against an OS on the Sea Wind shows how some officers are quick to blame a crewman for anything that goes wrong. In this case, the OS, who had been going to sea for only a short time, was charged with leaving his post as lookout after which six men were killed in a ship collision.

However the man was cleared at a Coast Guard hearing when testimony showed he had been ordered by the mate to help rig a pilot's ladder. The mate used the lookout so he wouldn't have to call up another man and pay OT for the job.

When the Coast Guard raised a beef about not having a lookout on duty, the blame was quickly put on the OS. It was only after hearings that the Coast Guard decided the man was simply following the mate's orders.

In this instance the OS was fortunate enough to have assistance from his Union in preparing his case. Otherwise he could have lost his right to sail because of an incident for which he had no responsibility.



The Mariner Ships

This issue of the LOG contains a survey of shipping men's opinion as to the value of the Mariner-type ships. At present, some are dubious about the ship, citing size, operating costs and purchase price as drawbacks.

Should the Government be unable to dispose of these vessels for commercial use, it would be a grave blow to the industry's efforts to obtain construction aid for new vessels. With the Mariners available, Congress would not be likely to authorize any other kind of program.

It's to be hoped then, that some arrangement can be worked out between the Maritime Administration and the private operators where necessary adaptations can be made to assure the usefulness of the ships.

LETTER of the WEEK

Seafarers Are In Own Drydock

To the Editor:

Greetings from Ward 6 of the Army Hospital in Yokohama—that's the broken bones department. I'm here with a broken leg that I got when I tried to assist one of the worthy brothers getting on board the MV Sword Knot at Inchon, Korea.

Directly across from me is Brother Bill Scarlett. He got messed up here in Yokohama and like myself he's due for an extended stay. Down at the other end of the ward is Brother George Black, who got busted up on the Marvin.

He's been here a couple of months but expects to go back to the States in a few weeks.

The hospital is fine and the chow, though not up to shipboard standards, is adequate. The social services here are worthy of special mention. The Red Cross is really on the job for a change and really puts out with the coffee, cake and reading material. One outfit, the Gray Ladies, a volunteer set-up, really is on the job. They're mostly Army wives, daughters and relatives of the civilian personnel in Japan. They receive no compensation and are here in the hospital every day and evening distributing toilet articles, cigarettes, and organizing recreational activities. They also conduct a shopping service for patients who are unable to leave the ward. They're really swell people.

SUP Agent Is Tops

Dick Kim, agent for the SUP in Yokohama, came over to see me as soon as he was notified that I was in the hospital. He's really on the ball. We had a long talk and he assured me that anything we guys here wanted he would get us. I feel very happy to know that there is a representative close at hand to protect our interests. Any time these company agents try to give us a fast shuffle, we've got Brother Kim here to straighten them out. There have been countless beefs here on SIU ships that he has taken care of. He's the busiest guy in town but never too busy to talk with and confide to. Any time there's a beef he can be contacted at 35 Honcho, Chome, Nakaku, Yokohama. That's behind and above the Port Hole Bar, meeting and greeting place for all American seamen.

So long for now. Bill Scarlett wonders if the Welfare Director, Walter Siekmann gets out this way. This would be a pleasant surprise, and that's for sure. Regards all around. We don't wish you were here, but if your ship is, come see us.

One more thing before I close. If you're out around this way, drop in, but if you can't, drop us a line. Try to get around to all the boys, too, because they all need a little cheering up.

Max Lipkin



Lipkin

'So THAT'S Unity!'



LABOR ROUND-UP

Philadelphia downtown traffic is moving more normally now with workers at 63 garages and parking lots returning to work with a new two year contract. Approximately 200 members of the Transport Workers Union, Local 700 (CIO) were out for a week on the picket lines.

The new agreement provides an immediate ten-cent hourly increase with another two cents an hour six months from now.

A half-vote decided a National Labor Relations Board election in favor of the AFL Sheet Metal Workers Union at the Wright Manufacturing Company of Phoenix, Arizona. The original vote was 68 for the AFL union, 62 for the CIO and six no union votes. Sixteen other votes had been challenged by the CIO.

The Labor Board upheld 15 of the challenges and counted the 16th ballot. It was an AFL vote giving the Sheet Metal Workers 69 votes out of 137, or half a vote more than the total cast. The decisive vote was cast by a worker no longer employed at the plant.

Independent telephone workers in New York have voted 1,988 to 1,718 to affiliate with the CIO Communications Workers union. It was the first foothold that the telephone union has won among 60,000 employees of the Bell Telephone system in the city. The independent union involved held bargaining rights for 4,800 of the 60,000 employees.

Milk truck drivers in New York State, who handle the big milk tank rigs that deliver daily to pasteurizing plants have agreed to arbitrate a contract dispute with the employers. Arbitration was requested by AFL Teamsters president Dave Beck who pointed out that New York City had just recently undergone a strike of local deliverymen and plant employees which cut off all fluid milk supply. Leaders of 12 locals with a total membership of 1,000 drivers agreed to the request.

The contract has been under dispute for four months with the unions asking hourly increases of 55 cents and other improvements.

An American Legion banquet in Boston was delayed for two hours

when it was picketed by Hotel and Restaurant Union members. The union was protesting the hiring of a non-union catering firm for the occasion. Several guests including the state commander and political leaders as well as 200 Legion members refused to cross the line. The picketing was called off when the union was assured that union caterers would be hired in the future.

The CIO Brewery Workers Union have celebrated December 5 as the 20th anniversary of the repeal of the 18th amendment or prohibition amendment as it was popularly known. The Brewery Workers point out that legal liquor in the past 20 years has made more than a million jobs available and brought in \$43 billions in tax revenue.

AFL and CIO unity committees will meet in Washington on December 16 to undertake further discussions on the subject of organic unity in the labor movement. It will be the first meeting of the committees since the agreement of last June on a no-raiding pact which is to go into effect on January 1 for all unions signing the pact.

Striking photoengravers have returned to work at six New York City newspapers after an 11-day walkout. The engravers won a \$3.75 weekly settlement plus a fact-finding board investigation to see if any further gains should be forthcoming.

The strike tied up all six newspapers when members of other newspaper unions refused to cross the picket lines. A seventh paper, the New York Herald Tribune, does not employ its own photoengravers, but it suspended publication also in the course of the strike.

Private Sanitation Drivers, who collect garbage and waste from restaurants, factories and businesses have gone on strike in New York City over a wage issue. The drivers are members of the AFL Teamsters Union. New York City's Sanitation Department started filling the slack in waste collections, giving health reasons as cause for its intervention.

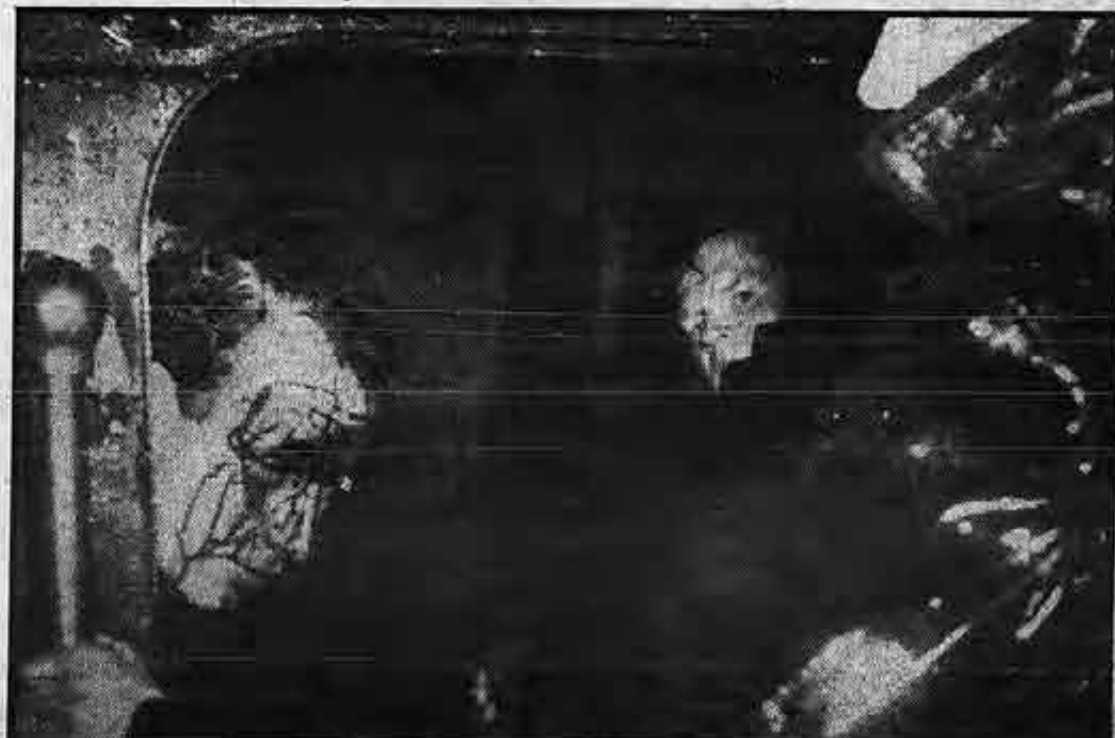
AFL West Coast Seamen's Unions



Billy and club-wielding cops and detectives meet a parade of SUP, MFOW and MCS-AFL members (center) as well as members of other SIU affiliates to stop the men from reaching NUMCS and ILWU squads (group standing at pier entrance, upper left). NUMCS and Bridges men had previously beaten Aleutian (ship at pier) crewmembers going to and from the ship.



Three detectives (note billy sticking out of pocket, center) hold a demonstrator as a cop snaps handcuffs on him. Demonstrators halted, on pleas of leaders rather than attempt a breakthrough. Bryson and Bridges, however, backed down and stopped molesting Aleutian men.



An AFL man, with blood streaming down his face after being clubbed by police, and another demonstrator sit in police paddy wagon guarded by San Francisco cop. Club-wielding cops injured a number of the demonstrators while protecting the Bridges-Bryson squads.

Meet Bridges' Challenge Head On

Last week, squads from Hugh Bryson's Communist-dominated NUMCS and Harry Bridges' Communist-dominated ILWU tried to stop AFL seamen in San Francisco from boarding or leaving their own ship. The combined strength of all SIU affiliates forced Bridges and Bryson to back down and allow crewmembers free access to the vessel.

The passenger ship Aleutian was the center of the beef. Sold by one company to another, she was contracted to the MCS-AFL, and other AFL unions. Arriving in Frisco, the ship was met by squads from Bryson's and Bridges' outfits. As crewmembers left the ship, the waiting squads roughed them up.

SIU affiliates members, angered at the attacks on Aleutian crewmen, marched on the pier in protest. SUP, SIU-A&G District, MCS-AFL, MFOW and other SIU affiliates all participated. MFOW members took wholehearted part in their first beef since the MFOW affiliated with the SIU.

The demonstrators were met down the street from the pier by Frisco police—with billies and clubs ready for use. The cops formed a line to protect the Bryson-Bridges squads from the demonstrators. The same cops who took no action against Bryson-Bridges squads, waded into the demonstrators with clubs and billies swinging. Demonstration leaders halted the men.

Subsequently Bridges and Bryson, in the face of the determined demonstrators, agreed that all Aleutian crewmen would have free access to the ship at all times.



Police and demonstrators mill around as action gets hot and heavy. SUP, MFOW and MCS-AFL demonstrators were joined by Seafarers and other SIU of NA affiliates in winning guarantee that crewmembers of the Aleutian would not be interfered with.



John Hanson, MCS-AFL attorney, is helped into police car for trip to hospital. Hanson was injured by a Bridges-Bryson squad member as he was leaving the Aleutian. His injury and the roughing up of other crewmembers was what touched off the mass demonstration later on.



A teeth-gritting cop holding his billy in his hand, and four of his buddies lift an MCS-AFL member completely off the ground in their hurry to get him into the paddy wagon. SUP spokesmen charged police showed partiality toward the Bridges squads.

MARITIME

Japanese shipping interests have cancelled plans for construction of two 15,000-ton passenger liners for US on the San Francisco to Yokohama run. The liners, as planned, would have had a passenger capacity of 1,000 and a speed of 21 knots. Each of the ships would have cost under \$14 millions but funds were not available for their construction. . . . The Matson Company and Isthmian are opening a joint Hawaiian department in New York City to handle their brisk Hawaiian trade. The office will be ready around January 1.

A new British shipyard, the first one in 26 years, has been opened at Newport, South Wales, with appropriate ceremonies. The yard will permit large ships to be built in drydock, with one drydock already in operation handling jobs up to 8,000 tons. Another drydock, to be constructed subsequently, will take ships up to 45,000 tons. The British lock on the new yard as a way of meeting European competition which has taken a number of construction orders away from the islands. . . . Chinese seamen on the British freighter Greystoke Castle have been taken in custody by immigration authorities in San Francisco after they bolted the vessel. The 37 men involved were angry over denial of shore leave when the ship reached port.

The Sun Oil Company tanker Louisiana had to be taken in tow about 200 miles northwest of Puerto Rico after she lost her propeller. A salvage tug brought her into port for repairs. . . . The 3,400 ton Dominican freighter Nuevo Dominico capsized and sank at a Cuban anchorage after having been towed into port. The freighter had previously run aground and done a considerable amount of damage to her bottom.

Forty washing machines destined for Czech housewives have been stowed aboard the freighter American Shipper for delivery to Czechoslovakia. The machines were donated by a Wisconsin manufacturer who heard a radio broadcast that their husbands were arrested for making machines for them. The men were accused of economic sabotage because they had taken materials from the town workshop for that purpose. In the likely event that the machines cannot be delivered they will be turned over to Czech refugees in Germany. . . . The Cunard liner Parthia carried some unusual cargo on her last trip back when six horses and their grooms went along. The horses had been shown by Irish equestrians at Madison Square Garden in New York during the National Horse show.

Great Lakes ore carriers, who have taken good advantage of mild spring and fall weather, have passed the 95 million ton mark in iron ore shipments to steel mills in Michigan, Indiana, Ohio and New York state. The previous high record of 92 million tons was set in 1942. A longer ice-free season, plus construction of additional ore carriers, made the new record possible.

The American Merchant Marine Institute recently announced the appointment of two representatives, Herbert A. O'Connor, former senator from Maryland, and Francis T. Greene, former general counsel of the Federal Maritime Board, who will speak for a majority of the American Merchant Marine in Washington following the dissolution of the National Federation of American Shipping. . . . On October 1 the Military Sea Transportation Service observed its fourth year of transporting American military passengers and cargoes around the world. It has lifted more than 93 million tons of cargo, nearly 8 million passengers and more than 53 million long tons of petroleum products in the four years of its existence.

A penetrating study of the domestic shipping business is being made for the Department of Commerce by Dr. Marvin Fair, professor of Economics and Transportation at Tulane University, in an attempt to find out "what sunk the coastwise trade". . . . Export controls of the Office of International Trade were extended to include vessels of US registry intending for scrapping abroad because of the continued shortage of iron and steel scrap required for domestic steel production. The new regulation applies to American-flag vessels in foreign waters which are to be scrapped as well as to such vessels located in the US.

The Ministry of Marine of the West German government at Bonn, Germany, announced that the government intends to participate in transatlantic passenger trade, in direct competition with present governments and firms operating along those lines. Negotiations are going on for the Gripsholm and L'Italia, intending to lure them away from their present owners as a base for beginning the across-the-ocean passenger service. . . . Grain is flowing down the Mississippi River for export out of the Port of New Orleans at the rate of 60-70 barges a month. Each barge carries a cargo of from 40,000 to 100,000 bushels, with deliveries to New Orleans passing the thirteen million bushel mark early this year.

SEAFARERS in ACTION

Comes the holiday season and SIU galley crews on the ships go all out producing Thanksgiving Day and Christmas dinners. The shrimp, turkey, baked ham, roast beef, steak, stuffings, fancy pies and desserts, and other fixings for a special holiday meal are usually very much in evidence. Many a ship sends in menus as proof that it had the best holiday dinner anywhere in the SIU.

Among crews that were enthusiastic about the performance of their steward department were the men on the Northwestern Victory (Victory Carriers) and the Elizabeth (Bull). The crew noted that chief steward Christopher Dacey of the Northwestern Victory "did a wonderful job in making the holidays the most pleasant possible."

Joined In NY

Dacey has been an SIU member for about 2½ years now, joining the Union in New York on March 24, 1951. He's a Massachusetts native, having been born there December 21, 1903, just four days shy of Christmas. Belmont, Massachusetts, is his home town.



Dacey

On the Elizabeth, chief steward Ernest Bryant and the ship's cooks were cited by their shipmates for doing a fine job on the Thanksgiving holiday. Bryant has been an SIU member for over ten years, joining the Union in Savannah on May 10, 1943. He and his wife make their home in that Georgia port city. He's 34 years old.

Robert L. Ferguson, ship's delegate of the Ragnar Naess must have done quite a job in that post, judging from the crew report. He was commended "for his extreme sincerity and diligence while serving as ship's delegate." The crew added that he kept beefs down to a bare minimum, with the result that it was a smooth trip all around and there were no headaches to speak of at the payoff.



Ferguson

Ferguson, who sails in the engine department, has been with the SIU a little under three years, joining in New Orleans on January 29, 1951. He's 34 and a native of Clarendon, Arkansas.

On the Job

Good Galley: Cooperation, Imagination

In between storing the ship with a wide variety of good quality food stores and providing tasty meals for the crew stand those all-important people, the members of the stewards department. If the stores are poor and insufficient in quantity and variety, a good galley crew can do more to improve on them than you might think possible. And, the other way around, the way good food can be put to shame by bad cookery is simply astonishing. Witness what they do with first quality beef and other food at some military posts.

Even where a ship has a good cook or a good baker aboard, their efforts will be very largely nullified if the whole galley force doesn't operate as a harmonious unit. After all, when it comes to dishing out credit, or blame, the crew doesn't take time out to consider which man made the biscuits, boiled the potatoes, fried the eggs, peeled the onions or made the coffee. If there is any thought on the subject it would be whether the full meal left a pleasant or unpleasant impression. Consequently the failure of any one member of the galley crew to do his job properly can void the efforts of all the others.

That goes to the serving of the meals, too, where a poor messman can foul up a good meal. Obviously, a good meal on a ship has to be a cooperative effort.

Petty Bickering A Hindrance

That's why petty bickering among the galley force, such as who will bring up the flour, clean the sauce pans and bakers' sheets, and similar minor items, will create an atmosphere in which it is difficult to turn out consistently good meals. That in turn will spoil the reputation of any good galley force, because the crew is going to place the blame on all, no matter who might be individually responsible for the trouble on board.

One way to get a good start on the problem is to provide an orderly and well-equipped galley for the men to do their work in. If the galley is not properly arranged, if the men are constantly short on the basic tools of the trade, it's going to make everything twice as hard to do, and irritations will pop up constantly. Unfortunately, this is something which isn't always under the steward's control, once the ship leaves port. The same is true of getting sufficient stores on board for the voyage. These are things that have to be taken care of before the ship sails.

Avoid Monotony In Food

Assuming the galley is a good place to work in and all hands are pulling together in an orderly and efficient fashion, one more ingredient is important to turning out good meals—imagination. When the steward and his assistants get together to talk over preparation of the day's menu, there's nothing so dreary as a cook who has no ideas beyond suggesting baked custard or rice pudding for dessert. Granted that the custard or pudding is tasty, the crew that has seen the same thing several times in the course of a trip are liable to rebel at the monotony.

It doesn't take much to provide something new and something different, because there are literally hundreds, maybe thousands, of different dishes that can be concocted even out of the limited variety of stores that are put aboard a ship. Most of the mealtime variety can come in the dessert and baked goods category. It's here that imagination can shine. By providing a little different twist to the desserts, the crew will have something new to look forward to every day of the trip. Main courses too, can be varied considerably from one day to the next. A standard dish like pot roast can be made in a dozen different ways by the same cook if he puts his mind to it.

All it means in most instances is using a little different kind of sauce, or preparing it with different vegetables and condiments. There's enough variety in these to give new flavor to every standard meat dish the second and third time around.

Everybody Has Pet Food Peeves

Even after all this is done, the stewards department has to resign itself to the fact that there will always be some objections to certain foods. A few books could be written about the likes and dislikes of people when it comes to eating. Besides which the world is full of people who have very strong ideas of their own about what constitutes a good daily diet, each one different from the other. The old saw about one man's meat being another man's poison holds true with a vengeance.

It would be expecting the impossible to hope for complete satisfaction for every crewmember at every meal. The best any galley crew can do is take aim at the target and come as close as they can. And if most of the crew decides they just don't like something, the stewards department just has to bow to their choice—even if they know that the dish in question is really a good one. Just cross it off the menu and forget about it until the next trip, when maybe you will hit a crew that will gobble up the same dish and ask for more.

Burly

Unreal Nightmare

By Bernard Seaman



How Useful Are Mariners?

(Continued from page 5)

suitable in today's highly competitive ocean trade.

One proposed adaptation of the Mariners that seems to be usable is a conversion to combined cargo-passenger operations. The ships are big enough and fast enough to run with the best of the passenger vessels. They have enough room to allow for carriage of several hundred passengers, plus a considerable amount of cargo.

For a while Moore-McCormack lines, which operates to South America out of New York, was considering just that. However, they have abandoned plans to convert Mariners and now plan to construct two new passenger-cargo ships that can be built to their exact specifications.

Up until now, the only company to buy the Mariners has been Pacific Far East Lines. They have ordered three of the ships which are to be constructed with cargo spaces revised for their purpose, including more reefer space and deep tank space. On the long run from the West Coast to the Far East the Mariners speed will save many days of travel. For example, they estimate the Mariners' will cut transit time from San Francisco to Manila about four days, or eight days on a round trip.

The increasing concern in Congress and other Government circles about the Mariners was reflected in Congressional hearings held in August on a proposal to convert two of them to Navy refrigerator ships. The hearing, conducted by the Public Accounts

Subcommittee of the House, heard Navy witnesses say that it would be too expensive and impractical to convert the Mariners for Navy purposes. A Navy witness, Vice Admiral Roscoe F. Good, also pointed out that the Mariners would be a bigger target than proposed Navy refrigerator ships and would be a poorer gun platform. Further, the Mariner ships would cost more to convert than it would cost to construct new reefers.

Question Rothschild

Subsequently the Congressmen questioned Maritime Administrator Louis Rothschild, other officials and shipping representatives on the prospects of selling the Mariners. The shipping men testified that the Government's asking price of \$4½ million was far too high for a commercial investment.

The Committee concluded that "the only reasonable method of handling this problem is to find some way to put these ships into active service in the hands of American shipowners . . ." But, it went on to say, "We would be very unhappy to find ourselves confronted with a request by the Maritime Administration that a new law be passed allowing the sale of these ships at a new low figure."

Meanwhile the ships are continuing to operate in haphazard fashion under MSTTS charter. And it looks more and more as if the unhappy Congressmen will be confronted with a request to sell the ships for considerably less than \$4½ million before the operators will nibble. It's either that, or the boneyard.

All Atlantic Tankers Vote, Count To Begin

(Continued from page 3)

ess Union. Both the AMOA and the AMEU have the same business manager, attorney Emanuel Friedman, who also serves as general

counsel for the two company outfits. That kind of a tie-in obviously disqualified the captain and chief from the role of impartial observer in the voting.

Subsequently, the company decided that the ship could come back to the States after all, so the voting was scheduled for Port Arthur on December 10.

SIU organizers seeking to build up the pro-SIU majority in the fleet have been plugging to the very last minute. All ships voting, including those out foreign have been met with launch or plane so that the men aboard were sure to get the latest copies of the "Atlantic Fleet News." Otherwise they might have no way of knowing what has been happening in the last couple of months.

Atlantic seamen ashore who have not yet voted have also been contacted by the organizers right through to the end of the voting period.

As soon as the election results are announced, SIU negotiators are prepared to present demands for a Union contract for the men on the Atlantic ships. The company has already indicated that it will bargain with whoever is certified by the National Labor Relations Board as the official bargaining representative of Atlantic tankermen.

AFL Unions Halt Bridges 'Frisco Raid'

(Continued from page 3)

Bridges squads at any point in the proceedings.

The dispute arose when the Hawaiian-Pacific Line took over Aleutian from Alaska Steamship Company and signed with MCS-AFL for the stewards department. The ship was scheduled for service between San Francisco and Honolulu. Hawaiian-Pacific was not bound by the Pacific Maritime Association and consequently was free to sign with MCS-AFL.

Skeleton Crew

When the ship took on a skeleton crew in Seattle, Bridges and the NUMC&S halfheartedly attempted to intervene, but a mass escort of SUP men for the crew quickly settled the issue. However when the ship arrived in San Francisco it was greeted at the pier by the Bridges squads.

The first incidents took place shortly afterward when the squads pummelled one fireman and the chief cook, as well as Hanson and two other MCS-AFL representatives. It was then that the mass march to the pier followed.

Upon learning of the situation, SIU A&G Secretary-Treasurer Paul Hall dispatched wires to SUP representatives in all West Coast ports and Honolulu assuring them of the fullest possible support from the A&G District.

"The entire membership," the wire read, "of the Seafarers International Union, Atlantic and Gulf District, and its officers are on record to support the SUP 100 percent, physically, financially and morally in your beef with sink Harry Bridges and his Communist henchmen." SIU West Coast representatives were instructed to cooperate fully in the matter.

Meanwhile, the ship's first sailing has been cancelled as Bridges ordered longshoremen not to load the cargo. Another sailing has been set for December 20.

Living Cost Hits New Record High

The cost of living has climbed to new highs for the eighth straight month according to official reports submitted by the Bureau of Labor Statistics. Figures for mid-October, the latest available show that consumer prices are 15.4 percent higher than 1947-1949 price levels. Every item except food prices was included in the increase with rents taking the biggest jump.

However, the rate of increase in living costs has been slow from month to month. The total increase since September was two-tenths of one percent.

Food prices have shown a slight decline but not enough to make up for other rises.



A longshoreman takes the mike to speak his piece at the Brooklyn membership meeting of the AFL-ILA. With the AFL-ILA rank-and-file longshoremen have their first chance to get up at a meeting and say what they want.

Bi-State Agency Takes Control Of NY Dockers

(Continued from page 2)

nine pages in English and three pages in Italian. In addition to New York, the new union made big strides forward in the Great Lakes area—where all 99 locals of the Great Lakes District have now swung to the new union, making the Lakes 100 percent AFL-ILA—and in the Philadelphia area.

As these events took place, the 80-day Taft-Hartley injunction approached its end—it ends at midnight, December 24—and the men got ready to vote down the shippers "last offer" of 6½ cents per hour. The vote is required under the law. The AFL-ILA announced that it will not settle for anything less than the contract demands it has already made, with membership approval. These AFL-ILA demands include a 20-cent hourly pay increase, full gangs, \$100 per

month pensions and increased welfare benefits, safety regulations, improved hiring practices and better working conditions.

The New York-New Jersey waterfront laws and the Bi-State Waterfront Commission began operation on December 1. At that time, state "employment information centers" went into operation under the commission. These centers, according to the men, move the shape-up indoors. All longshoremen are required to have a state registration card before they are permitted to work on the docks.

The AFL-ILA has stated that the only way to fight the new laws—which are a result of the corruption in the mob-controlled ILA—is to build a decent, membership-run union that will eliminate any need for the laws.

In Philadelphia, the AFL-ILA has announced that it, and the Brotherhood of Marine Engineers, AFL, have made progress with tugboatmen as well as longshoremen. The tugboatmen are part of the bankrupt ILA's United Marine Division 333-A, which is the domain of Bill Bradley, the new president of the ILA. The AFL-ILA announced that it has already filed for a National Labor Relations Board representation election for the unlicensed marine employees of the Warner Sand and Gravel Co. in Philadelphia. The BME has been active in organizing the licensed engineers in the Warner Sand and Gravel Co. as well as the Curtis Bay Towing Co.

CG Exonerates Seafarer Of Neglect Charge

(Continued from page 6)

at this point, since he had been away from his post when the accident happened. He took his case up with the SIU's Welfare Services Department. After checking the facts of the case, he was referred to the Union's general counsel, Seymour W. Miller, who handled his defense.

AB Testified

A key witness in Thielin's behalf was a shipmate, Robert J. Edwards, who was AB on the same watch. Although the ship was going to the West Coast where Edwards lives, he got off voluntarily to testify for Thielin. It was Edwards who pointed out to the hearing officer that Thielin had left the lookout post on orders from the mate, and that this had been a common practice aboard the ship on other occasions when there was work to be done that would be overtime for men off watch.

The defense also pointed out that Thielin had been working as a seaman for just nine months and was in no position to judge or dispute the orders of the chief mate.

As a consequence, Thielin has been exonerated of any wrong doing with the Coast Guard hearing officer declaring that at worst he was guilty of poor judgment in leaving his post even though the mate had ordered him to do so.

Pick Up 'Shot' Card At Payoff

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

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

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

Shipboard And Shoreside Sidelights



Seafarers William Joe, left, and Robert Vander Sluis in a skylarking set-to for the cameraman, dispute squatters' rights over turkey bones.

Seaman's Club in Pusan, Korea, is pictured by Seafarer's camera on visit to town. Seamen, soldiers and civilians can be seen in front.



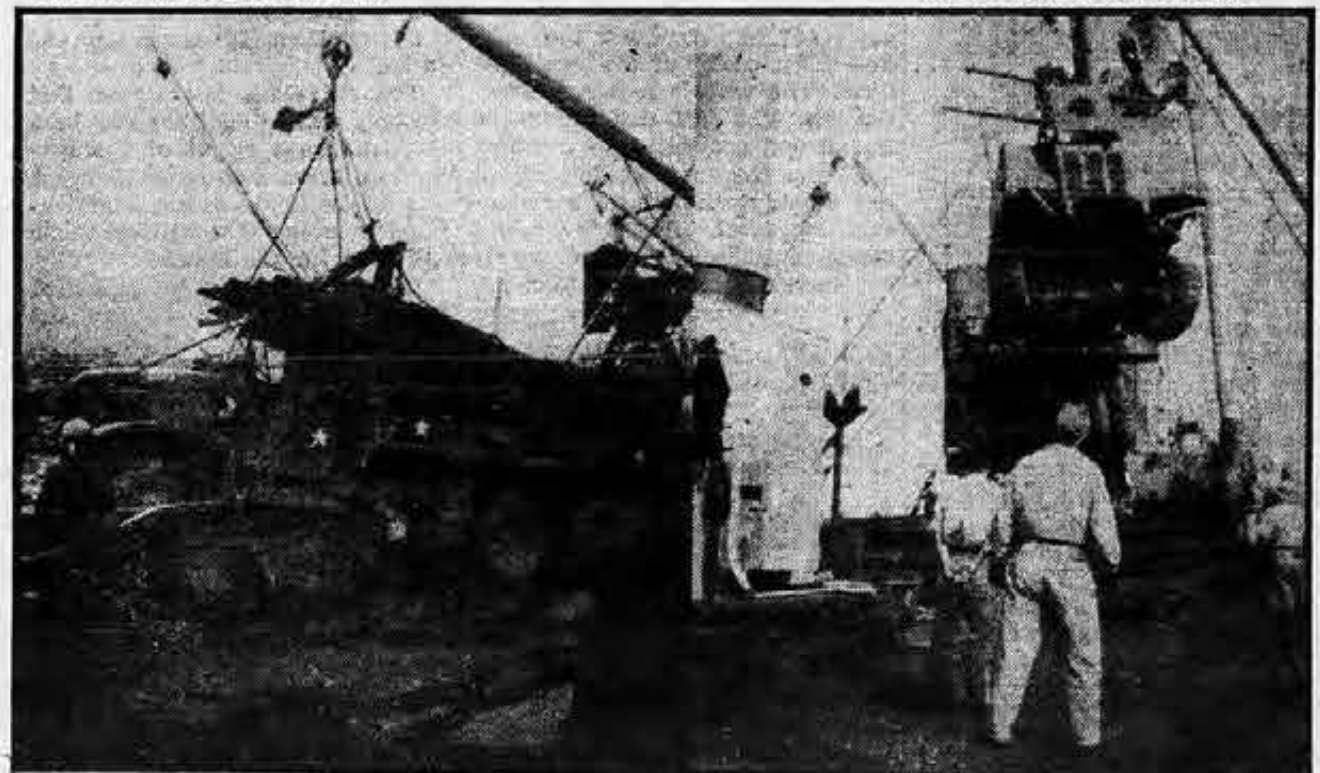
Bob Vander Sluis, wiper, is shown with ship's mascot. Crew hopes to get it in US.

There's plenty of action aboard ship for Seafarers these days, what with Army cargo, delectable chow, mascots and burst fire pumps, as witness these scenes aboard the Western Rancher. Shots are by Seafarer William Joe, catching the ship and its crew slightly off guard in some candid moments.

Three mishaps occurred while the crew was loading Army trucks aboard in Pusan, Korea. Here, too, are bits of by-play and a shot of a seaman's shoreside paradise, the Seaman's Club in Pusan.



Vander Sluis displays a parched back sustained when the fire pump valve burst.



This Army truck took part of the bulwark with it when the boom on No. 1 hatch broke, hurling the vehicle down to the open deck.

US Army truck near completion of lift before the sling broke and it put a hole in the deep tank. Crewmembers look on.

Did You Know . . .

That the capacity of the ancient Colosseum in Rome is estimated to have been between 45,000 and 50,000. It is also estimated that there was, in addition, standing room for about 20,000 persons. It appears that the ancient Roman writers who described the arena as being able to seat upwards of 100,000 spectators were guilty of exaggeration. About a third of the original structure remains and the ruins are ample evidence that the amphitheatre was the most magnificent architectural achievement of the Romans. It was begun in 72 AD by Vespasian and completed about eight years later. Much of the labor was performed by Jews taken prisoner at the fall of Jerusalem.

~ ~ ~

That Sir Walter Raleigh was executed by James I on a technical charge of treason? Actually his crime was shedding Spanish blood and encroaching upon Spanish territory after pledging not to do so. Raleigh wished war with Spain, while the king favored a policy of peace. This led Raleigh to severely criticize the king, for which the latter never forgave him. Before his execution, he remained a prisoner in the Tower of London for thirteen years, spending this time in chemical experimentation and writing his "History of the World." His head was embalmed and kept in a leather bag by his widow.

~ ~ ~

That provisions of the SIU constitution dealing with trials and charges provide careful protection of the rights of an accused mem-

ber? Charges must be in writing, signed by the accuser and turned over to the port agent for presentation at meeting. The accused must either be present at charges or receive a copy of same by registered mail. All accusers are present and subject to cross-examination. Any decision of the trial committee is automatically subject to review by the next membership meeting.

~ ~ ~

That the term "hol polli," sometimes used by snobs to indicate those they consider their social and economic inferiors, is a Greek phrase? The term was originally used by some Roman writers and meant, roughly translated, "the common herd." The phrase was written in its present Latin, rather than Greek and was used in its most deprecatory sense. Modern usage of the expression is credited to John Dryden, the English poet and scholar, who used it in referring to the laboring class of London.

~ ~ ~

That Welfare Plan holdings in US Government Bonds now total almost \$2 million? These funds were invested in this matter by the Plan's board of trustees consisting of Union and employer representatives. This is further evidence of the excellent financial standing of the Plan. There have been two increases in weekly hospital benefits and three in death benefits since the Plan's inauguration in 1950. This bond investment provides additional income for operating expenses.

Calmar Food Beefs Pay Off, Men Praise Top-Notch Menus

There's nothing more praiseworthy than perseverance, in or out of the SIU, and Seafarers have found out that it has paid off with Calmar, too.

Where it has paid off more than in any other instance, according to reports from men aboard the Calmar, is in the food department. Calmar, the company, used to be notorious about the poor quality of its food until the SIU began cracking down. Now, aboard the Calmar and probably aboard other ships of the line as well, there is nary a beef whispered about the chow. The crew thinks it's great and culinary happiness reigns supreme aboard the vessel.



Stevens

Evans thought highly enough of the cooks and food aboard the ship to write to the LOG. Evans was full of laudatory praise for Charles Stevens, chief steward; Ed Seeley, chief cook; James Oliver, cook and baker, and other members of the stewards department. Davis thought so well of the feeding department that he sent along samples of some shipboard menus and a combination Armistice Day-Thanksgiving Day menu in particular.

Prominently displayed on the combination dinner was the staple roast turkey (Maryland) with dressing, as well as other luscious choices for a main dish.

The meal was complete from turkey to traditional pumpkin pie, and a good time was had by all.

Seafarers Jim Davis and Rocky

Seafarer Rags - Maternity Is The Mother Of Invention

By E. Reyes



The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

The road to good photographs is paved with errors. Success in taking pictures and the ability to correct mistakes as they appear are directly correlated. Whether your camera is a simple box, non-adjustable folding type or an expensive model, the possibility for errors is the same. Cameras do not make pictures, the person behind the box does. A moment of thought and planning before you click the shutter can mean the difference between a good and bad picture. Here are nine of the most common mistakes that usually are found among the photographs that Seafarers send in to the LOG:

1. Some of the exposed film sent in and processed normally in our darkroom is found to be thin. This is due to under-exposure. The use of slow film in simple cameras with slow lenses is often the cause. The remedy is to use a larger lens opening or a slower shutter speed to permit more light to hit the film. With simple cameras, shoot in good light or use a faster film.

2. Dense negatives are caused by over-exposure or over-development. Too fast a film in a simple camera may be the cause. Many box cameras have a shutter speed of about 1/30 of a second and a lens opening of f-16. Using a high speed film with these fixed settings will give about four times normal exposure in good light. The remedy here is to use a smaller lens opening or choose a lighter shutter speed. For simple box cameras pick a slow film.

3. Fuzzy subjects on sharp backgrounds indicate faulty focusing or standing too close to your subject with a simple camera. The remedy here is obvious. Focus for the main subject and do not change your position before shooting. With box cameras that are fixed focus do not take photos closer than about eight feet.

4. Sometimes the subject that you are photographing is in motion and comes out blurred. You are probably using too slow a shutter speed. Using a higher shutter speed and larger apertures will overcome this. With cameras having only a slow shutter speed, try and shoot the motion coming toward you or going away from you. Avoid motion crossing directly across the film plane.

5. If both the subject and background are blurred throughout the picture it means that the camera was moved. To overcome this problem hold the camera as steadily as possible during exposure. A higher shutter speed will overcome slight camera movement. Setting the camera on a firm support or tripod will end camera movement. Avoid shots from moving vehicles at slow shutter speeds.

6. When your subject is cut off at the sides, top or bottom, it means that the ground glass, optical or wire finder is being used incorrectly. To put an end to decapitation, frame your subject in the center of the viewfinder or groundglass and allow edge space. When using any finder place your eye or groundglass and allow edge space. When using any finder place your eye close to the finder.

7. Tilting the camera will cause weird slanting horizons. Hold your camera level and to be absolutely sure, use a button level.

8. Double exposures are caused by exposing twice on the same piece of film. Forgetting to advance the film will give you more exposures per roll but no pictures. Advance film habitually after each exposure. On simple cameras check the film number.

9. You may be one who often finds light streaks across his best negatives. These may be caused by a loosely wound film roll, leaks in the camera or loading or unloading the camera in direct sunlight. The remedies here are self-explanatory.

If you can avoid the errors enumerated above, you should have no difficulty in turning out roll after roll of perfect photos.

Ex-Seafarer Turns From Seven Seas To Forestry

Seafarers have many interests while sailing the seven seas, and some of these versatile maritime men turn to them permanently after a stretch in the foc'sles.

Such a seafaring man was Walter B. Cadman, who sailed with the SIU through the war years, putting in four years with the Union during the hostilities. Ex-Seafarer Cadman is now as far from the sea as he can get on

dry land. He's now a forester in California, but the switch to shore-side employment is not condemnation of the sea.

Cadman sailed with the SIU from 1943-47, at which time he decided to go to college and study another love, forestry. During the summer months he shipped out as an AB on SIU ships to keep him going through school. He sailed through the books with ease and at the end of four years was a full-fledged fledging forester.

Recently discharged from the Army, which he entered upon graduation from the Pennsylvania State College, Cadman has accepted a forestry position with the Southern Pacific Railroad. The railroad has almost three-quarters of a million acres of tree farms, divided into three areas, each under supervision of a forester and assistant. Cadman will be located in the rugged Trinity Mountain section near Mt. Shasta.

Short Isle Stop



Seafarers Jack Cobb, left, and Bill Kaiser shown during stop-over in St. Thomas, Virgin Isles.

Breeding Rare Dogs Occupies Seaman's Leisure Time Off Ship

A rare breed of Seafarer, Raymond W. Frye goes in for raising a rare breed of dog in his spare time. Of course, he doesn't do it all alone. He's helped by his wife and, of course, the dogs.

Formerly from Maryland, the Seafarer now lives in Stockton, Cal., where he raises his strange brood of canines between trips on SIU ships. Right now he's on the Keystone Mariner (Waterman) and plans to keep right on sailing even though he's dabbling in dogs.

The Fries have rare examples of the Chinese crested breed, which they specialize in, in their own home. As house pets they have "standard crested" and "toy crested" pooches, with the former far rarer in dogdom. "Foo Foo," the standard crested, is as sleek as an oil slick, baring more hide than hair to the world. Her cocoa-colored body is smooth as silk except for face whiskers, tail and top pompons and wisps of hair on the lower legs, all of which is snow-white.

Toy Variety, Too

The toy crested dog, answering to the name of "Tingaling," is similar in body appearance except for size and coloration. The smaller dog is spotted, weighs between eight and 10 pounds, is eight inches high from top of back to floor and is 17 inches long. "Foo Foo's" sturdy frame comprises about 20 pounds on the hoof, measuring 18 inches top to bottom and 22 inches from head to tail.

American breeders count only 50 Chinese crested in the US, most of these being the "toy" variety. For this reason, the Fries value the larger dog more highly, placing a market value of \$1,000 on the four-legged rarity and one of \$250



"Foo Foo," the Fries' Chinese crested, stands obediently on the end of a leash for Seafarer Raymond Frye on the front porch of his home in Stockton, Cal. Dog is one of rare breed in US.

on the smaller. They expect to sell puppies in the neighborhood of \$500 apiece, which is a pretty posh

neighborhood. Market value is enhanced, say the Fries, because the crested requires no special care, the hide is thick like that of a sow and it is easy on the house. The dog sheds dirt but not hair, meaning less baths and less tantrums by the head of the household, has no body odor and is easy to train.

Wins Blue Ribbons

In recent dog shows in California, "Foo Foo" received blue ribbons. The dog also finished first in an obedience course in the Fries' home town of Stockton.

Mrs. Frye, who takes an active interest in the business because of her husband's seafaring, had raised dogs for many years before stumbling on the rare find of the crested. The breed originated in China about 3,000 years ago, when the country was hardly a pup. The dogs were used as "healers" by Orientals who endowed them with great powers.

The Fries aren't quite sure about the occult powers of the breed, but they think they've got a find for dog fanciers who want rarity in their pooches.

Ragnar Naess Crewmembers Aid Greek Earthquake Victims

A seaman may be rough and ready, but his heart is lined with pure gold, the old saying goes. That gold was turned into liquid assets recently aboard the Ragnar Naess (Seatransport) when the Seafarer crew opened its heart and its payoff pocketbook to earthquake victims of the Ionian Isles.

Digging down into their jeans for those less fortunate than themselves, the Seafarers lent a helping hand once again to victims of misfortune. The entire crew, from master to ordinaries, pitched in with financial help, with the captain writing the company to forward funds immediately. His letter on behalf of the crew, said in part:

Entire Crew Contributes

"In reference to your letter of September 17, 1953, regarding contributions for earthquake victims of Ionian Islands, the officers

and men of this vessel are contributing the amount of \$245.00 toward the aid of the stricken victims.

"I am enclosing a list showing the contributions made by the various persons on board. They all have signed in the Official Log Book for the amounts set forth, as a Cash Advance.

"In line with the above, you are hereby authorized to pay into the fund of Goulandris Charities, Inc., the sum of Two Hundred Forty-Five (\$245) dollars, and then debit my account for said amount.—Peter H. V. Bamberg, Master."

Olde Photos Wanted by LOG

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

Quiz Corner

1. Who is the British actress who has made one American movie and is now the most talked about actress in Hollywood?
2. Which southern governor, whose brother is one of President Eisenhower's closest advisors, is booming Adlai Stevenson for president?
3. Which crooner, recently fired by Arthur Godfrey, is now reputedly making as much as \$40,000 per week in personal appearances?
4. Which college football team ranked first, nationally, this year?
5. Which All-American backfield selections were repeats from last year?
6. Which famous United States Army General was awarded the Nobel Peace Prize this year?
7. Which are the main streets of the following cities: New Orleans, San Francisco, Boston, Washington?
8. Which famous American playwright who died recently was a former merchant seaman?
9. Which two queens are currently on world tours?
10. Where are the three western heads of state meeting this week?

(Quiz Answers On Page 25.)

Water (Salt) Everywhere, But Not One Drop For Ship's Boilers

One of the worst feelings a seaman can undergo is being left at the mercy of winds, waves and tides in the middle of the ocean. Seafarers aboard the Fairisle (Waterman) found themselves in just such a condition, according to Seafarer George Dunn, when the engines conked out about 500 miles off the Japanese coastal shelf.

Enroute to the Far East over a calm sea, all seemed balmy for the Seafarers aboard the Fairisle. Most of them were aware of the danger of the ship being left to drift helplessly, if the engines stopped running, but hardly any knew how close that situation was. Water rationing had begun a few days earlier.

Several days prior to the stopping of the engines, water rationing went into effect for the entire crew, affecting showers and drinking. Shower and drinking times were curtailed. For a couple of days after that, there was only salt water available for showering and shaving purposes. Seafarers report that it was like trying to shave with chalk. Soap lathers were unheard of with the salt water and so the crew went about the everyday job of cleanliness with some misgivings. Water, water, everywhere, but not a drop to shave.

Stop For Two Days

The engines stopped percolating shortly after breakfast on Nov. 15, and remained idle for almost two days. The ship was floating out of control until about 3 AM on the morning of the 17th, when 200 tons of fresh water were pumped aboard by the Jean Lafitte (Waterman) which came to the rescue of the stricken vessel. The transfer took place in calm seas and the Fairisle was soon on its way again to the Orient.

During the ordeal of helplessness which the men and the ship went through, there was trouble in the galley, too. Cold meals were the order of the day and night, from Sunday eve to Tuesday morn. There was some power generated for top-of-the-range meals. Scrambled eggs, bacon, fried ham, fried

sausage, frankfurters, pigs feet and salads had a field day in the culinary department.

One solitary bulb was turned on the ship throughout the two-day

lapse of power. That was in the mess hall during mealtimes. Otherwise, the Fairisle was a dark, wallowing ship for too long to please most of the crew.

Seafarer And Texas Bride Sign On Near Headq'ters



A hug for Tony D'Angelo is given him by the bride while husband and wedding guests look on after the ceremony.



Seafarer Manuel "Tiny" Wallace and bride Anita relax.

On the last day of October, 1953, Seafarer Manuel "Tiny" Wallace signed on another crewmember aboard his good ship "Single State," and with the saying of "I do's," changed the name to "Marital Ties." In a word, "Tiny" got hitched.

Shipping to these many years as a single crewmen out of several ports, Wallace joined the ranks of the benedicts in New York City. On October 31, Wallace, 25, and his pretty bride, Anita, 22, a Galveston, Texas, lass, exchanged nuptial vows before a guest list including many friends and fellow-Seafarers of the lucky groom.

The wedding reception was held in Mom's Restaurant and Bar, 42nd Street and Second Avenue, Brooklyn, near SIU Headquarters, after a borough ceremony. After the two signed the log book as shipmates forever, the party repaired to the restaurant for some relaxation and refreshment.

Friends, relatives and shipmates had a fine time at the ceremony and reception following a hectic day of preparation and anticipation. Quicker than you could say deck engineer, however, it was all over and the Wallaces were an old married couple, reveling in their friends warmest congratulations.

Don't Wait, Get Vacation Pay

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

The SPORTS LINE

By Spike Marlin

There's nothing like owning a couple of oil wells to make you outspoken. That's what 15 other major league managers probably think after Casey Stengel put the blast on the clubowners and front offices of the major league clubs last week.

Talking back to a front office just isn't done. The only worse sin in a manager's book would be to predict an eighth-place finish and tell all the fans not to bother coming out to see the club.

Stengel of course can afford to talk. He's got the oil wells, plus the distinction of having won five straight championships. And what's more, what he had to say pinched the baseball executives in the right places.

Shortage of Brains

In brief, Casey said he was fed up with all the groaning about the Yankee stranglehold. If the other front offices had any brains operating out of them, Casey said, they would get to work getting some good ballplayers instead of beefing. The rest of the managers probably added a silent "Amen" to that statement.

Of course the Yankees have one advantage. Just like all good football players will go to Notre Dame if they have the chance, all good baseball players jump at the opportunity to play with New York.

But while success breeds success,

the Yankees front office management has more on the ball than that. Somehow the Yankee scouts seem to be able to turn up the Mantles, Martins, McDougalds, Fords and the like while other clubs go broke paying huge bonuses to publicized high school stars, most of whom never amount to anything.

Secondly, there is the uncanny Yankee faculty of picking up fading stars from other clubs and getting a few good seasons out of them. Here's where the Yankees have the drop on all other clubs. They are willing to invest in some high-salaried ball players, men like Mize, Blackwell, Hopp and Sain where other clubs shy off. And where they have to pay high for an established minor league star like Woodling, they will come through. The Yankee front office figures its better to pay a high salary to get a seasoned ball player, even a part time one, than to shell out thousands in bonuses to 17-year-olds. All of the other clubs had the same opportunity as the Yankees to get these men. They simply didn't want to touch them.

Certainly it's not a healthy situation when one club completely blankets the league year after year. Perhaps the solution for the competitors is to steal away some of the Yankees' front office brain trust. Maybe then they can come up with the secret of success.

Boysan And Girlsan Meet In Japan



Seafarers from the Burden pose for camera in the land of the rising sun. Shown, surrounded by girls, are, top, left to right, Roberts, Mease, Wilaszak. Center: Aton, Shaw, Mann. Bottom: Ebberts.

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's Harry Franklin's recipe for baked stuff pork chop.

Harry L. Franklin, chief steward in the SIU for 11 years, has been around ships and seafarers for a long time. He knows what he's talking about when he says he's got "a tasty dish to please the whole crew."

Born in Cleveland, Ohio, and now living in New York City and shipping out of the same port, Franklin has been sailing for more than a decade and knows what pleases the palates of the men in the forecastles. This one, he says, comes by way of a cook he once sailed with, and out of Constantza, Romania.

The ingredients used in this concoction include several stalks of celery, slices of dill pickle and apples, 42 pork chops to serve that many men, a slice of Swiss cheese and an eight ounce jar of

prepared mustard. In place of some of the seasonings, mushrooms, pepper and bread and butter pickles are excellent substitutes.

Cut To Bone

Now, cut the pork chop by taking a knife and slitting the meat across to the bone. Stuff the condiments into the pocket in the chop thus obtained and brush on top liberally with prepared mustard. Secure the filling and chop with toothpicks and place the chop in a baking pan.

Next, place the chop in an oven at 350 degrees Fahrenheit and bake for 45 minutes over a low flame. It is essential to good taste that the dish is timed to be served piping hot from the oven, so the men get the full benefit of the tangy aroma and taste set before them like so many kings.

Don't, says Franklin, serve the dish twice the same way on any one voyage. Mix it up a bit for the added enjoyment of the crew.



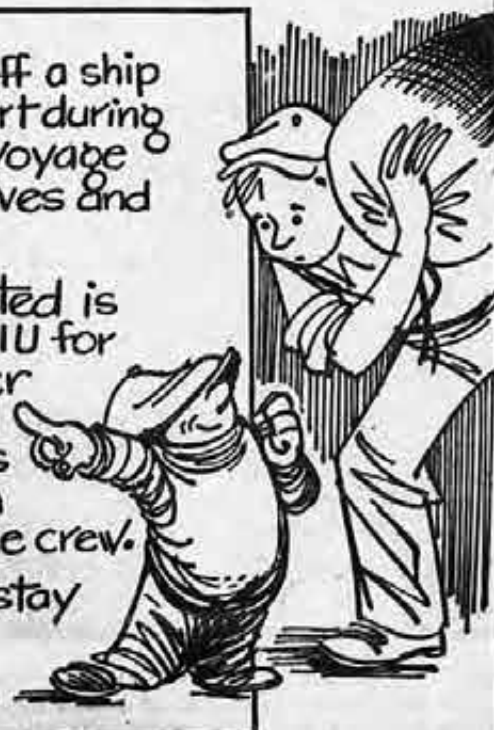
Franklin

Seafarer Sam Says

KEEP HER SIU-MANNED!

Men who pay off a ship in a foreign port during an extended voyage hurt themselves and the Union.

The job vacated is lost to the SIU for the remainder of the trip. The loss works a hardship on the rest of the crew. Take it, and stay with it!



Trinity Men Are Still Smarting

To the Editor:
During its present voyage, the Trinity (Carras) passed through Colombia, and stopped at the port of Covenas. As a result, many of the crewmembers are now feeling kind of sore when they sit down. You see, the only means of transportation on this lovely tropical isle is donkeys or mules. However, in spite of this, a fairly good time was had by all the cowboys of the Trinity.

SI. Niederberger

Alert Steward Protects Crew

To the Editor:
While the Coe Victory (Victory Carriers) was taking stores on in the port of Seattle, the port steward tried to shove off on us over 4,000 pounds of beef that had been taken off two of the company's vessels that are under seizure.

As chief steward, I didn't like the looks of the meats and called a Government inspector down to the ship. The inspector condemned the entire lot of meats as unfit for human consumption. The company then put entirely fresh meats aboard for the voyage. A lot of the dry stores that were transferred from the other vessels were also condemned.

If it had not been for my alertness, we would have had all this junk shoved off on us. Let this be a lesson to other stewards to inspect their stores and know what they are getting, instead of taking a port steward's word for it, as they will shove anything off on you if they think that they can get away with it. And always remember, by having a well-fed crew you will always find harmony aboard.

Louis E. Meyers

Stores Are Poor On Potrero Hills

To the Editor:
The steward and the entire steward department aboard the Potrero Hills (Phila. Marine) are confronted with a difficult and trying situation. This ship was stored in Baltimore with what was and still is, supposed to be eight months' supplies of "dry stores"—coffee, sugar, flour, canned goods, etc. In actual fact, there was a six-month supply of coffee, sugar, flour, pastes and a few other articles and four-months' worth of

canned goods, fruit and fruit juices and canned vegetables. The quantities of fresh vegetables obtainable vary according to season and the various ports. The meats we have had have been of inferior quality and of about two-thirds of the quality necessary to a well-fed Union ship.

The policy has been to cut the steward's requisitions down to standards set by a form compiled by the now defunct WSA, which was always regarded as well below Union standards. As a result, the steward has been ordered to pursue a policy that borders closely upon rationing and has been unable to maintain Union standards.

Steward Hard-Timed

There has been continuous pressure brought to bear on the steward to circumvent the contract by having many things that are customarily overtime performed as routine duties.

The steward has made a continued and diligent attempt to maintain the Union standards, but because he does not readily submit to the policy of sub-standard general conditions (in brief, he is not a "yes" man), he has been given and is still being given a very hard time.

Seven Steward Dept. Men

Agents On West Coast Are Tops

To the Editor:
The rest of the guys and I would sure like to thank David Irvine for the swell job he's done as patrolman in Seattle, Wash.

He settled several beefs that we had here on the Compass and the captain said that for the stores we got we could thank David; he thanked the fellows on here, too, for being such good, Union-minded men.

We have been on the West Coast for the past nine months, and would sure like to compliment Marty Breithoff, Tom Banning, Les Ames and John Arabasz for the jobs they are doing.

Chet Gawrych

Thanks SIU For Disability Dough

To the Editor:
This is to say thanks to the leaders and the entire Seafarers International Union who made it possible for me to obtain the disability benefit. You can imagine how grateful I am to know that in the evening of life, when I can no longer answer the call, that I am not forgotten.

Thank you again.

Benjamin Bailey

• L E T T E R S •

Takes Brothers To The Cleaners

To the Editor:
Recently the Steel Chemist pulled into Houston, Tex., and the crew was well satisfied with the work of La Velle cleaners. This firm is owned by one of our Union brothers, L. A. Bolton, book B-591.

It would be fitting and proper if the crews of all SIU ships pulling into Houston would let La Velle cleaners do their laundry and dry cleaning. By the way, Lenny Bolton is now married and has two children, and is expecting another addition to his family.



Yancey

Let's lend a hand to help a brother start a reliable business, and I'm sure he'll maintain a high grade of cleaning.

Edward A. Yancey

New Experience For LST Crew

To the Editor:
It is a new experience for a number of the crew, riding a busy LST Southern Cities. Once aboard you notice the confining quarters, also the dirt of a lengthy shipyard stay. So report to work at 8:00 AM, sign on at 9:00 AM and sail at 10:00 AM. With little gear of your own there isn't time to think.

At sea there is so much cleaning, no dinner, then finally a supper meal before sougeeing your foc'sle, etc. The ports are quickly arrived at and the crew sleeps a good deal while off watch.



Elliott

Meetings are held once a month. They are routine, as all runs smooth between crew and management. A Virginian crew looks forward to the LOGs and a new library due at Jacksonville, our next port.

No Slopchest

Cigarettes are the slopchest. Buying gear, books and toiletries add up the draws. Of course, the rapid shore leaves can help.

The first good leave is due as cargo comes off and on. Three days, then off to the summer ports of San Juan, Surinam, etc. You think kindly of the boys at headquarters and imagine fur-lined boots and Christmas tinsel. Most of the crew probably will see the holidays go by at sea. Good comments being seldom heard, the Union strength and security are appreciated by our boys. Now, of course, there are a few chowhounds complaining, but Southern sends the requested stores. A good contract plus Union comfort.

James B. Elliott

Ex-Seafarer Is Generals' Cook

To the Editor:
Before being drafted in the Army I was sailing for two years in the SIU. I shipped mostly from New Orleans and was chief baker on the Del Sud and usually shipped as night cook and baker or chief on tankers. At present I am chief cook in a commanding general's mess in Korea. I cook for three generals, one lieutenant general and two brigadier generals in X Corps Headquarters.

Recently I had the pleasure of going on R&N in Kobe, Japan. Here I met four Seafarers off the

Jean Lafitte. I really want to extend my heartiest thanks to Brothers Dick Ransom, bosun; Bill Chadburn, BR; Bob Sullivan, AB, and Garth E. Henry, chief electrician. We had a real old get-together and I was lucky to get two copies of the LOG which, if possible, I would like you to forward to me.

SIU Respected

The Army has a very high regard for men with cook's experience in the SIU, and it's no wonder, as we have the best feeding ships on the seas. Incidentally, I would like to pass word to all Seafarers who visit Kobe to stop in at the Club Rose where the treatment is wonderful in every respect. It is the only place in Japan that buys a drink back and that is going some over here.

Warren Leruth

(Ed. note: We have added your name to the list of SEAFARERS LOG subscribers.)

Julesburg Crew Has Hard Time

To the Editor:
I am now aboard the Julesburg and have been for the last seven months. We have had some trouble with our ice boxes so the meat spoiled; we were without linen for four weeks and had no shore leave here in Bahrain. Because the king of Saudi Arabia died recently we cannot get our mail, which is only 20 miles away in Ras Tanura.

We have not had any LOGs aboard since August 6th. We have seven or eight pictures which were taken aboard ship of the funeral services for Harry T. Dunlop. Would you advise me on whether you would care to have them for the LOG.

Requests LOG

Will you please send the LOG to my new home address. My wife is a very faithful reader of the LOG and is sort of giving me heck to write you so she can get the LOG again and keep up with the SIU news. The SEAFARERS LOG is just about the best all-around paper I have ever read, and though it is limited to maritime and labor news it does cover a lot of territory. I don't suppose I have ever missed a paper as much as I do the LOG.

Joe Nigro

(Ed. note: We have noted your change of address on our mailing list. Please send the pictures you took in to the LOG.)

Yorkmar Is A Good Feeder

To the Editor:
The Yorkman, left Baltimore on the 19th of November on what looks to be a very good trip, for a change. The last trip wasn't such a good one, as the rest of the men are also in top shape.

I will send you our Thanksgiving Day menu so you can see for yourself how we are eating on this trip. We have a tip-top steward department, and the other departments are also in top shape.

Two men missed the ship before the payoff to go to the hospital. Their gear was itemized and will be put ashore in Long Beach, so that when they ask the agent to, he can forward their stuff to them.



Toler

I had the distinction of being elected an engine delegate last trip, and am still doing my best at both jobs.

On my last trip on the Western Trader, I missed the ship in Philadelphia, before I had returned the money which I borrowed from three or four friends aboard. I would like them to get in touch with me as soon as possible, so that I will know where to send their money.

Richard Toler

Baltimore Puts Out Holiday Feed

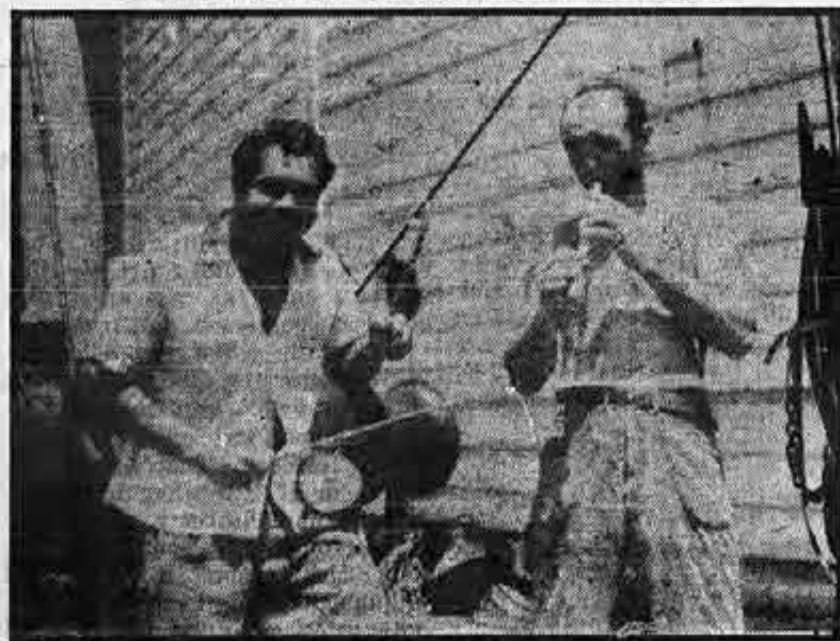
To the Editor:
I want to take this opportunity to express my opinion of the Thanksgiving Dinner served in the port of Baltimore. It was one of the best prepared and served dinners that I ever had the opportunity to eat. Everybody had plenty to eat and drink. It sure was a pleasure to see a lot of the old-timers I had not seen for a long time.

The representatives of the SIU in Baltimore are doing a fine job that will be beneficial for the future of the port. Since my accident on the Yorkmar, I have had an opportunity to get around and meet a lot of the membership I have not seen in a long time. On the Yorkmar, I had the pleasure of seeing some of the boys from the Gulf and from North Carolina—a group of nice fellows and good seamen who are setting a good example for all seamen.

The new hall is shaping up very nicely and will be a place to be proud of when finally completed.

Carl "Red" Gibbs

Seafarers Saigon Symphony



Juan Reyes, left, and Connie Grozea make tuneful melodies aboard the Steel Seafarer in Saigon, Burma. The Seafarers produce the tunes on their own versions of piccolo and bass fiddle during leisure time.

Hoosier Mariners And Koreans



Seafarers Joe Dougherty, second from left, and H. H. Diddierbock, right, stand alongside of some South Korean lads who make their home near the sea. The sextet was aboard the Hoosier Mariner.

Crewmembers Aid Korean Orphans

To the Editor:

At a recent shipboard meeting aboard the George A. Lawson (Pan Oceanic), all the brothers collected \$43, which was handed over to the Army officer in charge of Operation Santa Claus. This money will be spent to the orphaned Korean children in the Inchon area. The whole operation was sponsored by the US Army, 21st Med. Port Battalion, Inchon, Korea.

M. E. Sanchez

Thanks SIU For Blood Honors

To the Editor:

Once again I would like to send a word of thanks to the welfare department and to the brother Seafarers who donated blood for my wife during her recent illness.

Thanks to the policy of the Union such emergencies are taken care of by the Welfare Services Department on the double.

Thank you again.

Edward W. Ketschko

Seafarer Rests In Hospital

To the Editor:

For the present, I have settled out here at the US Veterans Hospital in Tucson, Ariz., in order to breathe fresh air and dust. When I'm ready to go to sea again, I'll probably go to California, but until then, the best of everything.

Sym Hoff

Writes Letter To Congressman

To the Editor:

Enclosed is a copy of a letter which I have sent to Senator Richard B. Russell. He hasn't let me down on other things of a similar nature.

A few years ago postal carriers were seeking a raise in pay at Columbus, Ga., and in other cities throughout the country. Each individual mailman asked his friends to write a letter to their Congressmen and Senators. They received their raise in pay.

David M. King

"Senator Richard B. Russell
United States Senate
Washington, D. C.

Dear Sir:

At present I am a member of the Seafarers International Union of North America, Atlantic & Gulf District, which is affiliated with the AFL.

This Union has 20,000 members who rely on medical attention of the Marine hospitals—like the one closed at Mobile, Ala., and other seaport cities.

It is my wish that you might consider giving us your support on this issue that they might be kept open and reopen those which we, the Merchant Marines, need.

We have a Union paper published bi-monthly—the SEAFARERS LOG. At your convenience, if you feel our hospitals are worthy of your support, please write to our secretary-treasurer, Paul Hall, 675 Fourth Avenue, Brooklyn, NY, as I would like to read your pledge of support in our Union paper.

With cordial personal regards and best wishes."

Foul Ball Lands On Another Ship

To the Editor:

Just a note in defense of the crewmembers of the Fort Bridger who denounced Louis King as a poor seaman and a troublemaker.

After being run off the Bridger, King joined us on the Camas Meadows on the Persian Gulf run, where he immediately began to live up to

his unenviable reputation. He would liquor up the ship's bully and talk him into picking a fight with whomever King happened to dislike at the time. One such instigated fight ended up in knife-play. King also started malicious rumors about crewmembers he didn't like.

I write this note because I heard some of King's drinking buddies drafted a note to the LOG denying the charges made by the Bridger men.

This should set the record straight: King is everything the Bridger men said he was. I hope this will warn other seamen who may have the misfortune to sail with him.

Joseph Avila

Andrew Jackson Crew Rated High

To the Editor:

Recently I was a passenger on the Andrew Jackson (Waterman), and have the highest praise for the officers and crew. I really was amazed to find such a fine lot of men on a cargo ship; they were all gentlemen and very courteous.

Starting from Wilmington, Cal., we were 12 passengers, all jolly nice people, and time passed so quickly I couldn't realize it when we reached Yokohama, Japan. I was the only passenger left on board, as I was journeying on to New York (the others staying in Yokohama and by-stations).

I would like to make a few remarks about the stewards: First, Tiny Phillips was ever-attentive in remarking any special dish I wanted. Everything served was to my liking, and for anything extra, Jimmy Allen, our waiter was all-attentive, courteous and a gentleman. My room steward, Michael Stoth, was all-attentive, neat and clean. I could go on and on mentioning names and courteous attention given me, but do not want to take up time and space. I know the boys will understand my appreciation.

The SIU can justly be proud to have such a fine group of gentlemen belonging to the organization.

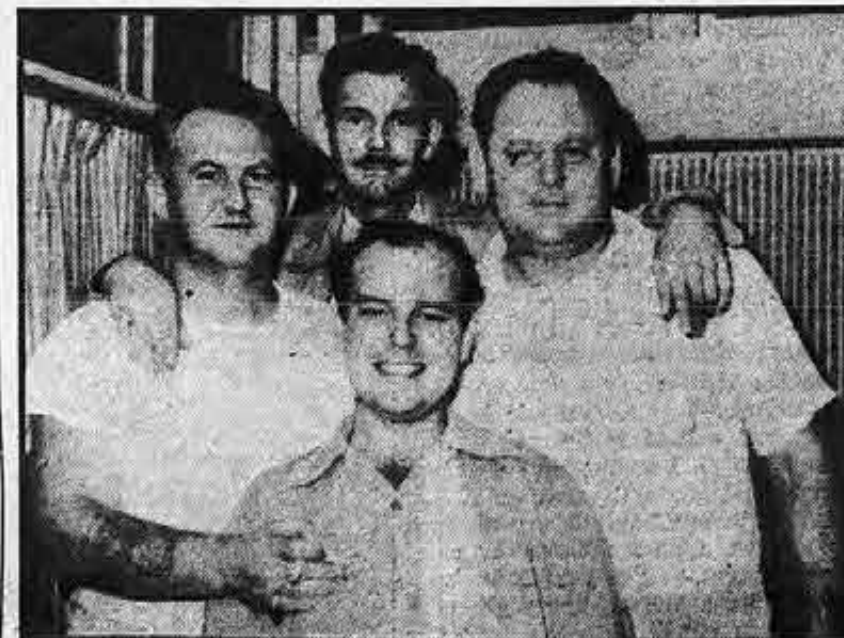
Our Captain J. Rhodes comes in for a large share of praise, being a very pleasant and kindly master for whom all the crew has the highest praise and respect.

In closing, I would love to be on your mailing list, as I enjoyed reading the SEAFARERS LOG while aboard ship.

Elizabeth Bilsbrough

(Ed. note: We have added your name to the LOG's mailing list.)

Fair Weather For Friends In Japan



It's always fair weather when Seafarers get together anywhere in the world. Above are shown some Seafarers who got together in Japan after the Wm. Burden and the Stony Creek reached the Far Eastern isle. Top is Pinkey, bottom is J. Mann, with Tiny Mease, left, and H. Wilaszak completing the seafaring group.

LETTERS

A King's Point Genius Is Mate

To the Editor:

In the years that I have been going to sea I have heard many a tale of how a chief mate had fouled up a good deck gang, but up until two months ago I never had the misfortune to sail with a mate who, because of inexperience and downright stupidity fouled up a deck gang that any bosun could truthfully say that he was damned glad to sail with. There are no performers or gashounds or foulups in this deck gang. They are all a fine bunch of hard-working men, willing to do any job they are asked to do no matter what it may be. In short, a deck gang which is a credit to the SIU.

Everything was going along fine on the Mankato Victory until this schoolboy—John P. McKean—decided that he must let the boys know he is the mate on this ship and it is part of his job to get out on deck and show everyone how much he knows. Actually he made a big fool of himself by his repeated blunders in deck seamanship, but to this day he hasn't realized it.

Inexperienced OS

As yet it hasn't dawned on his brilliant mind that the boys have long since found him out as being nothing more than an inexperienced OS with a chief mate's license. They're all fed up with his supervision and are at the I-don't-give-a-damn stage, myself included, as I too have had more than my share of his continual nagging and silly suggestions.

The deck and ship's delegates and myself went to the old man about this. We've even called the hall in Mobile while the ship was there and had the patrolman speak to the old man about it. I have told him myself several times not to interfere, but in spite of everything that we have done he is at all times determined to give the boys a hard time. His latest brain-storm is to have acquired the services of the second mate (another phony) to spy on us and report his findings to him.

Quiz Kid, Too

In order to tell you about this clown I must repeat some of the stupid questions and statements which this King's Point genius asked me. In Seattle, when we dropped anchor, we stood there

and watched the chain. Finally he turned to me and with a very puzzled look on his face said, "Bosun, has it got a strain on it yet?" When he told me that we were going to paint all the passageways in the midship house, I turned all my five-gallon cans of white paint upside down. He saw this and asked me, "Bosun, why do you stow your paint upside down?" I told him that I wanted to see the trade mark on the bottom.

In Safi, French Morocco, he wanted the stack painted so we got the bosun chairs rigged up and everything else ready the day before. When he saw this he asked me if the heat on the outside of the stack wouldn't burn those stack ropes hanging down on the outside of the stack if left there overnight.

More To Come

Please bear with me, brothers, there's more to come. Because the gauntlet was being used on the stack he called it a stack rope. I suppose if I had it rigged up on a king post he'd call it a king post rope. Maybe I'm cracking up. We got two new topping lift wires for the booms on No. 5. He asked me how the heck I was going to get those wires through the topping lift blocks when there's a socket on each end of them? After explaining this mystery to him, he asked me how much of a job it would be to pull the goosenecks, check them and how it would be done.

Brilliant Statements

Now for some of his brilliant statements: When referring to the jack-stay up forward he called it that thing. I asked, "What thing?" He said, "That long piece of wire that stretches from the mast to the flagpole" (meaning, of course, the flagstaff) that the anchor ball hangs from." When we started to strip No. 3 lifeboat to clean and paint it out he said that it was a good thing we wouldn't have to take the air tanks out because they're welded to the boat. I asked him why the straps were around them, then. He told me to tell the "fellows" chipping No. 9 and No. 10 winches not to chip down to the bare metal. I guess he just wanted the paint chipped off. Why chip good thick rust; it makes the metal look thicker.

This should be proof enough that Mr. McKean should have learned his deck seamanship in the fore'sle and not out of a book in school or from the bridge of the seven Victory ships that he claims to have been on. However, I hear that he is an excellent typist; does lots of it. Perhaps he should stick to that.

Grease the Gangway!

For my grand finale I have saved what I believe is the last big splash. Standing by to anchor one night we heard the splashing of porpoises on the bow. Says Mr. McKean: "Gee, I wonder how them make such a loud splash. What do they do? Jump up out of the water and hit themselves on the side of the ship?"

That did it. Give me my money and my discharge, and someone put plenty of grease on that gangway. In about three weeks we should be in New York and this nightmare will be over. If any of you brothers want to hear more, you'll find me in the Port O'Call, trying to drown a bad dream. See you there.

Charlie Mazur

Warns Members Of Restaurant

To the Editor:

I would like to advise all members who don't want to be gyped to stay away from First Cabin Bar and Restaurant, Ayalon Boulevard, Wilmington, Cal.

John C. Kennedy

Vendor Supports Longshore Fight

To the Editor:

The Steel Vendor (Isthmian) has a fine crew aboard ship, and we are proud to take part in the great undertaking of cleaning up the New York waterfront.

Loading the Steel Vendor in Anastasia's stronghold was one of the straws that broke the camel's back of corruption in the racket-ridden old ILA.

The SIU has shown the longshoremen that we are behind them 100 percent in setting up a bona fide rank-and-file union for the membership by the membership, under the newly chartered AFL-ILA, with voting and full seniority privileges that will insure real protection for them and their families.

William Fernance

Thanks SIU Crew For \$ Donation

To the Editor:

We want to acknowledge receipt of the donation of \$245 from the captain and members of the crew of the Ragnar Naess for relief of earthquake victims of the Ionian Islands.

This amount will be transmitted promptly to the stricken area.

We wish to express our sincere thanks to all who so generously contributed to this cause. This wonderful contribution will be of tremendous help.

B. P. Goulandris

Orion Shipping & Trading Co., Inc.

LOG Follows Him To Fort Sill

To the Editor:

I have been transferred to a new battalion here at Fort Sill, Okla., and would like to continue receiving the LOG. I really look forward to reading each issue and would appreciate it if you would make this change of address for me.

Brantley Young, Jr.

(Ed. note: We have noted your change of address on our mailing list.)

Asks For LOG To Read In Service

To the Editor:

I was ordered into the Navy for two years' service, but had to extend my enlistment for two more years. This place is nothing like the good old SIU, but you have to make the best of it. I would appreciate it if you would kindly send me all back issues of the LOG from October up until the present and current issue.

Tell the boys I send all of my regards, and wish the membership a Merry Christmas and a Happy New Year.

Gerald De Meo

(Ed. note: The back issues of the LOG that you requested are on their way to you; your new address has been added to our mailing list so that you will get each issue of the LOG promptly from now on.)

Write Your Draft Board Regularly

To the Editor:

I made my last trip for the next two years on the Steel Worker. When I came back, I had greetings from President Eisenhower. "Immediate Induction." I did not keep my local draft board informed about my last trip so they decided to take me. That ought to teach some of the other brothers with 1-A classifications a lesson. Keep in touch with your local board.

If it is possible, I'd like to have the LOG sent to me so I don't lose contact with the Union.

Pvt. Ove Hultin

(Ed. note: Your copy of the SEAFARERS LOG will be mailed to you regularly every two weeks, as you requested.)

Coney Island Sands Got \$ From Mutiny

Consider a small brig carrying a valuable cargo of \$50,000+ in silver and gold, add a couple of pirates to her crew, then toss in a bucko skipper and mate, and you've got all the basic ingredients for a story of mutiny, robbery and bloodshed.

However, when the brig Vineyard sailed from New Orleans, there were only two persons in the world who had any inkling that the trip of the small brig would write a notable chapter in maritime crime history.

Although he had no idea at the time, the Vineyard's skipper, Captain Thornber, made his first mistake—a mistake which was later to prove a fatal one. Two of his crew had apparently jumped ship when the vessel arrived in New Orleans and so Captain Thornber started to look for new crew members and found two men on the wharf—J. Wansley and Charles Gibbs—who were eager to sign on the brig.

The records agree that Gibbs was the leader of the pair. He had started sailing during the War of 1812, and had spent most of the war serving his country aboard various privateers—which in many cases were little better than legalized pirate ships. When the war ended, Gibbs found himself without the excitement and fast money that he craved and so he went to Cuba and joined a group of Spanish and American pirates, who were operating in that area.

Made Friends

While sailing with the pirates in the Caribbean, Gibbs made fast friends with Wansley, who was his shipmate aboard one of the pirate vessels, and the two of them became almost inseparable. They shipped on a number of the pirate craft in the area, but found the life was still too slow and the prizes far too small to suit their tastes, so they drifted back to the States.

Arriving in New Orleans, they apparently overheard some stories about the \$50,000 in coin that the Vineyard was carrying and it was a very short time after that when they were signed aboard the Vineyard as crew members.

The Vineyard sailed in 1830 with her skipper, the mate, a crew of seven, and the \$50,000 aboard. She was bound for Philadelphia.

The first part of the voyage was quiet, and uneventful, although the captain and the mate proved themselves to be in the true bucko tradition as they cracked down on the men. While there was little in the way of floggings or such punishment, the work was hard, the hours long, and the treatment harsh. Even the food was poor. Under such treatment, the entire crew had become mutinous and bitter.

Propose Mutiny

So, when Gibbs and Wansley proposed a mutiny and a division of the money the Vineyard carried, the other five crew members were quick to agree with them, and to take part in the plan.

The mutineers laid their plans carefully. They waited until the Vineyard had just passed Cape Hatteras. Then, on the night of November 23, 1830, they were ready to strike. The captain was up on deck when they approached him, suddenly swarmed over him and tossed him over the side. Then, Gibbs and two others quietly went below and entered the mate's cabin. He was fast asleep when they pounced on him and dragged him out of his bunk and up on deck. Then, as the mate screamed for mercy, they tossed him over the side. The next five minutes were hard on the mutineers, as the mate swam alongside the slow-moving vessel, screaming for his life, until he finally sank beneath the surface, exhausted.

With Gibbs in command, the Vineyard continued to sail north. When they were about three miles off Coney Island, they decided to scuttle the small ship and make for shore. The plan was to put the chest of money into the long boat, while some of the others would take the yawl. Then, they planned to row through Jones Inlet, and make their way to Jamaica Bay



After the four men lost about \$21,000 of the loot when their longboat capsized in the surf, they scrambled ashore at Coney Island. There they buried most of the rest of the loot, planning to return and get it at a later date, when they could carry it more easily.

and land. This was a trip of about 20 miles.

The chest was loaded into the long boat, and the men climbed over the side. Gibbs, who was the last man to leave the ship, set fire to her and quickly climbed into the long boat. Then, the two boats started to pull for Jones Inlet.

Within a matter of minutes, however, the two boats were caught in the undertow of the surf on Coney Island, and were pulled in toward the beach. The yawl, with three men in it, hit the surf first. It capsized, drowning all three men aboard.

The long boat was next. With four men aboard, it hit the heavy surf and ploughed through. Just as it reached the beach, the long boat also capsized. The chest was dumped out, along with the four men. It broke open, dumping the coins out in the sand.

The four men scrambled through the sand and were able to recover about \$29,000 of the coins. The other \$21,000 was quickly washed into the sand by the surf, and was never recovered.

Bury Money

Scrambling up onto the beach with the chest, the four men decided that they would bury most of the money on the beach and re-

turn for it later. They scooped away the sand with their hands, and taking less than \$1,000 of the money with them, buried the rest on the beach.

Then they decided that they couldn't trust each other. So they said they would stay together until they were able to return and get the money. After waiting for their clothes to dry, they travelled to Flatbush, where they stopped at a small rooming house.

Start Fight

Immediately, they bought a large stock of liquor and retired to the rooming house to discuss their new wealth. Gibbs and Wansley suggested that they should get a larger share of the loot than the others, since they had planned the entire caper. The other two didn't agree and the discussion became more and more heated. Within a matter of hours, the discussion about the loot became a free-for-all. The po-

lice were called to break up the fight.

When the cops arrived, they became suspicious about the large amount of coin they found in the room. They took all four men into custody. Gibbs and Wansley refused to say anything to the police, but the other two crew members unleashed all the details of the mutiny and the robbery.

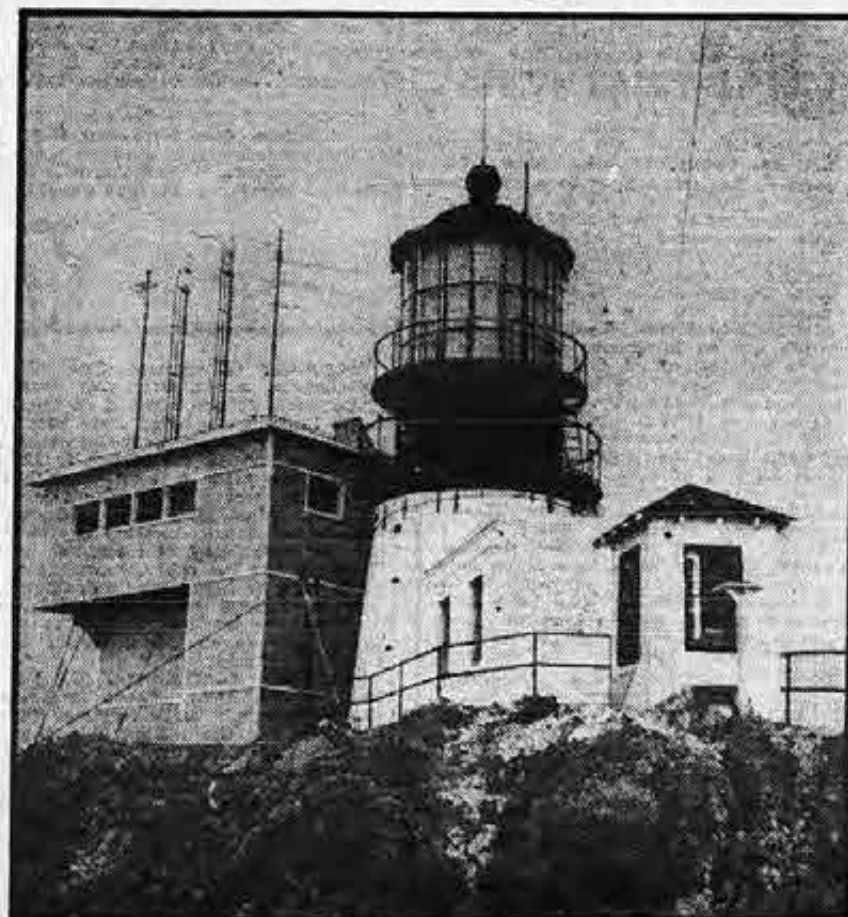
The police checked the details with the shipping company and the four men were brought to trial. The trial was a fast one, as the two other men testified as state's witnesses, telling their part in the mutiny and putting almost all the blame on Gibbs and Wansley. The buried money was recovered and used as evidence in the trial.

The result was that Gibbs and Wansley were hanged. The other two men, who had turned state's evidence, got off with fairly short prison terms.



Four of the mutineers left the Vineyard off Coney Island, after setting fire to the ship. They carried the chest with \$50,000 in coins along with them in the longboat.

Farallon Island Lighthouse



The Farallon Island Lighthouse, 25 miles offshore of the Golden Gate, marks San Francisco Harbor's entrance. Built in 1855, following the California gold rush, the rocks for the tower were quarried on the island and carried to the top of the ledge by hand. The gathering of birds' eggs, and seal hunting that was done on the island have now been stopped by the Government.

LOG Welcomes Stories, Pics

With the LOG now containing 28 pages in all regular editions, there is plenty of room for stories, photos and letters sent in by the Seafarers. Several pages of each issue are devoted to the experiences of Seafarers and the ships they sail as they describe them themselves.

If you run across anything of interest on your voyages, or just want to let your friends know how you're getting along, drop a few lines to the LOG. Don't worry too much about literary style. We'll patch it up if it needs patching. And of course, photos illustrating the incidents you describe make them more interesting for the readers.

Send your stuff to the LOG at 675 Fourth Avenue, Brooklyn, NY. If you want anything returned after we use it, we'll do that too.

... DIGEST of SHIPS' MEETINGS ...

MAGNOLIA MARINER (Mississippi), October 25—Chairman, Charles L. Stringfellow; Secretary, C. A. Crabtree. Mate is not giving satisfaction on overtime. Fans should be installed in all crew foc'sles as promised. Personal grievances should be settled on board ship. Alarm system should be installed in refrigerator boxes. One man paid off in Yokohama.

ALCOA PIONEER (Alcoa), September 13—Chairman, S. Mancina; Secretary, L. P. Hagmann. No ship's funds will be carried. Books for the library were purchased with ship's funds left by the previous crew. Ship's delegate's mail should not be opened by anyone else. New man missed ship in Newark. Patrolman will be asked about repairing the port passageway main; if this cannot be attended to the chief mate should get the necessary material and have the deck department make repairs. Notice will be posted on the officers' bulletin board stating that the washing machine is to be cleaned after use; this means the engineers especially. Linen locker door should be repaired so it can be closed without banging and waking up the whole ship. Door leading from the recreation room to the passageway should be kept closed because of noise. All deck department members should be ready to turn in when securing for sea. Department delegates should present a list of repairs to department heads, so repairs can be taken care of at sea.

WILLIAM A. CARRUTH (Trans-Fuel), October 25—Chairman, Hans Skeelgaard; Secretary, W. Pedersen. One man missed ship in Yokohama and a replacement was hired in the same port. All hands will clean foc'sles and turn in linen and coats. Crewmembers will donate money to send a wire to Washington.



IRENESTAR (Maine), June 16—Chairman, R. Goodwin; Secretary, no name. Pat. Fox was elected ship's delegate by acclamation. Repair list was taken care of; company said inner-spring mattresses would be sent along with the new washing machine. Steward received most of the stores he asked for; the rest will arrive at the next port.

June 28—Chairman, R. M. Goodwin; Secretary, T. Sullivan. Most of the repairs from the last trip were taken care of; the rest are being worked on. Inner-spring mattresses and new washing machine were received. All whistling and unnecessary noise is to cease in the passageways as men off watch are trying to sleep. Men are to come into the messroom properly dressed at mealtimes. Steward will post instructions on how to make coffee. All beefs should be brought up to ship's meetings where everyone is to take part. Ship's delegate asked crewmembers to report any repairs on fans or lights, as well as other repairs.

August 9—Chairman, J. Saldie; Secretary, P. Fox. Performing is to cease, or else back to the farm. We have a good ship and a good skipper; let's keep them that way. Checkers are to use the steward department toilet while in port; steward department will use other department heads.

October 23—Chairman, J. P. Saldie; Secretary, R. M. Gadin. Men who missed watch or took time off without permission will be turned in to the patrolman. Quarters are to be left clean and beds stripped of line. Repair list was turned in and most of the repairs were taken care of already. Additional suggestions from the crew will be added. Skipper was contacted about putting a slopchest aboard, and he said he would wait and see where the ship was going next trip before ordering this. Patrolman will be asked about getting a new library. Messman's room is very hot and should be changed.

CAMP NANANU (US Petroleum), October 25—Chairman, Alex Janes; Secretary, R. Bascombe. Four men who missed ship in Yokohama will be turned over to the agent at the port of arrival. Two men were picked up as replacements in Yokohama. Letter will be written protesting the closing of the USPHS hospitals. Foc'sles are to be left clean at the payoff; all cots are to be returned to the midship house. Repair lists will be made out in triplicate. Clothing allowance will be asked for as tanks were filthy for seven months and complaints were made continually. Schedule of unsatisfactory lunch service in Yokohama will be turned over to the patrolman. Toilets have been unsanitary; patrolman will be told of this.

SUZANNE (Bull), October 27—Chairman, Red Campbell; Secretary, Sam Telch. Gorch was elected deck delegate. The next meeting will be held at coffeetime, to enable all brothers to be present. Discussion was held on the closing of the USPHS hospital. Lock is needed on the steward department toilet, and a door key for the electrician's foc'sle.

CAMAS MEADOWS (US Petroleum), no date—Chairman, Peter Patrick; Secretary, John Fitzsimmons. Money donated by non-Union members is being held by the captain. All non-Union men who have made donations to the LOG should be issued a card to help them get a berth on another SIU ship, should replacements be needed. Repair lists will be made out and turned over to department heads. All citizens were urged to write to Congress protesting the closing of USPHS hospitals.

STEEL APPRENTICE (Isthmian), October 17—Chairman, William C. Biskas; Secretary, John B. Swiderski. Ship's repairs still remain to be done. Slopchest sizes should be changed and checked. Donald N. Dickson was elected ship's delegate. Washing machine should

be taken care of by all hands. Canned milk brand should be changed; steward will take care of this.

STEEL AGE (Isthmian), September 20—Chairman, V. Mlynsek; Secretary, S. Anderson. Repair lists will be made up and turned in. There is \$31 in the ship's fund. Letter was sent to headquarters about draws in Singapore. Two men should not be allowed to sail SIU any more. They will be turned over to the patrolman for their lack of cooperation in Singapore. This motion was passed. Washing machine should be kept clean; old machine will be disposed of. Buttered bread should not be placed in the toaster.

October 10—Chairman, E. Bussian; Secretary, W. Shaw. There is \$21.12 in the ship's fund. Beefs to be turned over to the patrolman were listed and read. One man should be fined instead of suspended from the Union. Beef between two members will be referred to the patrolman. Ten new fans, new washing machine and a new toaster will be asked for. There is a beef on salty and uneatable ham and bacon. Brand will be checked by the steward. There should be better meals on Sundays. Foc'sles and lockers should be left clean. Vote of thanks went to the ship's delegate, Joe Selby, for a good job well done.

STEEL MAKER (Isthmian), October 19—Chairman, E. D. Odum; Secretary, Stewart Hanks. Discussion was held with the captain on sanitary conditions in the black gang; captain cooperated in clearing up the situation. Stewart Hanks was elected ship's delegate. Deck gang has complained about cockroaches in foc'sles, and the neglect of last voyage's repair list. Foc'sles are filthy. A list of these conditions will be made up and presented to the captain. Men should be cleaner in the messhall. Steward will change the messman.

NORTH PLATTE VICTORY (Mississippi), August 26—Chairman, J. W. Reilly; Secretary, W. L. O'Donnell. There are 1,400 yen in the ship's fund. Draws will be in US currency on the day before arrival in port. Tarpaulin muster will be taken to augment the ship's fund and buy additional baseball equipment. Crew agreed to a \$1 assessment per man. Steward agreed to furnish typewritten menus for the tables instead of using the blackboard.

September 27—Chairman, E. B. Lewis; Secretary, J. Reilly. A repair list will be made out before leaving Hakpohng so that repairs made by the crew can be taken care of. Member who missed the ship in Kobe and rejoined in Sasebo should be dealt with lightly and not fined if avoidable.

November 1—Chairman, W. L. O'Donnell; Secretary, E. V. Saul. Matter of difficulty in obtaining hospital slips and other instances of poor cooperation from the purser will be referred to the patrolman. Ship needs fumigation and more stores for the next trip. Repair list will be posted so that additions may be made. All rooms will be checked by the delegates at the payoff to be sure that they are left clean for the next crew. Unanimous vote of thanks and confidence went to Brother J. D. Otto for a fine job done as ship's delegate this trip. Delegates will make up petitions for white card men eligible for permits, to be signed by bookmembers who agree that these men would be a credit to the SIU.

STEEL CHEMIST (Isthmian), November 3—Chairman, M. Keefer; Secretary, J. Hartman. Washing machine and wind chutes were received as well as a new library. \$27 has been collected to date. All garbage in port will be taken back aft and dumped. Washing machine should be left clean after use. Wash room should be cleaned, as well as toilets and showers. There should be scouring powder in the wash rooms. Steward will put a garbage can there. Radio and phonograph should be played low.

ARICKAREE (US Petroleum), October 26—Chairman, Olav Reversen; Secretary, A. Nohorimi. Previous steward was short on ship's stores. Patrolman will be notified of inferior meats put aboard.



MADAKET (Waterman), September 27—Chairman, A. M. Branconi; Secretary, E. Goddard. There is \$49.32 in the ship's fund. Repairs are being done very slowly. Washing machine motor was sent ashore, otherwise everything is in very good shape with a very clean payoff. R. Adkins was elected ship's delegate by acclamation. Ship's delegate will see the captain about changing course when blowing tubes, and will ask the captain if we can use the other washing machine while ours is being repaired. Bingo set will be bought from the ship's fund. Anyone who has any particular phonograph records in mind should inform the membership.

November 8—Chairman, C. Newton; Secretary, I. King. There is \$49.32 in the ship's fund. Deck engineer thanked the crew for the willing help the crew gave him while he was sick. Ship's delegate will see the patrolman about not signing on until all heads are repaired. Steward department was thanked for their good work. Discussion was held on a Christmas fund for dressing up the messroom for the holidays.

DEL SUD (Mississippi), November 8—Chairman, Baldy Bollinger; Secretary, Tex Metting. Al Brindley was elected ship's delegate. Caruso was elected sports director. Library will be open from 5:30 to 9:30 P.M. Discussion was held on the picnic fund and the Seafarers' beach-comber baseball team in New Orleans. Hot plate should be cleaned after each use of it. Discussion was held on buying a public address system. Chief electrician volunteered to fix the extractor,

Get New Books Through Agents

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

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

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

Discussion was held on the ship's fund and cleaning up after the movie.

STEELORE (Gre), November 1—Chairman, C. Hauger; Secretary, Guy Nealis. One crewmember missed ship in Baltimore. There is \$17.52 in the ship's fund. Discussion was held on the Sea Chest. Ship's delegate will take orders. Money from the ship's fund will be used to write the letter to the Senate protesting the closing of the marine hospitals. Ship's delegate got a vote of confidence. Ship's delegate will see the captain about the shower heads and bulletin board.

STEEL ADMIRAL (Isthmian), November 14—Chairman, H. Clemens; Secretary, C. Hartman. Suggestion was made to see the patrolman about extending the drinking water line beyond the house for the longshoremen in foreign ports who request drinking water. Suggestion was made to show the patrolman the rust and sediment in the potable tanks before the next crew signs on. Gangway cables should be inspected, as one broke. There is \$68.73 in the ship's fund.



ANDREW JACKSON (Waterman), October 26—Chairman, Kaars G. Silvertsen; Secretary, Leo Bruce. Ship's delegate will get the names and addresses of Congressmen from the SUP hall in Honolulu. Then letters will be forwarded. Telegram will be sent to the hall stating that we are behind them. Screens should be kept on the portholes by the cooks when men on deck are chipping. Steward was asked for more variety of salads and night lunch. The men also spoke of poor stocking of the slopchest.

November 8—Chairman, K. Silvertsen; Secretary, Leo Bruce. There is \$73.90 in the ship's fund. One man missed ship in Honolulu. An inventory of his gear will be taken by the chief mate and ship's delegate. Steward and ship's delegate will see the chief mate about painting the messroom. All men in the deck department were asked to have their rooms sougeed before getting in. BR asked that all surplus linen be turned over to the steward. Pantry should be kept a little cleaner at night. One man lost his papers in Yokohama. Crew voted thanks to the steward department for work well done. Men were asked to strip their bunks and turn in linen if they are getting off.

LEWIS EMERY JR. (Victory Carriers), November 15—Chairman, Joe Novack; Secretary, Vic Harding. Spares for fans and parts for the steam radiators should be obtained and installed before the next trip. Crew as a whole is working well and there are no beefs. Ship needs fumigation. A list will be posted for all members to sign if they need new mattresses. Copy of the repair list will be posted. Book rack will be installed in the crew recreation room.

BADGER MARINER (South Atlantic), November 17—Chairman, Emil Gratzky; Secretary, J. Longfellow. Murphy was elected ship's delegate. Motion was passed to make suggestions on the working of this type of ship to Union officials so a proper agreement can be drawn up. List of assignments for cleaning the laundry will be made up. Each man will contribute \$1 to the ship's fund. Suggestion was made to buy an iron. Chips was elected treasurer. Repair list was turned in.

WESTERN TRADER (Western Navigation), November 18—Chairman, Fred Vykrita; Secretary, Steve Bergeria. One man missed ship in Philadelphia; his name will be reported. Joe Kumor was elected ship's delegate, by acclamation. Old mattresses should be replaced by inner-spring mattresses. So far only 10 have come aboard. Lock on sidley door should be repaired. Porthole fans should be repaired if possible. Whoever uses the washing machine should clean it up.

ALAMAR (Calmar), November 8—Chairman, John A. Sullivan; Secretary, Thurston Lewis. A letter was sent to Philadelphia about the man who missed ship in Panama, and his gear was sent there. A man missed ship in San Francisco, but this was due to an advance in sailing time and was not his fault. Entire deck gang is getting off. Motion was passed that we get Sea Chest put aboard all Ore and Calmar line ships. There have been beefs about the food. We do not get first-class meals on the ship. There is no variety of sea food. A lot of corned beef is put on the ship and if it has to be used by the men don't

like it. Repairs should be turned over to the delegates so a repair list can be made out. Extra washing machine and grating should be taken out of the laundry. New mattresses put aboard in Philadelphia are no good. Union should ask the company to put inner-spring mattresses aboard with the proviso that crewmembers damaging them pay for them. There is a balance of \$42.26 in the ship's fund.

PURPLESTAR (Traders), October 25—Chairman, C. Murray; Secretary, R. McNeil. Man who missed ship in Moji, Japan will be turned over to the patrolman. All department delegates will pick up repair list. Due to the over-use of coffee, what remains will have to be rationed. Steward said that there were 230 pounds on board after leaving Yokohama, which ordinarily is more than enough for a trip to the West Coast.

JEFFERSON CITY VICTORY (Victory Carriers), October 8—Chairman, Carl Scott; Secretary, John J. Bednar. Old repair list will be given to the ship's delegate who will see what repairs from the previous voyage were not completed. Walter L. Busch was elected ship's delegate. Crew's scuttiebutt has been on the repair list since 1950; the main thing is that the cooler is only a two-quart container which the crew figures entirely to small. Steward department will clean the recreation room; the laundry will be kept clean by the engine and deck departments. All hands will keep the washing machine clean and clean up the machine stinks after using them.

MONTEBELLO HILLS (Western Tankers), October 11—Chairman, Harold F. Jaynes; Secretary, James Beresford. Union will be informed of the chief engineer, who fails to recognize the SIU contract, places the ship and the crew's lives in jeopardy, took a fan out of the galley to put in the hospital although the first assistant has three in his room. Food supplied the ship in Portland, Me., is far below SIU standards. Steward asked that there be more variety in the menus. Delegates will make up repair lists for their departments.

MAE (Bull), November 15—Chairman, Ed Carlson; Secretary, D. Garrigues. There is \$29.50 in the ship's fund; two pools will be run this trip to increase it as much as possible. Steward will order new ash trays for the next trip. Ship's delegate will write to the Union to see about getting a coffee urn installed and if a new washing machine can be obtained to replace the one on here, as it is beyond repair.

MASSMAR (Calmar), October 25—Chairman, Thomas R. Glenn; Secretary, Phillip B. Livingston. John T. Wilzen was elected ship's delegate by acclamation. All repairs on the list should be checked, to see what can be done with the parts on hand before the trip is over. Steward department should clean the recreation room and the deck and engine departments take care of the laundry. Foc'sle decks should be painted.

November 1—Chairman, Thomas Glenn; Secretary, Phillip B. Livingston. Repair list was turned in. Some are being taken care of. Two men on the West Coast are paying off. Garbage should not be disposed of near the foc'sle aft for our own protection. Glasses should be left in the sink at night. Vote of thanks went to the steward department for the good food being prepared and for good service by the messman.

SEATRAN NEW JERSEY (Seatrains), November 15—Chairman, Gay; Secretary, Sir Charles. There is \$40.02 on hand. Suggestion was made to buy crab nets and decorations for Thanksgiving Day. Sir Charles was reelected ship's delegate. There should be more variety of vegetables. Chief engineer will be asked about cleaning and painting rooms of the engine department. Steward should get more coffee pots and spare parts for them. Repair lists will be turned over to department delegates. All mattresses have been given out. Radiators have been cleaned and painted. Chief engineer will brace the fountain in the alleyway.



SEATIGER (Colonial), October 11—Chairman, W. W. Delaney; Secretary, R. W. Youtzy. Mate agreed to paint decks in the messhall and foc'sles. Draws will be put out in foreign money. There was a discussion on cleaning the laundry. It was agreed that the wiper and OS would clean the laundry on alternate weeks. Ship's delegate will see the chief engineer about rusty water in sanitary tank and about hot water. Crew refrigerator should be repaired. All linen should be turned in. Steward suggested that all department delegates be present when stores are brought on board.

November 8—Chairman, R. Youtzy; Secretary, T. Jackson. Chief engineer said nothing could be done about water tanks until the ship went to the shipyard. Tools will be furnished the electrician. Next crew will be informed about the stores, all new stores will be checked to see that they are first class and not poor, like the previous trip's foc'sles should be cleaned before leaving the ship. Steward department got a vote of thanks for their preparation of food. Ice box will be checked and repaired if necessary.

RAGNAR NAESS (Seatrains), November 22—Chairman, N. King; Secretary, J. Kackor. It has been a pleasant over-all voyage, with general morale and conduct of the crew excellent, despite being out in Korea for about four months, without shore leave. Winches should have proper breaks; over-all repairs and adjustments should be made. Deck engineer will speak to the agent at the port of arrival. Steward department stores should come aboard before

the sign-on. Vote of thanks went to the steward department for the excellently food they put out. Great appreciation was given to the day cooks for cooperating with the 4-S watch by letting the ship's eat early. R. L. Ferguson, the ship's delegate, was commended for his extreme sincerity and diligence. He has exercised his ability and kept non-essential beefs to a minimum. The department delegates performed their duties well also. Vote of thanks went to Captain P. Bamberg for his generous consideration and enthusiastic cooperation to one and all crewmembers. It has been a pleasure to sail with Captain Bamberg and Chief engineer Osin.

SEATRAN GEORGIA (Seatrains), November 22—Chairman, Leo Laseva; Secretary, Raymond L. Perry. Men using the washing machine should sign the list posted near the machine, so that those who wish to use it next will know whose clothes are in the machine. Sample of the steak meat should be shown to the patrolman to see if a better grade can be obtained. Each member should contribute \$1 to the ship's fund.

STEEL KING (Isthmian), November 19—Chairman, Vito D'Angelo; Secretary, Fred Steppe. Mate will make up individual draw and stop totals, so each man can verify his own. Quarters should be left clean for the next crew. Ice machine overflows and should be fixed. Fresh water tanks should be cleaned and the linen and flour inspected by the patrolman. Captain expressed his appreciation to the crew for their performance of duties and good conduct, which helped make the trip a pleasant one. He invited all crewmembers to make another trip.



FRANCIS (Bull), October 25—Chairman, John O'Rourke; Secretary, Fred T. Miller. John O'Rourke was elected ship's delegate. Steward was asked about getting more milk aboard and a better variety of night lunch. Messroom should be kept locked while the ship is in port. Noise in the passageways should be cut down. Laundry cleaning list will be posted in the messroom.

AFOUNDRIA (Waterman), November 14—Chairman, Derwood Y. Mann; Secretary, Robert Benjamin. Chief engineer has been discriminating against the ship's delegate for performance of normal Union activities. This is the only friction aboard ship. Patrolman will be contacted at the payoff. Electrician has been shown the agreement relative to the washing machine.

GREECE VICTORY (South Atlantic), October 17—Chairman, Allen J. Friend; Secretary, Robert F. Black. Captain Hubbard called up the Union hall the night before sailing and made the false accusation that the deck gang would not secure for sea. Captain failed to post slopchest price list for the crew's reference, and rations the crew to three cartons of cigarettes every two weeks. He put out two draws in New York after 5:00 P.M. Milk is rationed. Chief steward puts it out only in the morning while at sea; buttermilk will be put out for dinner and supper. Manuel Caldas was elected ship's delegate by acclamation.

November 15—Chairman, Gene Flowers; Secretary, Robert F. Black. Repair list was made up; patrolman will be contacted on deck department beef, where the bosun is accused of running the deck department over the bosun and disrupting the deck department. There is a very small stock of supplies in the slop chest and captain threatens to ration such items as clothing, if necessary. Top-side knew the agent's address in France, but the crew was not informed because of "military security." Crew would like to know addresses and destinations of future ports. Telegrams went through sparks and had to be censored by the captain. Crew should have inner-spring mattresses, like other ships. Mate claims to be out of penicillin. At least six fans should be ordered as spares for the coming trip. Repair lists will be handed over to the ship's delegate.

STEEL SEAFARER (Isthmian), November 8—Chairman, Roland Langus; Secretary, Bill Bessellave. Beef on lunch service in Darkarta will be taken up by the patrolman. There is \$16 in the ship's fund. \$12 was paid for literature to be sent to Washington on the hospital beef, together with the crew of the Steel Rover. One man missed ship in Kahalu, after having missed ship in Newport News. This will be referred to the patrolman. Washing machine motor will be kept for parts. There is too much noise while others were sleeping. Ice cream is going bad and should be replaced in Honolulu. All brothers should keep clear of the fresh paint on the inside passageways. Soap powder brand should be changed.

SUZANNE (Bull), November 24—Chairman, Campbell; Secretary, L. E. Goch. Viki was elected deck delegate. Port steward will be contacted about mess steel in the galley. New tablecloths are needed for the messhall. Keys are needed for the electrician's room. Black gang toilet has not been repaired.

ANDREW JACKSON (Waterman), November 21—Chairman, Kaars Silvertsen; Secretary, no name. There is \$33 in the ship's fund. Linen is to be turned in.

ROBIN TUXFORD (Sea Shipping), September 4—Chairman, R. T. Whitley; Secretary, Russell E. Lund. Every man will clean the laundry after use. Chips will put up hand ringer for dungarees. Cots will be issued on request.

November 3—Chairman, E. Garza; Secretary, R. T. Whitley. Everyone is to turn repairs over to department dele-

Tracking Down Gear Is Everyday Job

One of the more difficult jobs performed by the SIU Welfare Services Department is the task of running down seamen's gear left behind on the ship. This is a painstaking job that involves a lot of time and energy in tracing the movements of a suitcase or a seabag. But thanks to the Union's efficient inter-port communication system, the rate of recovery of personal gear is very high.

In any given week Welfare Services will have the job of tracking down ten or fifteen pieces of personal gear from ships scattered half way round the globe. Once the stuff is located it is usually forwarded to headquarters or to the appropriate outport and checked into the baggage room where it will be safe until the Seafarer can pick it up.

Winds Up On Pier

What usually happens with the gear in the first place is that the Seafarer in question is taken off a ship because of illness or injury in some port that the ship touches. His gear is supposed to follow him, but half the time it doesn't. Instead it will usually wind up on some open pier where it will get soggy, moldy and dirty by the time the Seafarer runs it down and picks it up.

Meanwhile the Seafarer had to do without his clothes, and half the time he could never locate them at all.

That's why Welfare Services comes in very handy in locating gear before it gets sidetracked to



Welfare Services Representative Al Thompson checks in a sea bag in the headquarters baggage room until the Seafarer can come down and pick it up.

some out of the way location. And farer is assured that his clothes will be kept in good condition.

in the HOSPITALS

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

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|---|--|--|
| <p>USPHS HOSPITAL BALTIMORE, MD.</p> <p>Julian A. Blanco
Jessie A. Clarke
Fred J. Cocchia
Frank J. Conforto
Francis L. Davis
Jeff Davis
Samuel Drury
Earl T. Erickson
R. S. Greenway
Milton C. Habrat
Mark B. Halrelson
P. L. Harrelson
James H. Hayes</p> <p>USPHS HOSPITAL JACKSONVILLE, FLA.</p> <p>William O. Schwab</p> <p>USPHS HOSPITAL NORFOLK, VA.</p> <p>Robert Bennett
James W. Davis
H. D. Milliner
John M. Powers</p> <p>USPHS HOSPITAL SEATTLE, WASH.</p> <p>Robert R. Barber
Leo Dwyer</p> <p>ENDWOOD HOSPITAL TOWSON, MD.</p> <p>Leonard Franks</p> <p>USPHS HOSPITAL SAN FRANCISCO, CAL.</p> <p>Wayne T. Center
Ho Yee Choe
C. B. Coburn
F. T. Castello
Olav Gustavsen
Joe Peireira</p> <p>USPHS HOSPITAL SAVANNAH, GA.</p> <p>Fred U. Buckner
W. L. Butler
P. G. Daugherty
R. A. Denmark
John E. Duffy
Joe B. Farrow
Nathan L. Gardner</p> <p>LONG BEACH VETERANS HOSPITAL LONG BEACH, CAL.</p> <p>E. L. Pritchard</p> <p>SEASIDE MEMORIAL HOSPITAL WILMINGTON, CAL.</p> <p>Isaac P. Hancock</p> <p>USPHS HOSPITAL DETROIT, MICH.</p> <p>Tim Burke
Harry J. Cronin</p> <p>USPHS HOSPITAL MEMPHIS, TENN.</p> <p>Charles Burton</p> <p>USPHS HOSPITAL NEW ORLEANS, LA.</p> <p>T. P. Barbour
Cecil Bennett
Fred Blankenberg
K. M. Bymaster
Herman H. Casas
Clarence W. Cobb
George T. Coleman
S. Cope
Adion Cox
Rogelio Cruz</p> | <p>C. E. Johnson
Robert Lambert
Ben Lawson
W. R. McIlveen
Earl McKendree
William H. Mays
James H. Penwick
M. Pugaczewski
Horace C. Sherrill
Howard W. Sherrill
James T. Smith
Harry C. Sullivan
Larry A. Webb</p> <p>USPHS HOSPITAL NORFOLK, VA.</p> <p>Henry L. Pruitt
Fred Rafflenbuel
Henry Watson</p> <p>C. E. Owens
Joseph E. Wells</p> <p>Gilbert L. Perry
Peter Smith
E. R. Snedeker
Don A. Thoreson
W. Timmerman
Robert R. White</p> <p>Roger E. Huggins
Herman C. Kemp
Jimmie Littleton
L. J. Love
W. T. Sheirling
George W. Wilson</p> <p>Joseph L. Sheahan</p> <p>Jack F. Thornburg</p> <p>Thomas J. Dawson
Joseph L. Dionne
M. W. Gardiner
Andrew J. Gindel
Jack H. Gleason
John Hane
John L. Hinton
A. Isyak
J. H. Jones
E. G. Knapp</p> | <p>James R. Lane
Leo H. Lang
Thomas Lind
Jesse Lyles
J. M. Mason Sr.
L. L. Mays
Mitchell Mobley
C. R. Nicholson
Harry E. O'Brien
John W. Quimby
W. E. Reynolds</p> <p>Louis Ros
Luther C. Seidle
William E. Swilley
Richard R. Suttie
T. R. Terrington
Lonnie R. Tickle
Joseph Traxler
E. Velazquez
C. V. Welborn
Russell Wentworth
J. C. Whatley</p> <p>USPHS HOSPITAL BOSTON, MASS.</p> <p>Edmund Andrade
Samuel E. Bayne
W. W. Boehner
Joseph E. Crowley
John Farrand</p> <p>Charles A. Lufkin
Frank Mackey
Theodore Mastaler
Robert A. Rogers</p> <p>CHARITY HOSPITAL NEW ORLEANS, LA.</p> <p>Joseph P. Barraco</p> <p>USPHS HOSPITAL STATEN ISLAND, NY</p> <p>James H. Adams
R. V. Anderson
Melvin Bass
John Beckmann
Earl A. Bink
Frank Blandino
John E. Brady
William H. Brady
Jessie C. Bryant
Ivan E. Buckley
Bomar R. Cheeley
J. Bruce Cole
Ian G. Cumming
C. L. DeChenne
John Dovak
Eddie Driggers
John J. Driscoll
Gilbert Essburg
John Flynn
David S. Furman
Estell Godfrey
Felix Gregorowicz
Edwin F. Growe
Paul Jokubekak
Walter Karlak
Michael Katrasnky
L. Kristiansen</p> <p>R. LaBombard
Luciano Labrador
Stanley Leako
Thomas V. Logan
William Logan
C. Mc'Brien
John MacInnes
Sau Mok
Jack D. Morrison
Alfred Mueller
Jack K. Olsen
Oscar Raynor
G. H. Robinson
Virgil Sandberg
Ira A. Sandt
Robert Sizemore
John Slaman
Robert Smith
Warren Smith
C. Sofounios
Jose Sousa
Henry S. Sterling
Harry S. Tuttle
A. P. Violanta
Frank Walaska
Peter Williams</p> <p>USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY</p> <p>Percy D. Alfred
Claude F. Blanks
Julian Cuthrell
C. M. Davison
Emilio Delgado
Antonio M. Diaz
Jose G. Espinoza
Robert E. Gilbert
Bert E. Guranick
Peter Gvozdich
John B. Haas
Thomas Isakson
John W. Keenan
Frederick Landry</p> <p>James J. Lawlor
James R. Lewis
Francis F. Lynch
H. F. McDonald
A. McGuigan
David McIlreath
Vic Millazzo
Lloyd Miller
Eugene T. Nelson
Montford Owens
E. R. Smallwood
Henry E. Smith
Renato A. Villata
Virgil E. Wilmoth</p> <p>USPHS HOSPITAL GALVESTON, TEX.</p> <p>C. Barboza
T. A. Cousins
Howard E. Liles
Charles O. Lynsky
John E. Markopolo
O. J. Morgan
Julius Parks
D. B. Patterson</p> <p>Sidney Pickett
Stanley Poisso
Robert Puckett
H. Trahan
Charles Tyler
Vernon West
Carl B. Wright
Charles Young</p> |
|---|--|--|

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.

Elizabeth Ann Long, born November 7, 1953. Parents, Mr. and Mrs. Harry K. Long, 1420 Robert E. Lee Street, Mobile, Ala.

James Randel Anding, born November 4, 1953. Parents, Mr. and Mrs. Bennie J. B. Anding, Box 579, Kirbyville, Tex.

Maurcen Paula Fleming, born October 30, 1953. Parents, Mr. and

Mrs. Thomas Fleming, 17 Regent Street, Boston, Mass.

Larry Marshall Allman, born November 5, 1953. Parents, Mr. and Mrs. Richard H. Allman, 1024 West 76th Street, Los Angeles, Cal.

Geoffrey Kent Marston, born October 23, 1953. Parents, Mr. and Mrs. Kenneth R. Marston, 39 South Bay Drive, Babylon, NY.

Linda Jean Langston, born October 7, 1953. Parents, Mr. and Mrs. John A. Langston, Box 283, Burgettstown, Pa.

Joseph Younging Chen, born June 22, 1953. Parents, Mr. and Mrs. Chen K. Zai, 100 Stanton Street, New York, NY.

Gail Curran, born November 7, 1953. Parents, Mr. and Mrs. Leo P. Curran, 3 Eutaw Place, East Boston, Mass.

Margaret Kosmas, born August 28, 1953. Parents, Mr. and Mrs. John Kosmas, 133 Lindy's Lane, San Francisco, Cal.

Prisella Susan Reed, born October 10, 1953. Parents, Mr. and Mrs. Warren A. Reed, Mandeville Road, Covington, La.

David Eugene Smith, Jr., born September 10, 1953. Parents, Mr. and Mrs. David E. Smith, Box 48, Chesterfield, SC.

Lillian Beth Catalanotto, born October 23, 1953. Parents, Mr. and Mrs. Joseph Catalanotto, PO Box 190, Raceland, La.

Sharon Ann Parker, born October 21, 1953. Parents, Mr. and Mrs. Samuel D. Parker, Tuckaseegee, NC.

Ernest Rene Jaunet, born November 3, 1953. Parents, Mr. and

Mrs. Edward A. Jaunet, 2109 Elysian Fields Avenue, New Orleans, La.

Sharon Anne Matson, born December 3, 1952. Parents, Mr. and Mrs. Howard H. Matson, 309 West Bay Street, Sylacauga, Ala.

Frank Miller, Jr., born October 26, 1953. Parents, Mr. and Mrs. Frank Miller, 4209 Gray Street, Tampa, Fla.

Karen Christine Manchester, born November 11, 1953. Parents, Mr. and Mrs. Henry A. Manchester, 938 North Calvert Street, Baltimore 2, Md.

Adras John Guidry, born November 13, 1953. Parents, Mr. and Mrs. Theodore Guidry, General Delivery, Basile, La.

Joseph Francis Pallando, born November 3, 1953. Parents, Mr. and Mrs. Joseph Francis Pallando, 2742 South Fairhill Street, Philadelphia, Pa.

Maurice Mervin Williams, born November 12, 1953. Parents, Mr. and Mrs. Maurice M. Williams, 51 Berwick Street, Beaver Meadows, Pa.

Patrick Edward Scott, born June 5, 1953. Parents, Mr. and Mrs. Mason R. Scott, 2112 East Ellicott Street, Tampa, Fla.

Helen Feeley, born January 7, 1953. Parents, Mr. and Mrs. Walter J. Feeley, 56-A Crescent Avenue, Dorchester, Mass.

Toni Rae Henderson, born November 17, 1953. Parents, Mr. and Mrs. Wayne D. Henderson, 1021 Avenue I, Galveston, Tex.

David George Linker, born October 22, 1953. Parents, Mr. and Mrs. William G. Linker, 1312 South 26th Street, Philadelphia, Pa.

MEET YOUR OLD SHIP MATES AT THE SNU'S OWN

Port O'Call

AT THE UNION HALL 4TH AVE AND 20TH ST. IN BROOKLYN. SWAP YARNS AND WATCH THE FIGHTS ON TV. NEW LOW PRICES AND YOU'RE ALWAYS WELCOME HERE AT YOUR OWN PLACE. OWNED AND OPERATED BY THE SEAFARERS INT'L UNION-AEG-AFL

Reading The Good News

Lawrence Christopher Wolf takes an interested look at letter from Union informing his parents of maternity benefit. His mother, Mrs. Ronald F. Wolf, also looks on at their Woodside, Long Island home.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



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

For all hospitalized Seafarers who are interested, the Welfare Services Department will take up the Christmas shopping burden for them. No need of getting out of your comfortable hospital bed to get crushed by the holiday crowds. We will save you the trip and the trouble of Christmas shopping by doing it all for you. Just let us know your needs and what you want to buy. We'll get them for you and send them on their way. Hurry though, only 11 shopping days until Christmas.

Out in the Staten Island Marine Hospital we find many of the boys, some in fine shape just waiting to get out. One of these is Richard Anderson, a messman off the Lucile Bloomfield (Bloomfield) who has been in drydock since the end of last month. The New Market, NJ, boy is not seriously ill, though, and will probably be up and around the hall in a short time.

David Furman, chief steward off the Seavigil (Orion) has been in the hospital since November 18 for a checkup. He's out of Irvington, NJ.



Furman

Ian Cummings is no longer listed among the ill at the same hospital. He was discharged last week after entering early in October because of a generally rundown condition. Another Jersey boy, his last ship was the Robin Locksley (Seas) which he sailed on as a messman. He looks fine now and feels right chipper.

Robert Anderson, no relation to Richard of the same name, is recuperating in the Staten Island Institution after coming down sick aboard the Keystone Mariner (Waterman) which he shipped on as engine maintenance. This Bronx, NY, Seafarer is still a bit under the weather, but hopes to get out sometime soon with the holidays approaching rapidly.

Turning up sick on the Bethcoaster (Calmar), Jessie C. Bryant, MM, drydocked himself in the hospital until he gets to feeling a mite better. This Granite Falls, NC, boy has been in since last November 21, but he's looking to pull out of his medical tails핀 any day now and come around to the shipping hall.

Resting up after a siege of pneumonia is Heinrich Sterling off the Coeur D'Alene Victory (Victory Carriers). The FWT is coming along fine and expects to be discharged and get over to his New York City home in the near future.

Laid up out in Staten Island with a twisted ankle is Bothwell Blanchard, AB, off the Steel King (Isthmian). This Seafarer is from Ridgeland, SC, and he's hoping to get to see the Southland again right soon, as soon as the doc checks him out of drydock on the island.

John Dovak is rounding into shape these days. He expects to be out on a discharge from the hospital very soon. His last ship was the San Mateo Victory (Eastern), which he sailed on as a fireman-watertender. He's been in the hospital since the beginning of November and is on the road to recovery after suffering an injured back.



Sterling

Seafarer Quits, Sailed 49 Yrs.

After going to sea since 1902 Seafarer Benjamin Bailey is properly entitled to a rest. Recently placed on the SIU disability benefits list, on the eve of his 73rd birthday, Bailey can now look forward to the assurance of a \$25 check every week from the Welfare Plan.

The money from the Welfare Plan, plus \$68.90 a month which he receives from the Government in the form of Social Security benefits, is enough for Bailey and his wife to get by on. Certainly its a far cry from the \$10 a month that Bailey started working for when he first went to sea.

Bailey's baptism at sea came on the El Monte of the old Morgan Line. For his \$10 a month he worked, as he put it, "from a quarter of four in the morning until ...", meaning until work was done.

Went Up To \$1 A Day

Later on, Bailey's wages gradually improved. He went up to \$15 a month, and then in 1906, four years after he started sailing, he was getting a dollar a day, \$30 a month as second cook on a passenger ship.

By this time Bailey got a little disgusted with the hard work and low wages offered at sea and decided to try his luck shoreside. The old IRT west side subway had just opened up running from South Ferry way uptown to 96th Street and Broadway. Bailey got a job on the subway which paid \$9 a week for a 12 hour day. But after six weeks he decided that he'd had his fill. "At least on a ship you could eat," he said, "even if you didn't make any money."

So back to sea he went, and stayed aboard ships through two world wars, until a shipboard accident put him out of commission in 1951. In the last war he sailed continually on the George Washington, a troop transport, for five years without a break.

Switched To SIU

Bailey was a member of the old International Seamen's Union, whose membership card he still holds. Like many ISU men, he switched to the SIU when it was chartered in 1938.

Two years ago at the age of 70, he was sailing on the Anson Mills when he suffered an accident in a fall. Complications followed including a stroke and Bailey has been unable to work since. A long spell in the hospital followed the accident and even now Bailey is still receiving out-patient treatment.

For quite some time Bailey was receiving maintenance and cure, but when that was discontinued,

Gets His Pay In SIU Hall

Getting paid off in the Union hall was the unusual experience of Seafarer Gilbert Essberg, ex-crew-member of the Antinous (Waterman). Essberg got paid off in the Welfare Services office at headquarters after having to leave the ship because of illness.

When Essberg went to the hospital he notified the Union hospital representative that he had money coming to him from the company. Accordingly Welfare Services made arrangements with the company to get him paid off.

Vouchers were secured from Waterman's New York office and brought to the hospital where Essberg signed him. However, the next day he was discharged from the hospital, so that the cash payment was made to him right in the Welfare Services office.

he applied for the disability benefit, submitting discharges covering 30 years of sea time.

"I had more voyages than that" he said. "But many times in those days there was no shipping commissioner at the payoff. The cap-

tain gave you whatever money was coming to you and that was that."

Bailey can't get around too well now, but he intends to come up to SIU headquarters from time to time and pass the day with some of his old shipmates.

FINAL DISPATCH

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

Sergio Decaceon, 53: On October 7th of this year Brother Decaceon died of a stroke at Jefferson Hospital, Philadelphia, Pa., and was buried at US National Cemetery, Beverley, NJ.

Thomas Nicholas, 62: A FOW in the black gang, Brother Nicholas died of acute pulmonary congestion on November 24, 1953, at the USPHS Hospital, Baltimore, Md. He had joined the SIU this year in Baltimore, and was buried in that city.

Albert Turkovich, 31: Brother Turkovich died on April 14, 1953, in Saigon, Vietnam. He had been a member of the Union for almost two years, having sailed as a wiper in the engine department from the port of New York. He leaves his father, Anton Turkovich, 801 North Broadway, Joliet, Ill.

Einar K. Olsen, 49: Brother Olsen fell from the ladder, of the Steel Architect to the deck on October 28, 1953, and suffered a fatal brain injury. At the time, the vessel was at sea, and Brother Olsen was buried at sea. He joined the SIU in New York in 1944 and sailed as a member of the steward department. Surviving is his sister, Mrs. Grace Brozio, 192 East 337th Street, Willoughry, O.

John Lindsay Cobb, 64: A member of the SIU since 1938, Brother Cobb died of a cerebral hemorrhage on October 25, 1953, at the British Hospital in Buenos Aires, Argentina. He sailed as a member of the deck department from Baltimore and is survived by Edith Marie Cobb, PO Box 362, of that city.

Benjamin A. Hubbard, 73: Brother Hubbard suffered a fatal heart attack aboard the Liberty Flag and died on April 22, 1953, while the ship was enroute to Yokohama. He had been a member of the steward department since he joined the SIU in New York in 1947; surviving is his sister, Mrs. Pascoe Hubbard Colburn, Box 590, Bastrop, La.

John G. McStravick, 32: Brother McStravick died in New York City of multiple fractures, shock and hemorrhage and was buried at Calvary Cemetery, Rockford, Ill. He is survived by his sister, Mrs. M. S. Grumbacher, McLellan Heights, York, Pa.

Vernon Bolton, 46: Brother Bolton, an oiler in the engine department, suffered a fatal hemorrhage on November 11, 1953, in Mobile, Ala., and was buried in the Pine Crest Cemetery of that city. He leaves his daughter, Mary Ann

Bolton, of 116 Herndon Avenue, Mobile, Ala.

Zephaniah C. Wright, 57: Brother Wright died of a fractured skull in New York, NY on September 6, 1953, and was cremated at Freshpond Crematory, Queens, NY. He had been a member of the stewards department for 12 years, having joined the SIU in New York.

Braxton S. Conway, 47: A circulatory disease proved fatal to Brother Conway on November 10, 1953. He died at the USPHS Hospital, in Boston, Mass. and was buried at Mt. Auburn, Baltimore, Md. Brother Conway joined the SIU in Boston back in 1938 and sailed in the steward department. He leaves his wife, Gladys L. Conway, 46 St. James Street, Boston, Mass.

Justus Lafayette Whidden, 33: Brother Whidden was fatally injured in an automobile accident in Mendolino, Cal. on August 18, 1953, and was taken to Tampa, Fla. for burial. He had joined the SIU in Tampa in 1941 and sailed in the deck department.

Anthony Arenella, 45: A member of the engine department since 1939, Brother Arenella joined the SIU in New York and was buried in St. Johns Cemetery, Queens, NY. He died of a heart ailment in Brooklyn on September 14, 1953.

for SIU MEMBERS!



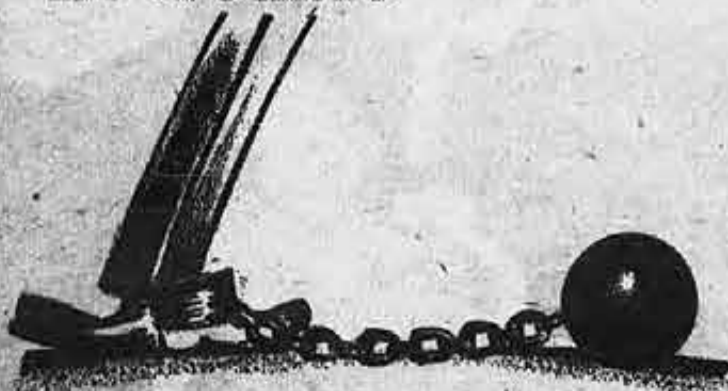
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