



Crewing Up. Back in operations after the end of the longshore strike in Puerto Rico, Seafarers haul their gear aboard the SS Kathryn, a Bull Line ship in New York. The Kathryn was one of over 20 SIU-contracted ships idled as a result of the AFL longshore union's strike for an improved contract. SIU crews were also dispatched to Bull Line, Waterman and Alcoa ships in other East Coast and Gulf ports as mountains of cargo were loaded for shipment to the Island. (Story on Page 3.)

GOV'T OK'S 80-SHIP 'RUNAWAY'

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PR Dock Strike Ends; SIU Crews Return To Ships

Story On Page 3

The Indo-China Truce - And You!

A SEAFARERS LOG SPECIAL REPORT

Story On Page 2

The Indo-China Truce—And You!

What effect will the Indo-China truce have on:

- The number of SIU ships calling in Indo-China?
- The possibility of Communist attacks on SIU ships?
- The cargoes slated for other southeast Asia countries?

The effects of the recently-ended Indo-China war will be felt everywhere for years to come. And the American merchant marine, which has been a major strand in the Indochinese lifeline—as a matter of fact in the lifeline of all Southeast Asia—is right in the middle of the storm.

Briefly, this is what the loss of northern Indo-China under the truce means to the world in general and to the men who crew America's merchant ships.

• The trade, land and resources of 14 million people have been lost to the West, with every possibility that 12 million people in the southern part of the State of Vietnam around Saigon will eventually go Communist, along with millions more in Laos and Cambodia, the two other Indo-Chinese states. Result: eventually no more SIU ships will carry goods to these areas.

• Other huge, populous and important southeast Asia areas are directly threatened including the Philippine Islands and the port of Manila; Malaya and the island of Singapore and Thailand (Siam). As a matter of fact, the entire southern part of Asia, including such vast countries as India, Pakistan, Burma and Indonesia is under the lengthening shadow of the Communist threat.

• To Indo-China alone the US sent 2.5 billion dollars worth of goods in recent years. US merchant ships and the seamen who man ships there now will continue to operate at the very edge of the no man's land between the Communist and non-Communist worlds. In doing so, these ships and men are exposed daily to a variety of incidents, each one of which could have grave consequences. An attack on a single US merchant ship could touch off another Korea-type war or more.

• Thailand is likely to become the key front in the south of Asia, just as South Korea is the key front in the north, and US aid shipments that formerly went into Haiphong and Saigon can now be expected to flow in increasing amount to Singapore and Ko Si Chang, the port for the Siamese capitol of Bangkok.

Country Of Rich Resources
Of itself a land largely unknown to Westerners, Indo-China is actu-

ally a far richer prize than Korea over which Americans fought so bitterly for three years. From the point of view of the military man, Indochina is the military key to a very large part of Southeast Asia. If the Communists do manage to seize it all (which is expected in the long run) they would be following in the footsteps of the Japanese in 1940. The Japanese occupied Indo-China first before Pearl Harbor.

Indo-China is also a rich prize to the economy of the Communist world, because it is one of the few places in Asia that has a surplus of rice that will now go to feed a hungry China.

These are the long range prospects. The immediate problem faced by Seafarers on their ships is one of going into ports like Saigon and Haiphong that are infested with Communist sympathizers and active Communist agents. Haiphong, the port of Hanoi in the north, will be evacuated within the next ten months. As the French troops withdraw, the underground Communists can be expected to become increasingly bolder.

Nor are conditions in Saigon, in the Southern part of Vietnam much better. Theoretically, under the terms of the truce, the Communist guerrilla forces are supposed to leave the southern section of the divided country and move north in the same ten-month period that the French evacuate Hanoi.

Communist Move to Take Over

Communist leader Ho Chi Minh has already called for Communist occupation of Saigon and his supporters are already hard at work, aided by corrupt politicians. The conservative US publication "Business Week" quotes a Saigon businessman as saying "Everyone is Vietminh (Communist) here; the coolies unloading our ships, the pedicab boys even the secretaries in my office. Why shouldn't they be? What have we ever done for them?"

Further, "Business Week" goes on to say, the black market is being deliberately cultivated by French interests at the expense of the population. The French, it charges, are now milking Saigon for whatever they can get before they have to pull out. And local Vietnam politicians, the magazine declares, "are more likely to work with Ho's agents who are now moving more and more into the open."

This is the kind of situation that the Seafarer finds when he comes to Saigon. Seafarer Peter Prevas—in the accompanying eye-witness report—describes the conditions now prevalent in Saigon.

The latest word from Saigon is

that the harbor is completely jammed with US ships because the Defense Department has diverted all arms deliveries to the South for fear that the supplies would fall into Communist hands at Haiphong. Just how long Saigon will hold out is anybody's guess.

It's expected though, that for the time being, the US will continue to pour aid into southern Indo-China, and step up its assistance to Thailand and Malaya. A lot depends on whether the US can succeed in forming a line extending from the Philippines, to Malaya to Thailand to become the new barrier in case Saigon goes Communist.

One Seafarer who recently returned from Indo-China reported that the atmosphere and the mood is the same as when he saw the countries of Europe one by one fall under the control of Hitler before World War II. "Everybody over there has the jitters," he said. "It looks like we seamen are again in a front seat to history."

Seafarer Eye-Witness Report

By Peter Prevas—SS Seacomet

Saigon, Vietnam, Indo-China—"The ammunition docks" (where many ships unload first) "are fourteen miles from here and the only transportation available is at 0800 hours and 1700 hours because the road is blockaded at both ends. At various points on the road there are forts with barbed-wire strung around them. In the night the Communists come out of the jungle and there have been . . . several acts of violence . . ."

"Aboard the ships discharging ammunition there are about 15 legionnaires who are on 24 hour guard duty. Coming up the river to Saigon, soldiers rig up machine guns on the fantails of all ships . . . The French are unable to give us the proper security."

VIETNAM—Country divided roughly along the 17th Parallel. South Vietnam comprises an area of 50,000 sq. mi., with a population of 10,000,000, a large rice surplus and the chief port and urban center, Saigon. North Vietnam includes an area of 77,000 sq. mi., with a population of 12,000,000; it is a food-deficit area despite its rich rice fields, but it has important export resources in its anthracite coal mines, tin, lead, zinc and wolfram.

LAOS—The non-Communists hold entire area of 91,000 sq. mi.—with population of 1,200,000—except for two salients in the north. The Communists agree to recognize the French-sponsored Government of Laos.

CAMBODIA—The non-Communists hold entire area of 54,000 sq. mi., with a population of 4,000,000. Communists agree to recognize French-sponsored regime.



LOG SPECIAL REPORT

Co's Ready Back Pay Lists



Seafarers check the back pay list of Seatrain Lines at SIU headquarters for money due under the retroactive provision of the new freight contract. Other SIU-contracted freight companies were readying similar lists which will net Seafarers thousands of dollars in back pay.

A sizable group of SIU-contracted freight companies are nearing completion of back wage lists while other SIU companies are now ready with thousands of dollars for the men who manned their ships.

In many cases the back pay owned to crewmembers has already been sent out. The bulk of the companies that have not begun payments are expected to swing into action within the next couple of weeks.

Inasmuch as retroactivity extends back to October 1, 1953, the average Seafarer will receive checks from more than one ship and company.

The following is a partial list of companies and their plans for handling retroactive payrolls. Tanker companies are not included in this round-up as negotiations are still in progress with some of the

operators. Companies not listed below have not yet set a specific date and procedure for handling back wage payments.

In all cases when writing a company be sure to give the name of the ship, the dates of sign-on and payoff, your rating, social security number and Z number.

Alcoa Steamship Company: Checks have already been put in the mails to the last-known address of the Seafarer, except if a man is still aboard an Alcoa vessel. Those men on the ships will get their back pay at the next payoff. Any Seafarer who worked for Alcoa and changed his address since last October should notify the company

in New York or in Mobile of his new address.

American Merchant Marine SS Corp.—Payments will be ready in three to five weeks. Seafarers should contact the company at 17 Battery Place, New York City.

Bloomfield Steamship Company—August 15 will be starting date for payments. Inquiries should be addressed to the company at PO Box 1450, Houston, Texas.

Bull Steamship Company—All checks have since gone out in the mail. Seafarers who have not received payments from this company should get in touch with the New York office, 115 Broad Street, (Continued on page 17)

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Mobile SIU representative Louis Neira hands shipping card to a waiting Seafarer while other men await their dispatch cards. Men were among 70 crewmembers shipped to the Waterman ships Monarch of the Seas and Morning Light to resume service to Puerto Rico at end of longshore strike.

AFL's Pier Union Maps New Drive

CHICAGO—Winding up a three-day convention at the Atlantic Hotel, delegates representing 50,000 AFL longshoremen completed the business of setting up a new autonomous union, the International Brotherhood of Longshoremen (AFL).

In the course of the convention, delegates drafted and approved a constitution for the union, elected a president, secretary-treasurer and 15 vice-presidents, and made plans for a special convention next year. Normally though, the union will meet once every three years.

Long

Meanwhile, the AFL cut into the vote lead of the old ILA as the National Labor Relations Board started its tally of disputed ballots in the May election for New York dockworkers. The new union picked up 56 votes as the Labor Board counted 670 disputed ballots and now trails the old ILA by 263 votes. Still to be disposed of are 1,097 more disputed ballots.

The New York regional office has recommended that all but 630 of the remaining ballots be thrown out as invalid. The 630 votes consist of the ballots of hatch bosses whose eligibility is still in dispute.

The AFL-IBL convention was attended by 212 delegates including several representing AFL longshoremen in the New York area. Aside from adopting its constitution and changing the name of the organization, the delegates made plans for intensive organizing efforts on the Great Lakes and in the New York metropolitan area. They received assurances from AFL President George Meany that full support would be given to further organizing in New York.

Among those elected at the convention were Larry Long of St. Louis as president; E. L. Slaughter, Duluth, Minnesota, secretary-treasurer; and John Dwyer, Vincent Erato, Chester El and Carlyle Burns from the New York area as four of the 15 vice-presidents.



Slaughter

Tie-Up Ends; Bull, Alcoa, Waterman Sailing To PR

Holds bulging with cargo, SIU ships on the Puerto Rican were back on the sea lanes as the government of Puerto Rico seized the docks to end a 35-day longshore strike. Sixty-five hundred AFL longshoremen went back to work after the island's legislature hastily passed a law permitting Governor Munoz Marin to seize the docks.

Most directly affected by the tie-up, of course, was the SIU-manned Bull Line which concentrates on the island run. Two Bull Line ships, the Hilton and the Marina, were in Puerto Rico at the time of the strike, but both were able to sail after the strike began. The rest of the 17-ship fleet was laid up, with the exception of one ship put on the Santo Domingo run. With the strike over, all Bull Line ships are now operating.

Waterman, another major operator in Puerto Rico, had the Claiborne and Azalea City in San Juan throughout the strike, while the Monarch of the Seas was laid up in Mobile because of the tie-up. All three ships are now moving

and a fourth Waterman ship, the Morning Light, has been put on the run temporarily to take care of the cargo that piled up during the course of the walkout.

Alcoa was the least affected by the tie-up since its ships all bypassed San Juan and made their regular island-hopping stops throughout the Caribbean. When the strike ended, the Alcoa Runner in New York was loaded to full capacity, over 11,000 tons, and sent on her way to San Juan.

One other SIU ship, the Barbara Frietchie, is still tied up in Puerto Rico as a result of a dispute over the hiring of longshoremen for her operations. It's expected that this will be cleared up within a day or two.

Meanwhile, negotiations are still in progress over the wage issues of the strike with a settlement reported close at hand. Present pro-

posals by the union call for a 20-cent wage package to be spread over a two-year period.

LOG Prints Pact Changes

Appearing on the back page of this issue is the full text of the amendments to the SIU standard dry cargo agreement as signed by SIU-contracted dry cargo operators. Money items of these amendments are retroactive to October 1, 1953.

Also in this issue is the new wage and overtime scale in effect on SIU dry cargo ships under the terms of the amended contract. Negotiations with tanker operators for changes in the tankship agreement are still going on.

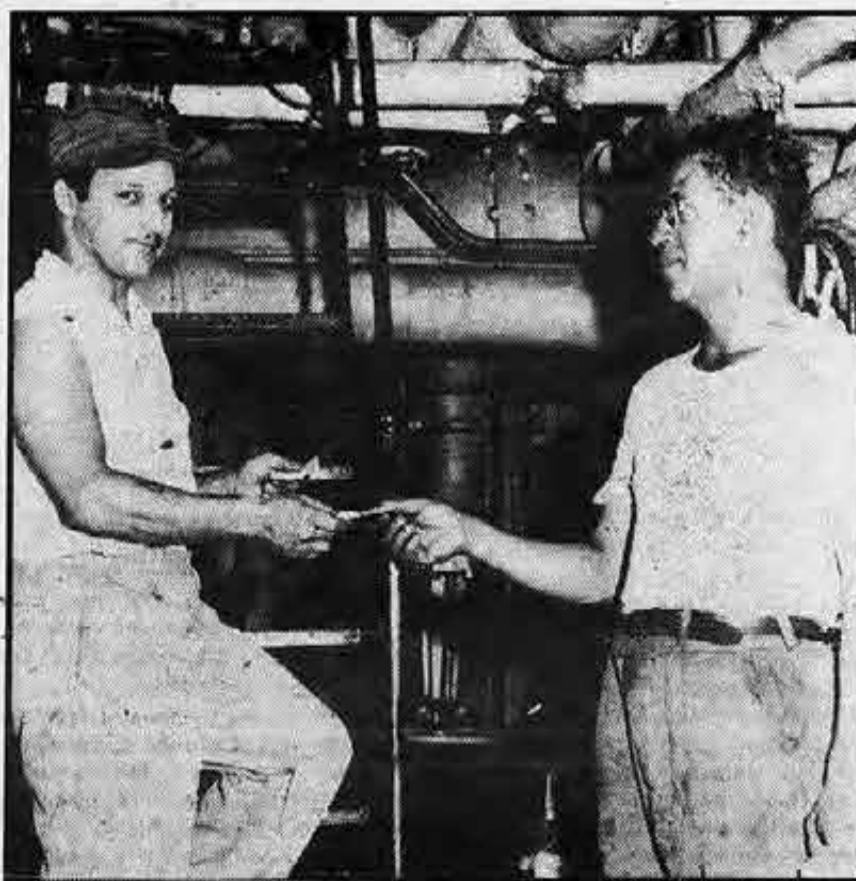
SIU Ballot Report Set

Nominations for all SIU Atlantic & Gulf District offices will be open on August 12 following presentation of the secretary-treasurer's ballot report to the membership on August 11.

Under the terms of the Union constitution, the ballot report will contain the secretary-treasurer's recommendations on the structure of the SIU election ballot, that is, the number of offices that are to be filled by election, the titles of the offices and the division of offices between headquarters and the various outposts.

If approved by the membership, the recommendations will form the basis under which Seafarers can nominate themselves for the various elective offices. Nominations will run for a full month, from August 12 to September 12.

Full details on the number and type of elective offices as well as on the nominations and election procedure will be carried in the next issue of the SEAFARERS LOG.



In New York the Bull Lines Kathryn took a full crew and resumed regular service to Puerto Rico. Here A. Veya, Oiler, prepares to turn to by turning over shipping card from SIU to A. Oquendo, engine department delegate.

80 US-Flag Ships Given Transfer OK

WASHINGTON—The already weakened American merchant marine was dealt a stunning blow with the announcement this week by Maritime Administrator Louis Rothschild that approval had been granted for the transfer of 80 American-flag Liberty ships. Included on the list of ships seeking to fly "runaway" flags are 26 ships now under contract to the SIU.

SIU Secretary - Treasurer Paul Hall termed the Rothschild move "a torpedo to the mid-

ships of the American merchant marine." Hall stated that this not only means the loss of thousands of jobs in the industry, it also means setting these ships up in business against us. "In a short time such transfers could drive all but the subsidized American ships right off the seas."

Acted Alone

Rothschild acted apparently single-handed although both the House and Senate maritime committees had previously requested delays on the transfers until Congress had a chance to set policy on the US tramp shipping fleet. These requests had held up the transfers since May, but now with Congress in its closing days, the Maritime Administrator seemingly felt free to go ahead with the transfers without much possibility of interference from Congress.

Rothschild has specified that such transfers should go only to the flags of Panama, Liberia and Honduras, the three runaway flags known for their low-cost competition with American ship operators.

Wires To Companies

The Maritime Administrator has wired all the applicants setting the other "conditions" for the transfers as follows:

- They must not trade with Iron Curtain countries.
- The ships must remain under American ownership.
- The owners must post bond to show that they would pay mortgages that they owe the US Government.

The last requirement is the only new "condition" for the transfers. As was pointed out in an article in the May 14 LOG, these operators were in hock to the Maritime Administration for the sum of \$16 million since many of them had never paid a cent on mortgage principal owed to the US Government. Under the original transfer proposals they would not even have legal obligation to pay off their mortgages.

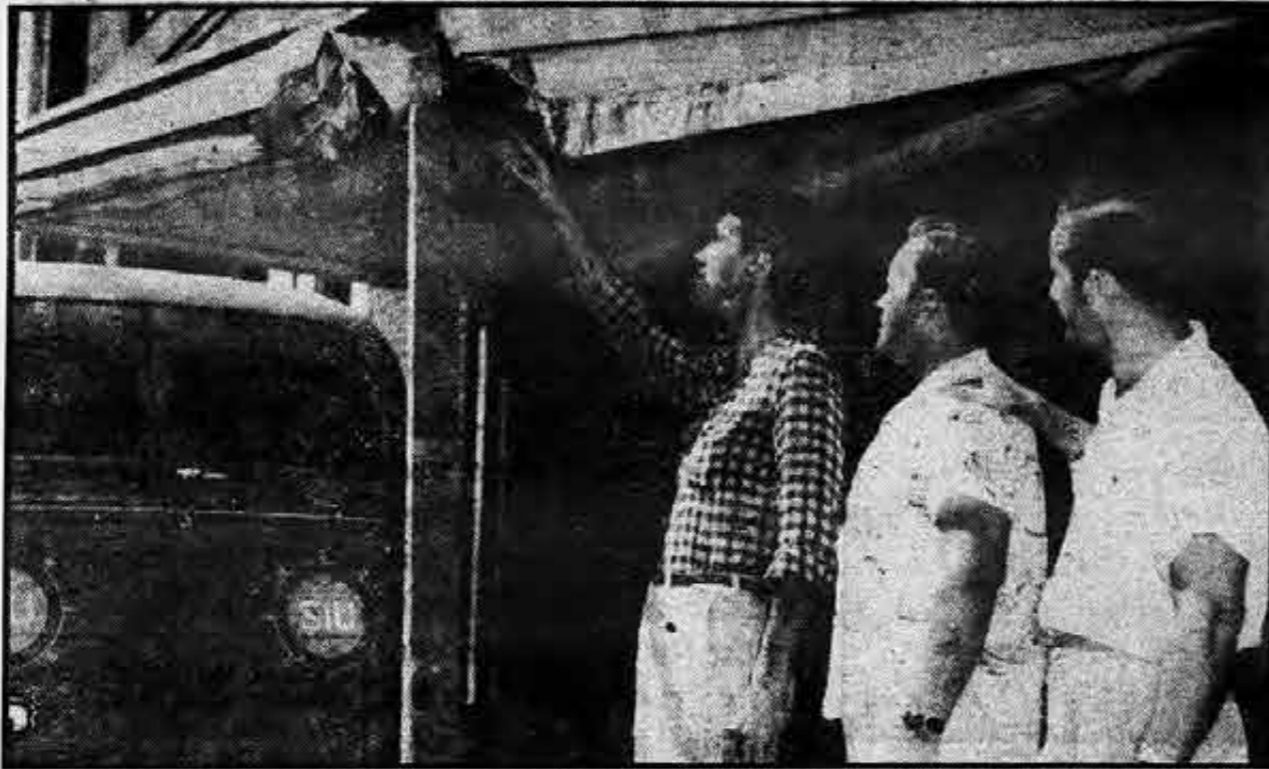
SIU Opposed

The SIU and other maritime unions have been bitterly opposed to the transfers on the grounds that they only worsen the problem of remaining US-flag ships which have to meet more and more of the low-wage, low-cost runaway flag operation. At the very least, the SIU held that the Maritime Administration should require replacement of transferred ships with equivalent tonnage under the US flag.

The latter requirement had been a general rule with the Maritime Administration until it "relaxed" its transfer policy last January. Since then pressure has been growing from tramp operators to approve transfers under the most lenient circumstances.

Already transferred this year under the "relaxed" policy are several Liberty tankers as well as four dry cargo ships. Three of these had been under contract to the SIU.

Roadway Truck Takes Bite From NO Hall



Examining truck damage to the canopy in front of the New Orleans SIU hall, are (left to right) Seafarers George Neyrey, DM, John Stewart, DM and Lee Massicot, AB. The canopy was knocked loose from its moorings when a haulaway truck pulled too close to the curb.

Hope Dims For '50-50' Law

WASHINGTON—Both House of Congress are pushing toward adjournment with some major maritime bills passing the final test but others, notably the permanent "50-50" bill, getting lost in the shuffle.

Already approved by both the House and the Senate is the bill calling for construction of 20 high speed tankers, five by the Navy and 15 by private operators for long term charter to the Navy, as well as another tanker trade-in bill. The second bill would provide for private construction of 10 more new tankers in return for which the Government would take a "trade-in" of 20 T2s. These older ships would go into the Government reserve fleet.

The Navy bill gives the operators assurance that 15 other ships

built by them would get ten year charters, while the Navy would build five on its own and charter them out to private operators. All in all, 30 new tankers would be added to the US fleet.

Other bills going through are one calling for conversion of four Government-owned Liberty ships to modern-type propulsion as part of an experimental program, 100 percent mortgage guarantee for construction of special type vessels, apparently on the line of Seatrains and authorization for the Defense Department to buy or lease six rail car carrier ships.

Another bill deals with the construction of new passenger liners for American President Lines and conversion of Mariners for that company.

Bills that have run into a snag are the permanent "50-50" bill and the Kings Point Academy bill. The

permanent "50-50" bill, eagerly sought by maritime interests and maritime unions, but opposed by the administration and the State Department, is bottled up in the House Rules Committee. The bill had already passed the Senate.

Maritime interests are convinced the House would vote for the bill if the Rules Committee would allow it out, but chances are considered slim that this would be done. The Rules Committee determines the order in which legislation reaches the floor of the House.

The Kings Point bill, as passed by the House, would provide for a permanent merchant marine academy with status similar to that of West Point or Annapolis. This bill is also opposed by the administration and is not expected to make any headway in the Senate.

As I See It . . .

Paul Hall

UNDER OUR AMENDED FREIGHT AGREEMENT, THE OPERATORS are now putting travelers' checks aboard the ships to be issued to the crews when they get draws in a foreign port. When all the kinks have been worked out your Union is hopeful it will put an end to beefs that have arisen over currency exchanges.

Without being a specialist in international finance, the seaman knows that in many countries the American dollar is the only kind of dough that commands any purchasing power. In a lot of places, the local currency comes in thousand-note units but it seems the bigger the units are, the less the local currency is worth.

Now going into this matter a bit further, a great many of these countries have two different rates of exchange. One rate is the "official" rate, which is usually way out of line with what the currency is worth. The other is the "free" rate. For example, if you were to take a look at a currency exchange rate list you would find that on the official rate the Seafarer in Brazil is entitled to only 18 cruzeiros to the dollar. These same currency exchange charts list a free rate on which you could get about 60 cruzeiros for your dollar bill. It's quite a painful difference, if the skipper or the company agent has issued cruzeiros to the Seafarer at the official rate.

When your Union asked the shipowners to issue draws in dollars to keep Seafarers from getting skinned on these deals we found that in some instances the operators could not, or would not, obtain the dollars in certain ports. Now as you well know, the travelers' check is as good as the dollar anywhere in the world, and a lot safer to carry around. That was why the Union set up this special travelers' check clause in our amended agreement.

Naturally with something brand new like this, never before attempted in the maritime industry, there might be a few snags along the line before the whole thing is working smoothly and all the ships are properly supplied. Headquarters would certainly appreciate hearing from the membership how they feel the clause is working out.

ANOTHER PROBLEM THAT WAS CAUSE FOR CONCERN, THAT of shore leave at certain military bases, seems to be working out as a result of the SIU's action in winning a new Defense Department rule. The original regulation issued in November, 1951, gave the head of the Eighth Army in Korea authority to decide whether or not civilians could come ashore in Korean ports. The result was that even after the Korean truce, local commanders were issuing orders prohibiting leave to merchant seamen. The practice spread and before long Seafarers were being denied shore leave in a variety of other places far removed from Korea.

As a result, your Union got together with Defense Department officials in Washington and a new order was issued advising the local military people that every effort was to be made to provide shore leave for merchant seamen.

Just a few days ago, headquarters received a report from the SIU-manned Seamonitor while it was in the small port of Pohang, Korea. It appeared that when the ship arrived in port, the crew was informed that no shore leave was permitted. But a few days later, military headquarters in Korea informed the officer in charge of the port that all restrictions should be lifted and seamen should be permitted to land.

This was the first instance of shore leave restriction called to the attention of headquarters since the new regulations went into effect. The lifting of the restrictions in this instance indicates that all is working out well on that score.

R. Sweeney, Former SIU Patrolman

The SIU lost one of its old-time Gulf district members when Ray W. Sweeney, former patrolman and port agent, passed away aboard the Seatrains Louisiana on July 6. He was 51 years of age.

An engine department man throughout his sailing days, Sweeney joined the SIU in Mobile on March 15, 1939, a few months after the SIU A&G District was chartered. For several years he served as engine patrolman at headquarters, and at Galveston.



Sweeney

He also served as temporary port agent in Galveston for a brief period.

In 1947 Sweeney went back to sea, sailing regularly on the coastwise ships of the Seatrains Lines.

In accordance with his last wishes, Sweeney's remains were cremated and his ashes placed aboard the Seatrains Louisiana to be cast on the sea. The ceremony was carried out in the port of Savannah on Tuesday, July 27, at 4 PM. Crewmembers and Seatrains Lines sent flowers, as did the Union, to pay respects to the departed brother.

Winner A Star in Studies, Athletics

"It's so wonderful that I still can't believe that it's true," said 18-year-old Jack Game, son of Seafarer Eddie S. Game and one of four 1954 SIU scholarship award winners who will be studying at college this fall with the aid of a four-year \$6,000 grant provided by the SIU Welfare Plan.

The youthful scholarship winner, whose home is in Bryson City, North Carolina, is the only child of a Seafarer to win the coveted award this year. The remaining three awards in the annual competition went to active Seafarers. In 1953, the year the SIU scholarship program began, all four winners, three girls and one boy, were children of active SIU men.

This is the third in a series of feature articles on the four 1954 award winners under the SIU Scholarship Plan.

Still very much excited over his good fortune, young Game intends to enter the University of North Carolina in September, but hasn't yet decided exactly what course he'll pursue over the four-year period. Although he admits to a great interest in mathematics, he isn't quite certain whether he'll shoot for a degree in accounting, engineering or something else completely afield of those courses. Apparently he's to have a free

hand in these matters, since the rest of the family, his mother, dad, and younger brother and sister, figure he can manage very well on his own. Game piled up an enviable record throughout his schooling, both in the classroom and out of it, and graduated first in his class of 73 at Swain County High School.

Born in Pine Level, a small town near Raleigh, NC, he also lived for a short while in both Norfolk, Va., and in Wilmington, NC, before the family eventually moved to Whittier, NC. Whittier is a small place nestled among the mountains near Great Smoky Mountain National Park in the western part of the state, where he entered grammar school and spent all of his childhood years.

In high school he took a college preparatory course and crowded in a lot of extras besides. He was elected president of his class for four straight years, was vice-president of the student council in his junior year, president the last year, and served as co-editor of the school yearbook.

Although these various posts kept him busy, he also managed to sandwich into his regular school



Jack Game

courses some subjects on the distinctly practical side, such as typing and bookkeeping, which helped him in part-time and summer jobs. He spent the last four summers working either at a service station or motor court and this year has a job in the accounting department for the Indian drama "Unto These Hills," which is being produced at the nearby village of Cherokee.

With all of this, and the ability to maintain nearly a straight "A"

average in all courses, Game was not idle on the athletic field either. A three-letter man, he won his spurs in baseball (1st base), football (right halfback) and basketball (forward), and was captain of both the baseball and basketball teams which won the local conference championship in those sports.

He also made the all-conference tournament basketball team in both his junior and senior years, generally averaging 20 points a game. In baseball, he finished his last season with a batting average of .480.

The family has another fine athlete too. Jack admits to many hours of practice in the gym with his younger brother, Bobby, 16, who has also been a three-letter man each year he's been in high school. Bobby, who has hopes of playing pro baseball someday, hasn't lost a single game in high school and has what Jack calls "a tremendous strike-out record" as a pitcher.

All in all, Seafarer Eddie Game has a stand-out family and is proud of the fact that his Union made it possible for his son to win a four-year college scholarship. Sailing in the steward department on SIU ships since 1946, the elder Game has been sailing regularly for the past year on Ore-Line ships out of Baltimore.



A group of Argentine unionists in Buenos Aires take seats as Del Mar crew prepares to show film depicting operations of the SIU. Ship's Delegate Mike Casanueva served as interpreter for the film's commentary.

Argentine Workers 'See' SIU—Crew Shows Film

NEW ORLEANS—From Seafarers aboard the Del Mar (Mississippi) a group of Argentine maritime workers received first hand information recently about how the SIU secures and maintains the top condition in maritime.

More than 60 officers and members of the Asociacion Maritima Argentina (Argentine Maritime Association) visited the Del Mar while the ship was in Buenos Aires and saw a showing of the Union's color documentary film, "The Seafarers."

The meeting was arranged through the cooperative efforts of Albert Pinaranda, a former Seafarer now living in his native Argentina, Eduardo Brown, an official of AMA, and Mike Casanueva, ship's delegate, and Dick Martinez, BR, on the Del Mar.

The Argentine maritime workers showed great interest in the Seafarers' Welfare Plan and in wages and conditions guaranteed under

SIU contract, said Casanueva, who served as interpreter for the commentary in the SIU film. Many questions also were put to the Seafarers about membership rights guaranteed under the Union's constitution and shipping rules.

Invited Ashore

The Del Mar crew was invited by the officers of the association, which represents some 70,000 waterfront workers, to be guest of the AMA and its members at a barbecue and tour of AMA headquarters during the Del Mar's next stay in Buenos Aires.

"We made many good friends during this affair who will help to make our future visits to this port even more enjoyable," said Martinez.

Canada Loses Ocean Fleet

MONTREAL—Once the possessor of the fourth largest ocean-going merchant fleet in the world, Canada now has only 19 deep-sea dry-cargo ships operating under the Canadian flag, and the largest of these, a 9,000-ton immigrant liner, is up for sale. All vessels were manned by members of the SIU's Canadian District.

The disappearance of the Canadian-flag merchant fleet, which had as many as 600 ships in 1945, is accounted for largely by wholesale transfers to foreign flags. Over one million tons of Canadian-owned shipping is now under British registry and lesser amounts under other flags.

Alarmed over the situation, advocates of an immediate build-up of the country's merchant marine point out that government subsidy policies are far too inadequate to match the lure of foreign wages and standards. Although Canada exports about one-third of her total production, most of it is now moving on foreign vessels.

No Canadian-flag shipping is operating out of the major port of Vancouver at all these days and even in the coastal trades the British flag is becoming more frequent than the Canadian. About half the normal Great Lakes tonnage is idle and construction for this service as well as deep-sea operation is nil. Few observers hold out any hope for a revival of the industry.

Your SIU Meeting Rights

In order to constantly remind all SIU members of their constitutional rights in SIU membership meetings, the following statement is read at the opening of all SIU meetings throughout the nation.

These are the democratic principles which guide all SIU meetings:

Any member present at this meeting and in good standing, who so desires, has a right to nominate himself to any official meeting job in this meeting. This also applies to a place on any committee that may be elected at this meeting.

Any member present in good standing has the right at any time, if he so desires, to challenge the decision of the chair or ask for a division of the house on any such question. Any member may also request a show of books of each man present who may vote on any question.

Copies of the minutes of tonight's meeting will be available in advance of the next regular meeting in the business office for the benefit of any member in good standing who wishes to read or study same before the next regular meeting commences.

In addition to tonight's minutes being made available, the membership is advised that in each SIU business office where a Port is maintained in the continental United States, minutes of all SIU meetings, regular, special, financial, or otherwise are always available to any member in good standing who desires and so requests to read and study same.

The officials and committeemen who will be elected at our meeting here tonight as well as all of our other members present will be guided in the conduct of this meeting by the following:

1. The Union constitution.
2. Majority vote of the membership.
3. Robert's rules for order.

If, in the opinion of any member in good standing present, he is denied by this meeting any of the above-mentioned rights, he is requested to call this to the attention of the secretary-treasurer, by registered mail, special delivery, return receipt requested, before the next regular meeting so that the secretary-treasurer will have sufficient time to submit copies of any such protest and a report on same to the membership at the following regular membership meeting for action thereon.

In order to establish whether or not there is a quorum present, will all of those members in good standing please hold their books up so that they can be counted.

The membership count shows that there is a quorum present. Therefore, this meeting will now come to order.

The first point on the agenda tonight will be the election of officials for this meeting.

'Runaways' Seen Threat By British

For some time now, US maritime interests in general and the SIU in particular have been complaining of the deadly threat facing the American merchant marine by low-cost, low-wage operations under the runaway flags. Now it appears, the flight of shipping to the runaway flags of Panama, Liberia and Honduras is growing so great as to cause British shipping considerable concern. This of itself is an indication of the low level on which the runaway ships operate because few nations have been more successful at low-cost operations than Great Britain.

While no British ships have been transferred foreign yet (although that too may come) a recent publication of "The Seaman," organ of the National Union of Seamen of Great Britain, expresses concern over the decline of British shipping and the growth of Panamanian and Liberian operations.

Where once Great Britain had one-half of the world's merchant ships, it now is down to 20 percent.

Few ships are on order for British-flag operations, the magazine added, and shipowners are complaining that they cannot pay for new ships.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Beware Finance Company 'Insurance'

Nowadays three out of five cars are bought on time payments. Judging from the reports by the SIU Welfare Services department, Seafarers too tend to do their car buying on the installment plan.

In buying a car on time, often the finance company or dealer provides the insurance and adds the cost to your monthly payments. This may seem like a convenient way to secure auto insurance, and in fact, sometimes the finance company insists or high-pressures you to buy it from them.

But this could turn out to be both expensive and dangerous.

For one thing, the rates charged by a finance company or dealer for insurance are generally higher than charged by many mutual companies and other low-cost insurance sellers.

But even more important, often the finance companies provide only enough insurance on the car to protect their own interest in it. That is, they insure the car against fire, theft and collision damage so if the car is damaged they are sure to be reimbursed. But they do not provide liability insurance to protect you from being sued.

Now of course you could go out and buy liability insurance in addition, so that if your car hurts someone else the insurance company will pay the amount of damage up to the limit of your policy. But often the buyer of a car on time payments does not even realize that he has no such liability protection. The New York State Insurance Dept. last year reported that many buyers are completely unaware that insurance policies supplied by finance com-

panies provided no liability insurance. Now that state at least requires finance companies to prominently say so on the policy form if it does not include bodily injury or property damage liability insurance.

Nor does New York any longer permit finance companies to compel borrowers to buy auto insurance from them when equivalent or better coverage is available from other companies. In that state, at least, you can shop for your insurance when you buy a car on time. Seafarers living in other states should watch these points too.

Actually the liability insurance is more important for you to carry than collision insurance reimbursing you for damage to your own car, especially if yours is an older one. In fact, it doesn't pay to carry collision insurance on an older car because of the high rates for this type of coverage. Note that any non-reimbursed damage to your vehicle is always tax deductible if you itemize your deductions.

If you do feel you want collision insurance to protect a comparatively new car, then consider buying the \$100-deductible type instead of the \$50-deductible. Because more owners buy the \$50-deductible, the companies tend to charge disproportionately more for it, since there are then many more claims, and it costs them as much to handle a small claim as a larger one. The \$100-deductible policy costs 28 to 45 per cent less than the \$50 type, depending on the company and your area.

Shopping For Insurance

As you see, it pays to shop for your own insurance. The lowest-cost companies, some of whom sell insurance for as much as 35 per cent below standard rates, are generally more selective about whom they will insure. They tend

to avoid the very young and very old drivers, and try to select those with good safety records. But you should try them first. Here is a list of low-cost companies, with the least expensive ones listed first, together with addresses of their home offices if you can't locate their local representatives:

Factory Mutual Liability Ins. Co., Providence, RI; California Casualty Indemnity Exchange, San Francisco; Auto Club of Southern Calif., Los Angeles; State Farm Mutual Auto Ins. Co., Bloomington, Ill.; Farm Bureau Mutual Auto Ins. Co., Columbus, O.; Government Employees Ins. Co., Washington, DC; California State Auto. Assn., San Francisco; Liberty Mutual Ins. Co., Boston; Hardware Mutual Casualty Co., Stevens Point, Wis.; American Mutual Liability Ins. Co., Boston; Keystone Auto Club Casualty Co., Philadelphia; Employers Mutual Liability Ins. Co., Wausau, Wis.; Lumbermen's Mutual Casualty Co., Chicago; Allstate Insurance Co., Chicago; Detroit Auto. Inter-Ins. Exchange, Detroit; State Auto Ins. Assn., Indianapolis; Utica Mutual Ins. Co., Utica, NY; Employers Mutual Casualty Co., Des Moines, Ia.; American Motorists Ins. Co., Chicago, Ill.; California Compensation Ins., San Francisco; Auto Owners Ins. Co., Lansing, Mich.; Merchants Mutual Casualty Co., Buffalo, NY.

Younger Drivers

As you may know, auto insurance rates for younger drivers are highest of all because of the bad accident record of this group. But one company, State Farm Mutual, has only one rate for all classes of drivers, including the youngsters. While State Farm Mutual makes no extra charge, it is selective and won't accept all young drivers. Still, it is worth trying this company first if you are in this situation.

HINT BLOOMFIELD PLANS MERGER

Reports in maritime circles late last month concerning a possible merger between the SIU-contracted Bloomfield Shipping Company and States Marine Lines remain unchanged this week, as the projected link-up has apparently not gone beyond the talking stage.

...And Another Ship Flies 'Runaway' Flag

Shipping sales, London, July 15—The French Liberty SS Cherbourg (ex Moses Austin) carrying about 10,717 tons deadweight, built in 1943 and managed by the Cie. Generale Transatlantique, Paris, on behalf of the Ministere de la Marine Marchande, acting for the French Government, has been sold, through Messrs. Barry Rogliano Salles, Paris and Marseilles, to Grenville SA of Panama, for US \$515,000, payable in full in cash on delivery at Marseilles. The vessel is to be transferred to Liberian registry and renamed Antonios.

The above item, reprinted from a shipowner's magazine which circulates among shipowners throughout the world, is in a capsule the story of the decline of the American merchant marine.

First the ship was given to the French government by our State Department in 1947 to help rebuild the French economy. Now the ship, managed by a French steamship company, has been sold

to a Panamanian company for \$515,000 and is to be immediately transferred to the Liberian registry. Result: the French economy is propped up by \$515,000, the Liberian-flag fleet gains an addition; the US is out one more ship and the US merchant fleet has another ship in competition. Multiply this by several hundred and you have a major cause of the US merchant marine's illness.

Bloomfield, which currently has a fleet of nine ships, eight of them active at this time and manned by Seafarer crews, began operations just three years ago with five Victory ships and three Libertys. It has since added the Pelican Mariner, which it is operating on charter from the Government.

The company recently was successful in a bid for a Government subsidy for cargo services from the Gulf to the east coast of Great Britain. Efforts to secure a subsidy for its Mediterranean service met with failure.

Larger Fleet

A much smaller operator than States Marine, the SIU company is apparently providing serious competition for the older and larger outfit, which comprises 21 US-flag vessels, several more operated under Government charter, and substantial additional tonnage under foreign flag.

The object of a merger, as interpreted by maritime observers, would be to integrate competitive services to the advantage of both companies. States Marine operates on all US coasts, offering cargo service to the Far East, Mediterranean, Northern Europe, Persian Gulf, South and East Africa and Great Britain, plus an intercoastal service between Gulf and Pacific coast ports. Bloomfield conducts its principal operations out of Texas ports, and maintains home offices in Houston.

Speculation concerning the merger centers around the question whether a merger would mean a loss of identity for one of the companies, with the combined outfit operating all the ships of both companies as one fleet and the puzzle of what would happen to the subsidy contract.

Critic of Subsidy Policy

While it is believed the merger would carry the subsidy agreement with it, the fact is that States Marine has long been a critic of existing Government subsidy policies. However, despite this long-held belief, States Marine earlier this year indicated its intent to file for subsidy aid from the Government.

Meanwhile, neither company has elaborated any on the merger reports circulating through the industry.

New Marine Ins. Policy: No 'Atomic Damage' Pay

There can be no mistake that we're now living in the era of the H-bomb. Insurance companies are now scurrying to write into their policies a clause freeing them from atomic or hydrogen damage to merchant ships.

The lead-off has come from Japanese marine insurance companies who are now writing in their policies an escape clause

which denies payments "for loss or damage caused by nuclear reaction or an atomic disintegration."

Apparently the Japanese insurance writers have taken their action as a result of Japanese fishing boats being caught in a radioactive "fall-out" following US hydrogen bomb tests in the Pacific early this year. If any of their insured ships get caught in similar circumstances, the company wants it spelled out that they're not gonna pay the bill.

The move by the Japanese may become standard for all insurance writers shortly and then we'll all have another item to look out for when we scan the small print of the policy offered by the Super-Atomic Insurance Company.

Union Has Cable Address

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

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

Cartoon History Of The SIU

Cities Service Bows

No. 69



Although the SIU won NLRB certification to represent Cities Service seamen in December, 1949, after winning two elections, efforts to negotiate with the company were rebuffed right from the start. Meanwhile, the discredited CS company union, CTMA, suddenly moved to have the first election thrown out.



The company union bid to keep itself alive was promptly squelched by the NLRB, but CS continued stalling on opening pact talks. Trying a new tack, the SIU took its case directly to company stockholders via full-page newspaper ads warning that a strike was imminent unless CS changed its tune.



Stung by the SIU action, CS officials agreed to meet with the Union less than 72 hours after its attitude was made public. Talks began, but strike preparations continued. Finally, on March 16, 1950, an interim agreement was reached, ending one of the longest and bitterest anti-union campaigns on record.

Top of the News

AGREEMENT NEAR ON IRAN OIL—All details of an international agreement to bring Iranian oil back into production are on verge of completion. The Iranian government has been negotiating with eight large oil companies to arrange for producing, refining and selling Iranian oil on the world market. If the agreement goes through it will end a three-year paralysis of Iranian oil fields brought about when the Iranian government seized the properties of the Anglo-Iranian oil company.

DROUGHT SEARS MUCH OF US—An extremely dry summer with rainfall far below normal is producing drought conditions throughout much of the country, particularly in the Middle West and South. Severe drought is reported in parts of New Mexico, Colorado, all of Oklahoma and Arkansas, most of Texas, Louisiana, Mississippi and Missouri. Also affected are Kansas, Nebraska, Colorado, Iowa, Illinois, Indiana, Tennessee and Kentucky.

KOREA PRESIDENT VISITS WASHINGTON—Syngman Rhee, president of South Korea, has visited Washington on the invitation of the US Government to discuss the future of his country. He presented his expected demand that steps be taken to unify North and South Korea, but it is not believed that the US Government will do much to change the situation there.

PLANE INCIDENTS INCREASE TENSION WITH CHINA—Two encounters with Chinese Red warplanes in which a British transport was shot down and two MIGs downed have greatly increased ill-feeling between the US and Red China. The first incident took place when Red Chinese planes shot down a British commercial airliner with the loss of ten lives, including three Americans. Three days later, US Navy planes searching the area off the South China coast for survivors shot down two Chinese MIGs that intercepted them. The action took place at the same moment Red China was broadcasting an apology to Great Britain.

HAWAII, ALASKA STATEHOOD PUT OFF AGAIN—The House of Representatives Rules Committee has tabled legislation calling for statehood for Hawaii and Alaska. Previously the House had voted statehood for Hawaii and the Senate had approved statehood for both, but the Rules Committee refused to send the differing bills to a joint Senate-House conference. This kills the legislation for the year at least.

URANIUM TUNNEL 'CURES' DRAW FIRE—Wisconsin authorities are investigating a Lone Rock, Wisconsin, farmer, Kenneth Crook, who has been charging fees up to \$10 to visit his "uranium tunnel." Hundreds of people with chronic ailments have been visiting the tunnel and holding "radioactive" bags against the disabled parts of their bodies. The State Medical Society has asked the state attorney general to determine if Crook is practicing medicine without a license.

BRITISH AGREE TO QUIT SUEZ—An agreement to pull 80,000 British troops out of the Suez Canal area has been reached between British and Egyptian negotiators. The withdrawal will end 72 years of British military occupation in Egypt. Part of the agreement specifies that military bases in the area will be available to Britain again should the Arab States or Turkey come under attack.

FILIBUSTER ENDS, ATOM BILL PASSES—A bill to provide for peacetime use of atomic energy and exchange of information with other countries passed the Senate after two weeks of debate and filibuster. The main purposes of the bill were not at dispute but the debate was over provisions calling for private development of atomic power and electricity as against public development. Democratic Senators from the Tennessee Valley states led the fight on the bill, terming the bill the "biggest giveaway in the nation's history."

SIU NEWSLETTER from WASHINGTON

IT NOW SEEMS PRETTY CLEAR THAT CONGRESS WILL approve a supplemental appropriation of \$82,600,000 to strengthen and improve the merchant marine. This amount was requested by President Eisenhower but completely ignored by the House Appropriations Committee when the bill was reported out on the House side of the Capitol. However, by a vote of 123 to 41, the House of Representatives restored the \$82.6 million for merchant marine activities, which favorable action was quickly followed by the Senate Appropriations Committee.

The action gives positive support to the principles of the Merchant Marine Act of 1936 in that it will allow (1) \$44.6 million for payment of construction subsidy and national defense allowances on four passenger-cargo liners for two American companies; (2) \$26 million to initiate the trade-in-and-build tanker program; (3) \$11.1 million for the program wherein the Government will experiment in the modernization of four reserve fleet Liberty ships as a basis of developing plans to modernize the remaining Libertys in the event of an emergency; and (4) \$1 million for Maritime Administration administrative expenses during the fiscal year beginning July 1, 1954.

BECAUSE RUSSIA SEEMS TO BE AGREEABLE TO RETURNING some 90 ships to the US acquired under Lend-Lease during World War II, she is now engaged in a substantial effort to replace this tonnage. Russia is attempting to place orders in Europe for upwards of 200 merchant ships, but most nations are very cautious in accepting these orders because of past difficulties with that nation. Another angle is that Russia does not want to pay in cash but wants to pay for the ships in terms of goods.

THE DEVELOPMENT ON THE CONSTRUCTION OF 20 NEW high-speed tankers did not turn out exactly as the US Defense Department had hoped for. In the beginning, due to the acute shortage of tankers available for emergency purposes, the military had supported a bill in Congress that would have called for construction of this tonnage entirely by private enterprise, with the Military Sea Transportation Service then to charter the tankers for 10-year periods.

However, on the House side, the legislation was amended, so that, as it went to the White House for approval, it provided for construction of 5 of the tankers by the Government and 15 by private industry.

The 20 tankers, when built, will be operated by private operators under charter agreements with MSTC, on the basis of the lowest responsible bidder. Under terms of the proposal as it cleared Congress, the charter contracts would be made by the Government with those operators who do not operate foreign flag ships. In addition, another important aspect is that during the 10-year charter period the operators will not be able to transfer ships to foreign flags. These provisions will help those lines who are really interested in developing the American merchant marine.

SINCE 1938, THE US HAS SHIFTED FROM A NET EXPORTER of petroleum products to a net importer. For the past eight years, we have been exporting monthly between 500,000 and 800,000 long tons of tanker-borne products. Between 1946-50, US ships carried about one-third of this trade, but in 1951, 1952 and 1953, we carried only 24, 19 and 17 percent respectively.

The first few months of this year show a further decline of US participation, with 16 percent for January and 15 percent for February.

The bulk of the American tanker fleet engages in coastwise and intercoastal trade. Latest figures show that tanker tonnage in our foreign trade was only about 1,300,000 deadweight tons, a drop of more than 30 percent in one year; during the period 1949-1952, about a million tons of our fleet was in the foreign to foreign trade, but with increased foreign-flag competition and reduced cargoes, this dropped to 546,000 tons by July of last year and 269,000 tons by July of this year.

In contrast, the petroleum tonnage in our domestic trade was over 3.8 million deadweight tons in July of this year; the tonnage in our non-contiguous trade since 1949 has averaged about 100,000 deadweight tons; and in mid-1954, only 95,000 tons were operating as compared to 130,000 tons in mid-1952.

CONGRESS HAS MADE PERMANENT THE AUTHORITY OF this Government, in time of emergency, to acquire, either through requisition, purchase or charter, foreign-flag vessels lying idle in our ports.

In time of war, legislation of this type is good in that it makes foreign-flag tonnage and foreign seamen available for use. For example, such a law was in effect in World War II, and it enabled the US to acquire some 715,000 tons of shipping from our allies, with foreign seamen making a substantial contribution in the manning of our bottoms.

On the other hand, we furnished our allies with more ships than they made available to us. We delivered to foreign nations, in the last World War, 5,500,000 gross tons of ships.

IN WHAT AMOUNTS TO THE LARGEST SHIP ACQUISITION PROGRAM OF any single line, the American Presidents Line, Ltd. had agreed with the Government to build two new combination passenger-freight vessels, purchase four Mariners, and purchase the passenger ships President Cleveland and President Wilson from the Maritime Administration. This will result in almost complete replacement of the company's fleet now in the round-the-world service, inaugurated in 1924.

APL is expected to pay around \$53,000,000 in acquiring three vessels, while the Government's share in the cost of new construction and modification of the Mariners under subsidy law will be in the neighborhood of \$12,800,000.

Your SIU Washington Reporter

Del Mar Plays Host to Liberian Ambassador



Clarence L. Simpson, Liberian ambassador to the United States, is greeted by Mississippi Shipping Company president H. X. Kelly following Simpson's address at shipboard dinner party. Ship's steward department turned to in true SIU style to make affair a big success. Here Waiter Kenyon Parks heads for main dining saloon with food.



Second steward Henry Gerden supervises as Waiter Bill Presley readies tray of dessert. Dinner was held on July 28 in New Orleans. Company operates four SIU-manned freight ships that regularly call at Liberia and other West African ports.

End Panama Crew Beef SIU-Style

The Greek crew of a Panamanian ship, the Ionian Skipper, got rid of a hard-timing captain and got all the money that was coming to them at payoff in Tokyo thanks, in part, to the aid given by a Seafarer on the spot in Japan. In a letter sent to headquarters, crewmembers expressed their thanks to Seafarer Kenneth Collins for assisting them on their beef.

According to "Nippon Times" newspaper clippings and the text of the letter, the Ionian Skipper arrived in Japan destined for the scrap pile. The captain so informed the crew when the ship got there and told them they would be repatriated on a freighter and would get their full pay "later."

Led by the first mate, the crew refused to pay off until they were guaranteed their full five months pay to date as well as separation pay under Panamanian maritime law and decent repatriation on a passenger ship. The captain retaliated by howling "mutiny" and cutting off their food supplies.

Met SIU Man

Desperately looking around for somebody to help them out, the crewmembers went to the United Seamen's Service and happened to run into Collins there. He supplied them with needed advice, and with the assistance of the Seamen's Service, and an attorney, Collins went to work on the company agent and the Panamanian consul.

The upshot of it all was that the owner sent his nephew to Tokyo by air to straighten out the situation. He fired the captain and chief engineer, dismissed the mutiny charge and agreed to pay the crew all they had asked for—and more.

As the crew put it in their letter to headquarters "he (Collins) got things organized . . . and we got all that we were supposed to get."

"I will close wishing that we could have a strong union like yours and . . . we are glad that one of your members helped us as we ourselves would never stand a chance . . ."

Jinx 'One-Two' Hits Ship; Bosun Killed

Two major accidents within the space of a couple of hours, one of them fatal, marred the outbound voyage of the SIU-manned Barbara Fritchie from Philadelphia last month.

Seafarer Joe Lupton, former dispatcher in Norfolk, was killed instantly when he was dumped accidentally into the hold. Shortly afterward, while local Coast Guard and city police were still taking evidence aboard, deck engineer Prescott Spinney was severely injured by the hook on a slack runner that swung free from a cargo of pipe.

Brother Saw It

Lupton's death was all the more painful because his brother, Dee Lupton, was AB on the same vessel and witnessed the accident.

Ship's delegate Thurston Lewis reported that Lupton, who was bosun, was standing on some hatch boards trying to maneuver a sling load of trash out of the hold when the accident happened. The hatch beams had not been removed, but the boards had been taken off the after two sections of the hatch.

In the course of maneuvering the sling load out of the hold, it was reported, somehow the beam

supporting the hatch boards was moved out of place.

Beam Pulled Out

The result was that as far as eyewitnesses could tell, the hatch boards on which Lupton was standing fell into the hold because of the shift in the position of the hatch beams dropping the unfortunate bosun to his death in the bottom of the hold.

Lewis and another AB lowered a stretcher into the hatch and brought the body to the deck. Lupton was carried ashore and pronounced dead as soon as the police ambulance arrived.

Lupton who was 35, is survived by a wife and two small sons, both of them under five years of age. Crewmembers took up a collection and sent flowers to Mrs. Lupton. After the two accidents the ship sailed for Puerto Rico, only to get trapped there by the longshoremen's strike. At last word it was still being held up by a dispute over who should unload the ship.

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Death Of A Fleet

Nine years ago a major maritime nation with a tremendous export trade owned 600 ocean-going ships. Today that same country, whose economy has grown immensely in the last nine years, owns a mere 19 ships, and some of these are due to go on the block. The other 581 ships have been transferred to foreign flags. That nation is our northern neighbor, Canada.

What's happened is that in nine years the Canadian flag has virtually vanished from the high seas because Canadian operators were permitted to run away to any convenient flag where operating costs are cheaper.

The harsh reality of the situation is that US shipping is following the same course, although at a slower rate. The only factors that have kept US ships from speeding the process are the protected coastwise, intercoastal and islands trade, subsidies for a limited number of operators, and the effects of the 50-50 provision in our foreign aid bills. Canadian ships had none of these protective devices.

The rapid decline of the Canadian fleet is startling. The peak of 600 ships in 1945 dwindled to 65 ships in June, 1953, to 44 ships in November, 1953, and to 19 ships today. Canada doesn't have a single ship operating off the Pacific Coast. Its only passenger ship is idle and its largest single company is operating at a deficit. Yet this is a country which lives on trade and exports one-third of its entire national product.

As long as major maritime nations permit transfers to runaway flags this decline will continue. Even Great Britain is feeling the pinch. And here in the US the Maritime Administration, which is charged with responsibility for US shipping, is once again opening the door for transfers specifically to runaway flags despite many protests against this practice.

Recently, another major maritime nation, Greece, took steps to deal with the problem by passing legislation requiring all ships owned by Greek citizens to register under the Greek flag. It's time Uncle Sam sat up and took notice.



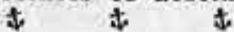
Next In Asia

The shift in military fortunes in Indo-China has had a profound effect on our merchant fleet, proving once more the intimate connection between world events and US maritime. As in Korea, US ships are once more being called upon to help shore up defenses against Communism. Now it is Saigon that is jammed with ships and soon the muddy river that leads up to Bangkok will see more and more American flags.

Military experts declare that the US and its allies must hold all the lands at the edge of the continents. Since the US is the major power in the western alliance, it means that US merchant ships will be called on to do a major part of the job.

Certainly it's generally understood that the United States is going to have to supply practically all of the equipment, training and other assistance that will be needed by the people of Thailand and other countries if they are to resist Communist aggression successfully.

It makes no sense then, to permit the depletion of the merchant marine in the regular commercial services while the country is depending so heavily on this same merchant marine to maintain lifelines of defense abroad.



Thanks To Del Mar

A group of Argentine maritime leaders who knew of the SIU only through hearsay are now better acquainted with the operations of the Union, thanks to the alert Seafarers aboard the Del Mar. Crewmembers of the Delta Line's cruise ship made arrangements for a special showing of the SIU film, "The Seafarers" when the ship was in Buenos Aires on its last trip.

Although many of these Argentine representatives have been in contact with Seafarers before and had heard much about the operations of the SIU, the crew felt that showing the motion picture of the Union in its day to day functions would carry much more of an impact than the written or spoken word. Consequently they requested that a print of the movie be forwarded for them specifically for showing to our South American neighbors.

They report that the Argentine maritime representatives were considerably impressed with what they saw, and now have a much better idea of how a union like the SIU operates.

A vote of thanks should go to the Del Mar crew for helping another part of the world learn about the activities of the SIU.

LETTER of the WEEK

Notes Problems In Steward Job

To the Editor:

I am writing you this letter, which I hope you will publish in the LOG, because some questions have been troubling me for some time, and I would like to find out what the members, and also the officials of the Union, think of them. Perhaps this letter will draw some reaction.

In the first place, it seems to me that the Union has become more and more interested in the efficiency of the men on the jobs. Now, doesn't it stand to reason that, all other things being equal, the man with the longest service record should be the most efficient man for a job?



Franklin

It doesn't seem right to me to go aboard a ship and see a young man who has been a member of the SIU for four or five years supervising oldtimers who have been members of the Union for 12 or 15 years. I have seen men with excellent records as stewards serving as cooks or bakers under a much less qualified individual.

What is the incentive for a seaman to make this rating his goal, and to work and study to attain it, if he has no assurance that all his ability and experience will count? No matter how you look at it, an oldtime steward who serves as a chief cook or baker on a ship is a demoted steward.

Outsiders Make Slurs

I have heard many slurs made by shore laundry drivers, ships chandlers' representatives, drivers for the various food companies, longshoremen, shipping company employees and licensed personnel. These slurs have been directed against the men I have just written about by these outsiders who do not understand how our Union operates.

Also, I say that a man cannot be a good steward and a good cook at the same time. The jobs are not similar enough.

There is also the problem of the congestion in the ranks of stewards caused by upgradings. Like many critics, I can't offer any really constructive suggestions, but perhaps a good stiff examination would help remedy this situation, or perhaps a requirement calling for six years of sea time.

Perhaps it would help to have a Group 1 in which only stewards could register and a group 1A exclusively for the two senior cooks. I think that would cause many men to register in Group 1A, where their chances of getting a job would be twice as good, and leave Group 1 for those men who sincerely desire to improve their abilities as stewards. Many times I have seen cooks take a steward's job because it was open and not because they really wanted it.

These questions, as I say, have been troubling me for some time, and I would appreciate hearing whatever the members have to say about them.

Harry I. Franklin

'Wonder What Hit Him...!!'



'Vote of Thanks'

MOST SEAFARERS SEEM TO want a ship's fund (although there are strong voices raised to the contrary) but the fly in the ointment is always how to finance it without fuss and annoyance. Usually the crew gets together at a shipboard meeting and votes that every man should drop a dollar or so in the kitty. Then one crewmember who incautiously accepts the job of treasurer has to go around trying to collect, something which may or may not be an easy task.

Arrival Pools

Consequently Seafarers have come up with a variety of painless methods of extracting the small change that goes into a ship's fund. On some ships an arrival pool serves the purpose, with a nice pot for the man who comes closest to the moment of dropping the hook. Others look to collect the money at the ship's payoff.

The newest, and most pleasant method to come to light recently was devised by Seafarer James H. Thompson while aboard the Alcoa Patriot. Thompson ran a bingo game for the crew and turned over the profits to the ship's fund, providing Seafarers with a little leisure-time recreation in the process.

A more direct method of collection was employed aboard the Winter Hill (Cities Service) where chief cook Ben Grice was detailed to get \$1 per head from the crew. Everybody knows a happy chief cook is essential to good shipboard feeding, so chances are that brother Grice accomplished his mission without too much difficulty.

Thompson, who lives in Mobile and ships out of that city, is an engine department man. He has been a Union member since March 1, 1951, joining in New York City. He's 25 years old and married.

Grice is an oldtimer in the shipping business and has held SIU membership for 11 years, joining in New Orleans on June 5, 1943. The 56-year-old Seafarer was born in the State of Mississippi, but now

has home and family in Haynesville, Louisiana.

Speaking on the subject of the ship's funds it should be reported that Leon Kyser of the Patriot took jurisdiction over the cash after Thompson got through collecting it. Crewmembers gave both Kyser and Thompson the traditional hearty vote of thanks for a job done in proper style.

WHILE WAITING TO SHIP out on his favorite run, the Bull Line to Puerto Rico, Seafarer Red Campbell took a hand in the work of the quarterly financial committee elected at headquarters every three months. Campbell kept one eye cocked for the end of the Puerto Rico longshore strike while checking the Union's financial status along with the other members of the quarterly committee.

IT'S A LONG WAY FROM

Scotland to Seattle, but not too far for Seafarer Robert McCulloch, who made it with time to spare. McCulloch served as chairman for the last Seattle port meeting where, incidentally, shipping is still holding up very nicely as it seems to have become the center for Far East operations.

McCulloch as the name shows, is of Scotch ancestry. He was born there just before the first World War, on April 28, 1913. He's been shipping SIU for the last 11 years though, joining the Union in New York on June 12, 1943. He works out of the galley.

Permits Apply For Membership

The membership has voted to admit 15 permit card holders each month to membership in the SIU. Permits who wish to apply for membership can get their application forms in any SIU hall. The fifteen men will consist of five from each ship's department and will be screened by a membership committee in headquarters.



Grice



McCulloch

THE WHALER

SEA-GOING SWEATSHOP

Except for a handful of old sailors who may once have been on a whaling expedition, most Seafarers are completely unaware of the kind of seagoing life led by the whaleman. What Herman Melville did to acquaint the outsider with the life of the old-time New England whaling man in "Moby Dick" has been duplicated in some degree by a Scotch medical man in "Of Whales and Men," an account of a modern whaling voyage in Antarctic waters.

Reading this book makes it clear why the American whaler, once the leader of the industry, no longer exists. No American seaman of this century would tolerate the conditions under which whaling men live. And the bountiful production in this country of soy beans, peanuts and other sources of vegetable oil make it unnecessary to rely on whale oil, the chief product of a whaling expedition.

However, for Great Britain and other land-poor European nations the whale is a prime source of margarine, vitamins, fertilizer and other essential products.

The result is that every year the whaling ships go south, mostly from Scotland and Norway, for an eight-month trip to the South Atlantic that makes a summer-time Persian Gulf tanker shuttle look like a picnic excursion. From the day the factory ship takes on bunkers at Aruba (no beauty spot, as Seafarers well know) until its return to the home port, the whaleman sees no glimpse of civilization. The whale factory ship's only other stopovers are one outbound and one inbound stop at the foul-smelling whaling station on bleak South Georgia Island where only penguins and seals lived before. There the crews can have the pleasure of wading through huge stagnant pools of stinking whale remains which are about everywhere. It's not deemed necessary at the station to dispose of whale garbage other than to dump it on the ground.

Five Months At Sea

For the five-month period of the whaling season, December through April, the factory ship and its fleet of catcher vessels are constantly at sea hunting the whale in an area known for its winds and storms. Shore leave comes at the home port at the end of the voyage, after which the whaleman can look forward to four months of idleness.

Except for certain key ratings, such as the gunners, the whaling man is poorly rewarded for these months of back-breaking and dangerous work. His earnings depend on equaling or passing a quota set by the shipowner. The gimmick is that the number of whales that can be taken in a single season is fixed by an international board so as to preserve the whale from extinction. Consequently the size of the pie that can be sliced up by the whalership crews is limited, and if one factory ship has a good season and exceeds its quota, it is at the expense of a fellow whaleman on another ship. No wonder then, that the whalership man is known contemptuously as a "North Sea Chinaman" by better paid

merchant seamen who regard whaling wages as fit only for the half-starved oriental.

Nor does the shipowner in the whaling business show much solicitude for the health and welfare of his crews. The author, as the ship's medic, had good reason to protest the inadequate treatment accorded injured men who had to lie in the sickbay for months, or ashore at South Georgia waiting for repatriation. The concern of the shipowner does extend to depriving the whaleman of alcohol, a ban which is gotten around by many ingenious moonshining devices.

Floating Slaughterhouse

Actually, the whale factory ship is nothing more or less than a floating slaughterhouse and its catcher ships are the high-powered ocean cowboys who go out to "lasso" the wild bull or cow whales, big blue and finback monsters about 90 feet in size. Once caught and brought back to the factory, the whale is hauled up the skidway in the stern by powerful winches. There in the stern section some 30 tons of blubber are skillfully cut away by the flensers who operate in much the same manner as their forerunners did on the old wooden whaling ships, except that in Melville's time the flenser had to do his work while the whale was lashed alongside the ship.

Once the blubber has been stripped, the winches go to work again and haul the now "skinny" 70-ton remains to the foredeck where the meat and bone are hacked and sawed apart and then dumped into appropriate open manholes. Below decks, giant pressure cookers and other devices process the remains into fertilizer, oil and edible whalemeat.

To carry on this entire procedure day by day for five months running without a single break, requires a massive factory ship capable of handling immense amounts of supplies, and a crew of 700 men. The factory ship is best described in the author's own words as follows:

Two Tankers Stuck Together

"Imagine two large oil tankers stuck together beam to beam, so that their funnels are abeam and not fore and aft. Place the two in an immense blunt-bowed hull, with a wide shallow draft and a freeboard of prodigious height. Then cut off the stern... carve a great obscene-looking hole where the sternpost was, and run a tunnel that could accommodate two railway trains from the waterline between the two screws at a gently sloping angle up to the main deck, just forward of the funnels...

"In her superstructure, a factory ship is divided in two—the reason being that two vast areas of deck space, each capable of accommodating two or more ninety-foot whale carcasses, must be left clear in the middle of the ship; below this clear space is the factory, a maze of machinery occupying three decks... and below that again are the tanks, capable of accommodating 20 thousand tons or more of oil, and reaching down to the bilges..."

The factory ship, is, of necessity, geared to handle whales in an unending

stream because the regulations require that every whale killed with the exception of the one used as a fender must be aboard and cut up within 33 hours of capture. When the catcher ships are bringing them in hot and heavy, the crew goes on a 24-hour schedule to process the carcasses. But despite the speed of handling, the stench of the dead whale is a formidable thing to reckon with. Consequently when the voyage is over the ship is given a complete bath throughout with strong caustic cleanser, live steam and seawater, followed by plenty of fresh paint. But when all is done, the ship and the men who sail it, still stink far and wide.

Impressive Measurements

Nothing however in the strange and fascinating story of a whaling trip is more fascinating than the whale himself. The huge mammal who turned to the sea many ages ago when it could no longer survive on land, is a never-ending source of wonder, even to the professional whaleman. Measurements that were taken of one good-sized blue whale are impressive. The particular whale in question was 89 feet long, ten feet high and 46 feet around the beam. It produced 26 tons of blubber, 56 tons of meat and 22 tons of bone. Its tongue alone weighed three tons and the carcass contained eight tons of blood compared to the puny six quarts of the human body. The total weight of this particular whale was 120 long tons, from which 27 tons of oil were extracted.

Here again, the best way of describing the whale is to quote the author: "The length of the beast is that of a railroad car, and its height and girth are about the same. An elephant could walk under its upended jawbone without touching at any point. Its fins are the size and weight of a pretty large dining-table and its flukes would make an excellent pair of wigs for a fighter aircraft... Its blubber... would keep all the votive candles burning in St. Peter's, Rome, for a century or more; and its meat would supply a hamburger... to every person in Boston, Mass." (That would make about 800,000 hamburgers). "Its tongue would overload a fair-sized truck and it would take six very strong men to lift its heart."

Burned By Decay

What happens when the carcass of the monster starts to age also makes for interesting information. At the conclusion of the season, the factory ship took on a carcass that had been used as a ship fender for nearly a week. The whale's belly had since exploded from the accumulation of decay gases in its intestines. The outer flesh on the whale, underneath the blubber, had decayed into a liquid mess, but a foot further down the heat of the decaying carcass had been so great that the meat was actually cooked and blistering hot.

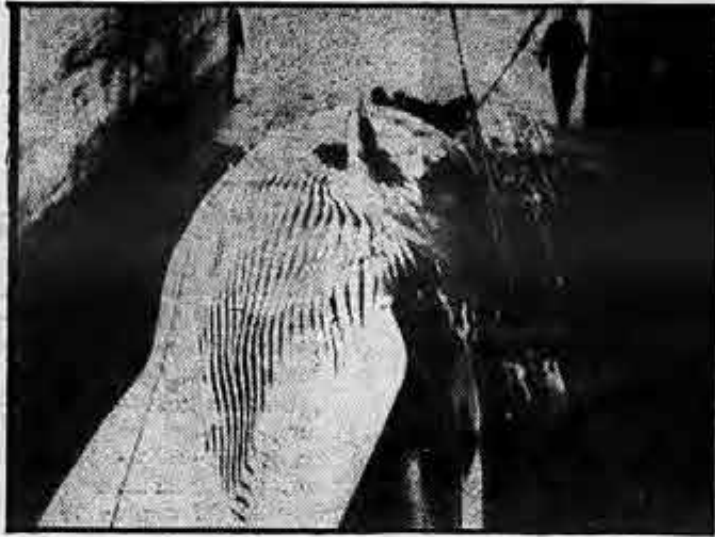
Perhaps then it's the wonder of the whale that draws the whaleman back to the Southern Ocean year after year, to hunt it in the face of incredible hardship.

(Of Whales And Men by R. B. Robertson. Alfred A. Knopf, \$4.50.)



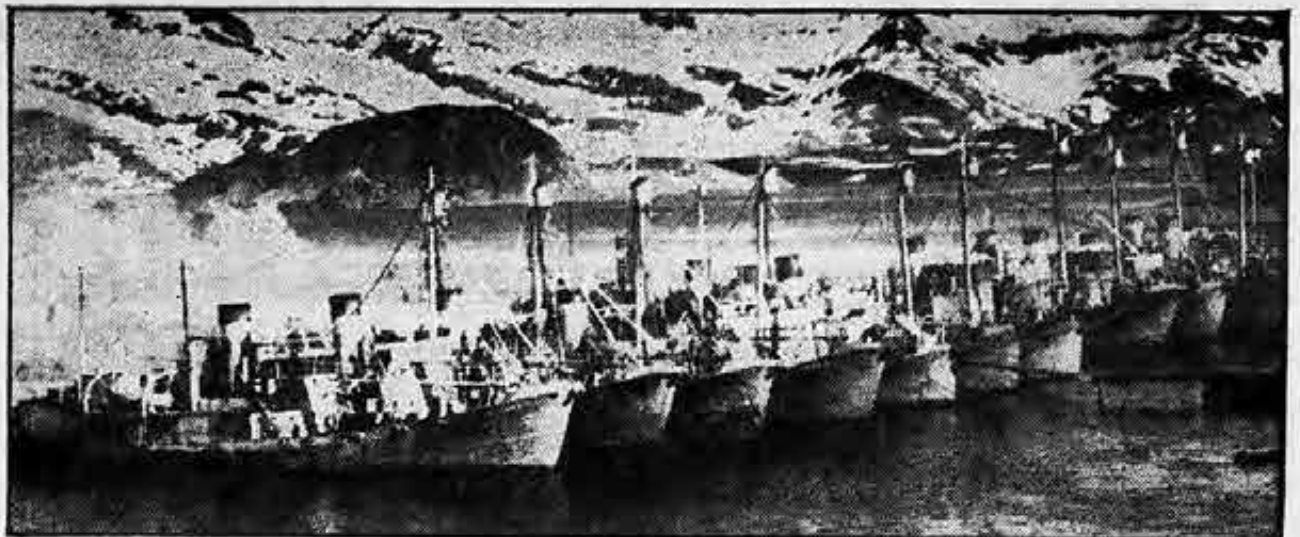
The hval kla, or "grab" reaches skidway to seize a whale's tail for the animal inboard.



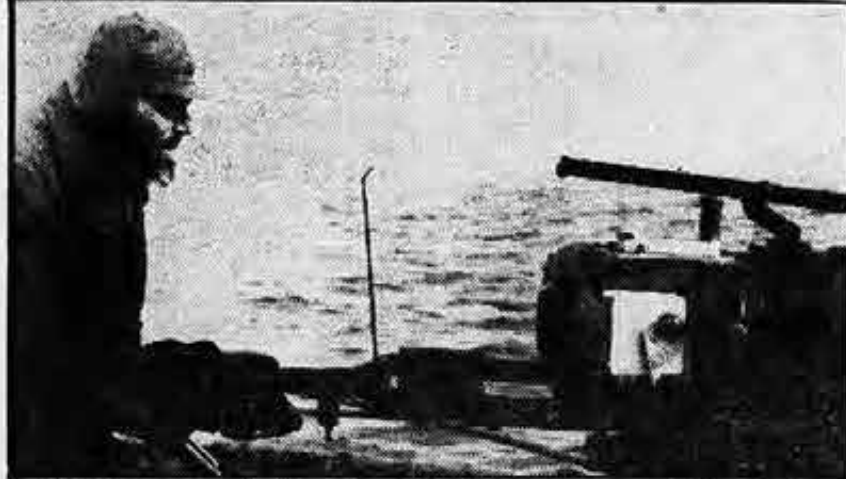


out on the
or dragging

Secured by the grab, a fin whale is hauled up the skid for flensing. These whales make the best whale steaks.



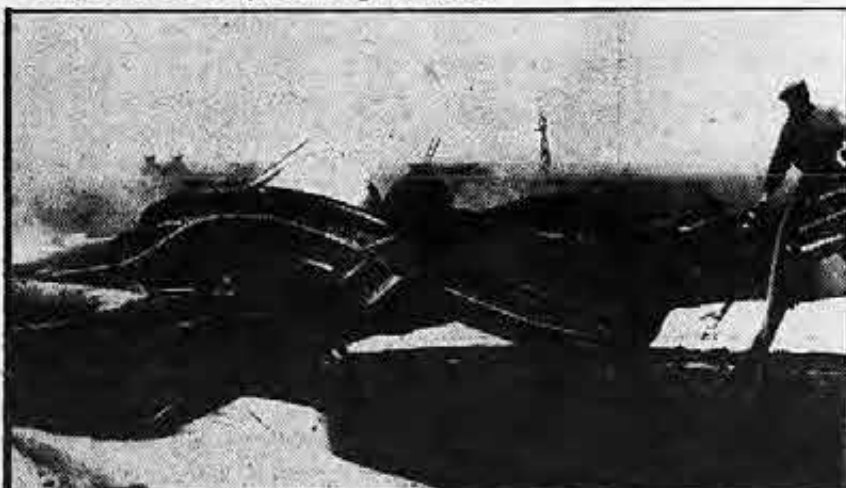
Fleet of fast catcher ships lies at anchor off South Georgia Island, waiting for whaling season to begin. The small vessels can do 15 knots, speedy enough to catch up with whales that swim at 12 or 13 knots themselves.



Whale gunner sights along his harpoon gun while awaiting his prey. Harpoons have explosive warheads designed to maim or kill the whale.



This harpoon was idle while black gang carried out major repair on crushed bow at sea. There's no time or place for drydocking vessels.



Close up of the "grab" shows its size in relation to man. Claw-like apparatus is a Norwegian invention which helped make modern whaling possible.



Crewmembers stow hunks of whale meat down through manholes into cookers below. Large photo at left shows entire slaughterhouse operation on foredeck.



Four typical crewmembers on whaling expedition are shown above.

PORT REPORTS

Lake Charles:

Shipping, Political Situations Are Good

From down here in the garden spot of Louisiana we can report that things are beginning to move along nicely.



Connell

Calling in here during the past two weeks have been the Bradford Island, Chiwawa, Salem Maritime, Royal Oak, Government Camp, Winter Hill and Lone Jack (Cities Service). The Chiwawa spent a week here due to the fact that her tanks needed cleaning very badly, and the boys really cleaned up on her in money, too.

We also had the Val Chem (Valentine) in port at nearby Orange, Tex. This ship has a fine bunch of SIU men on her.

We signed the Government Camp on for Japan and her crew was happy to get offshore after running coastwise for so long.

On the labor front here, all is well at present now that the elections are over. Most of the labor's friends were elected and from here we put in office a district attorney, a Court of Appeals judge and a congressman friendly to labor. A number of smaller offices were also filled by people friendly to labor so we didn't do badly, even though we lost the US Senator's race.

Hellman in Hospital

At this writing we have one man in the hospital here. He is Karl A. (Swede) Hellman, who broke his kneecap when his car collided with two others. He is now in St. Patrick's Hospital and will be transferred to the marine hospital in Galveston as soon as he can be moved.

For our Seafarer of the Week we nominate Henry M. Connell, better known as "Tampa Red." A long-time member of the SIU, "Red" is now sailing coastwise as a chief cook because, he says, that way he doesn't get too far away from his sweet milk. We never knew, though, that Budweiser put up milk. Red says that SIU men enjoy so many benefits it's hard to pick out a special one, but he sure likes the idea of paid vacations.

At the last meeting here, T. J. Moore was chairman and I. W. Thompson was recording secretary. Both sail in the deck department and both did a fine job at the meeting.

The way the rain has been coming down here for the past 20 hours, we may soon be able to go fishing out of the hall windows. In fact, even while I've been writing this the water has risen about five feet, so I think I'll go check my fishing gear now.

Leroy Clarke
Lake Charles Port Agent

Philadelphia:

Puerto Rico Tie-Up Hits Shipping Here

Although the longshoremen and employers here reached an agreement in the beef which tied up the port for two weeks, shipping during the last report period remained at a low ebb. This was primarily due to the longshoremen's beef in Puerto Rico, which resulted in Bull Line laying up its entire fleet and cutting off one of our main shipping arteries. The overall picture in the port looks very promising,

though, as we have two of Bull's ships here, and as soon as the strike breaks—which should be at any moment at this writing—we can expect at least several days of a boom.

Three Ships Pay Off

Paying off here during the past two weeks were the Republic (Trafalgar), Cantigny (Cities Service) and Seamar (Calmar). These three ships also signed on.

In transit during this period were The Cabins (Cabins); Fairhope, Andrew Jackson and Iberville (Waterman); Steel Flyer, Steel Artisan and Steel Navigator (Isthmian); Robin Locksley (Seas Shipping); Seatiger (Colonial), and Greece Victory (South Atlantic).

A. S. Cardullo
Philadelphia Port Agent

Seattle:

Crew Balks At Sign-On, Liberty Bell Is Stored

Shipping has been good in this port during the past two weeks and we expect it to continue that way.

Paying off here were the Alcoa Pegasus (Alcoa), Liberty Bell (Tramp Cargo), Cecil N. Bean (Drytrans), George A. Lawson (Pan-Oceanic) and John C. (Atlantic Carriers).

On the Liberty Bell the company tried to chisel on the stores and the crew wouldn't go for that, but after a requisition for additional stores was filled, they signed on for the Far East.

Food Beefs Squared Away

In transit were the Pennmar and Yorkmar (Calmar). There were a few food beefs on these ships but these were squared away.

On the beach here are Frenchy Michelet and G. Sims. Sims is studying for his third mate's ticket and hopes to get it in about three weeks. We know that if he ever sails topside he will do a good job.

In the marine hospital are F. Fondila, H. Harvey, S. Johannesen, J. Krohn, V. K. Ming and B. Smith.

Jeff Gелlette
Seattle Port Agent

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 P.M. The schedule for the next few meetings is as follows: Aug. 11, Aug. 25, Sept. 8.

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

Baltimore:

'Very Good' Shipping Is Seen Continuing

Shipping in this fair city of ours has been very good during the past two weeks, and it should stay that way during the next two weeks.

During the last two weeks we shipped 208 men on regular jobs and 17 men on stand-by work for a total of 224. We registered 218 men, but quite a few of these were permit men and the bookmen in this port have been well taken care of.

The following ships paid off during the last two weeks: Compass (Compass), Calmar (Calmar), Andrew Jackson and Fairland (Waterman), Albion (Dry-trans), French Creek (Cities Service), Carolyn (Bull) Baltore, Chilore, Cubore and Santore (Ore), and Oremar (Calmar).



Lippy

Ships signing on were the Compass (Compass); Calmar, Alamar Oremar and Bethcoaster (Calmar); Steel Flyer (Isthmian); Carolyn (Bull); Andrew Jackson, Fairland (Waterman); French Creek (Cities Service); Trojan Seaman (Troy), and Baltore, Chilore, Feltore, Cubore and Santore (Ore).

In transit were the Ocean Nimet (Ocean Trans.), Steel Scientist and Steel Navigator (Isthmian), Alcoa Puritan (Alcoa), Robin Goodfellow and Robin Locksley (Seas Shipping), De Soto, Madaket and Iberville (Waterman), Bethcoaster (Calmar) and Marina (Bull).

New Hall Progressing

Work on the new hall is progressing rapidly, and we are sure we will take over this hall in from four to six weeks.

In carrying out the policy set down by headquarters to reduce operating expenses, there have been some slight changes made in this port, but these changes will affect only the operating expenses and not the efficiency of the port.

There are still a few oldtimers on the beach here, including John Taurin, Albert (Piccolo) Solberg, Danny Lippy and Harry Johnson. In the hospital are Robert A. Stokes, Jesse A. Shonts, Albert Willis, Samuel Doyle, Joseph T. Torra, August A. Smith, Jesse A. Clark, Heinrich Wiese, Samuel H. Mills and Richard Foust.

As I stated in my last report, I was sure the final outcome of the Democratic primaries would see

Curley Byrd emerge the winner. This has now become a fact.

Earl Sheppard
Baltimore Port Agent

Galveston:

Weather And Shipping Fair In Texas Port

They have been having a heat wave all over Texas but as usual the temperatures here in Galveston have been the lowest in the Southwest. Southern breezes from the Gulf keep the mercury down and make it ideal for fishing and swimming, and also for observing the local bathing beauties. This is a mighty interesting pastime, especially for a man who has been out at sea for a while.

Shipping has been fair here during the past two weeks. Paying off were the Margaret Brown (Bloomfield) and Steel Advocate (Isthmian) and signing on were the Margaret Brown and Government Camp (Cities Service).

In-Transit Ships

Intransit were the Edith (Bull); Cantigny, Government Camp and Bents Fort (Cities Service); Topa Topa and Lafayette (Waterman); Seatiger (Colonial); Southern Cities (Southern Trans.); Del Viento and Del Campo (Mississippi), and Seatrains New York, New Jersey, Savannah and Texas.

There were a few minor beefs on some of these ships but they were all squared away to the satisfaction of the crews.

Joe Atchinson is on the beach and J. Watt is back here after being put ashore in Florida for hospitalization. He is just about ready for action again.

Keith Alsop
Galveston Port Agent

Wilmington:

Shipping Up; Planter Pays Off And Signs On

Shipping picked up in this port during the past two weeks, due primarily to the fact that the Alcoa Planter, which was originally supposed to come into Seattle, came into San Pedro instead, and so she paid off and signed on here. With this payoff and the in-transit ships we shipped 35 men during these two weeks, but the future remains uncertain.

The in transits here were the Golden City, John B. Waterman and Raphael Semmes (Waterman), Pennmar (Calmar), San Mateo Victory (Eastern), Alcoa Pegasus (Alcoa) and Coe Victory (Victory Carriers).

Ernest Tilley
Wilmington Port Agent

Boston:

Shipmates Pay Honor To Deceased Brothers

The SIU crew of the Seatiger (Colonial) collected \$34 and presented it to Mrs. Catherine O'Connor, mother of Francis P. O'Connor, who died in Florida. Brother O'Connor, who was stricken while sailing on the Seatiger, died at the Key West Naval Hospital on July 20. A wreath was sent by the Union.



O'Connor

The Union also sent a wreath to the funeral of Ralph M. Churchill, who died at the Brighton Marine Hospital on July 19. He was stricken while working as cashier aboard the Evangeline (Eastern).

Shipping is still slow here in "Beantown." We paid off and signed on the Winter Hill and Salem Maritime (Cities Service) and in transit were the Republic (Trafalgar), Steel Vendor (Isthmian) and Iberville, Wacosta, Madaket and Chickasaw (Waterman).

Among the men on the beach here are J. Cash, C. Moss, E. Roberts and J. Rubery, and in the marine hospital are J. Garello, F. Alasavich, J. Penswick and W. Boehner.

James Sheehan
Boston Port Agent

Norfolk:

More Tankers Call, Bringing More Jobs

Things are looking up in this port, with the increasing number of tankers coming into Hampton Roads furnishing a number of jobs for us.

During the last two weeks the Royal Oak (Cities Service) and The Cabins (Cabins) paid off and signed on. In transit were the Fairport (Waterman), Alcoa Puritan (Alcoa), Andrew Jackson (Isthmian), Jefferson City Victory (Victory Carriers), Ocean Nimet (Ocean Trans.) and Southland (South Atlantic).

In the hospital are Hugh L. Meacham, Anthony Scaturro, Charlie Horton and Henry Riley.

Ben Rees
Norfolk Port Agent

A & G SHIPPING RECORD

Shipping Figures July 17 to July 31

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENG.	STEW.		DECK	ENG.	STEW.	
Boston	17	14	11	42	5	4	10	19
New York	102	85	83	270	127	109	97	333
Philadelphia	28	24	14	66	10	11	7	28
Baltimore	76	80	62	218	81	72	55	208
Norfolk	13	14	7	34	9	5	4	18
Savannah	11	10	6	27	5	7	7	19
Tampa	10	13	17	40	3	2	4	9
Mobile	62	54	54	170	34	37	33	104
New Orleans	75	69	66	210	57	55	78	190
Galveston	32	32	22	86	23	16	14	53
Seattle	34	25	21	80	30	34	30	103
San Francisco	30	26	33	89	25	31	25	81
Wilmington	24	11	10	45	13	12	10	35
Totals	514	457	406	1,377	431	395	374	1,200

Meet Old Friends
Make New Friends
at the
SIU HEADQUARTERS

PORT REPORTS

New Orleans:

Death Benefit Cards Should Be Filled Out

The importance of the membership filling out Welfare Plan beneficiary forms was demonstrated here this week when Oscar Norm, one of the real oldtimers in the Union, died of a heart attack.

Brother Norm, who had a host of friends among the membership here, left no surviving relatives, nor had he filled out the necessary form to designate a beneficiary in case of his death. As a consequence, a muddled legal situation was created regarding disposition of the \$2,500 death benefit to which every man who sails SIU is entitled.

Of course, this is an extreme case, but occasionally difficult situations have been created for widows or relatives because the deceased had neglected to fill out the form which would have resulted in automatic payment of the benefit to the person who he would have preferred to designate as his beneficiary.



Parrott

These forms are available in the hall here just as they are in all of the other branches. It takes only a few minutes to fill in the necessary data, and members who have not done so should avail themselves of this opportunity on their next visit to the hall.

Members shipping out of this port are being reminded that retail merchandise can be purchased in the Seafarers Sea Chest outlet located at the rear of the first floor of the SIU building in New Orleans. First class merchandise can be purchased here by any member at a saving.

Senator Is Re-elected

Voting was orderly and rather light in the recent election in Louisiana. US Senator Allen J. Ellender was re-elected by a big majority over his two opponents. Senator Ellender's principal opponent, Frank B. Ellis, carried New Orleans by 4,000 votes, but lost the remainder of the state by a big total.

Representative Hale Boggs of New Orleans, whose record in Congress has proved him to be a friend of the working man, also won re-election with ease.

Shipping continued fair during the last two weeks. About one-third of the men who shipped were permit men, indicating that the job situation is not too rough for bookmen.

Seafarers D. Baker, A. Phillipille and M. Perez are to be commended for donating blood to the Seafarers Blood Bank at the USPHS hospital here. It is through the contributions of such unselfish members that we are able to maintain an adequate supply to take care of hospitalized brothers who may be in need of blood.

Friends and former shipmates of J. M. McDavitt, G. R. Mitchell, H. L. Parrott and J. J. Adams will be

pleased to learn that they have been discharged from the hospital and expect to be ready to ship out soon.

William E. Murphy, Sam Marinello, R. L. Kelly, F. Pastrano, H. E. Humphrey, R. E. Hommel and M. E. Alexander are among Seafarers recently hospitalized. It is hoped they will be ready for duty again by our next report.

Since the last report the Alcoa Runner (Alcoa), Steel Navigator (Isthmian), Del Mar, Del Viento and Del Campo (Mississippi), and the Chickasaw, Antinous and DeSoto (Waterman) paid off here.

The Alcoa Runner (Alcoa), Steel Advocate (Isthmian) and Del Oro, Del Santos, Del Alba and Del Mar (Mississippi) signed on.

Ships calling in-transit were the Alcoa Corsair, Alcoa Patriot, Alcoa Cavalier and Alcoa Polaris (Alcoa), the Steel Advocate (Isthmian), the Del Alba (Mississippi), the Seatrains Louisiana and Georgia (Seatrains Lines), the Topa Topa and LaSalle (Waterman), the Margaret Brown (Bloomfield), the Southwind (South Atlantic), Southern Cities (Southern Steamship Co.) and the Mae (Bull Lines).

Lindsey J. Williams
New Orleans Port Agent

Savannah:

Shipping Is Average; '50-50' Bill Is Backed

Shipping has been average here during the past two weeks. The Salem Maritime (Cities Service) paid off and signed on while in-transit were the Steel Advocate and Steel Navigator (Isthmian), Southland (South Atlantic), Robin Wentley (Seas Shipping), Yaka (Waterman) and Seatrains Louisiana and Georgia, which each called here twice.

Ray Sweeney, well-known Seafarer and former Union official, passed away aboard the Seatrain Louisiana July 6.

"50-50" Bill Backed

At the last meeting of the Central Trades Council here, the council went on record as supporting the "50-50" ship bill and has sent out communications accordingly.

On the beach here are R. J. Falger, Jack Nelms, A. H. Smith, Roy Nash, A. D. Edenfield, J. Rosa, Leo Weeks and I. Peacock.

In the marine hospital are G. Menendez, C. C. Slater, L. A. DeWitt, J. Littleton, P. Bland, J. T. Moore, R. C. Shedd, A. F. Meadows, C. H. Kent, J. H. Morris, L. F. Swegan, H. C. Bedford, L. F. Weeks, R. Carrollton, W. C. Sanders and W. J. Wolf.

Jeff Morrison
Savannah Port Agent

Mobile:

Three Inactive Ships Scheduled To Crew Up

With three inactive ships due to take on crews and sail, shipping should show considerable improvement here during the next two weeks. Also, the next two weeks should be pretty busy because the following ships should be in here for payoffs or in-transit: Arizpa, De Soto and Iberville (Waterman) and Partner, Ranger, Pennant, Pilgrim, Corsair, Cavalier and Patriot (Alcoa).

During the last two weeks shipping, while a little on the slow bell, was satisfactory, with 103 men shipped to regular jobs and 117 sent to various relief jobs in and around the harbor. We had nine payoffs, seven sign-ons and three ships in transit during



Sullins

this period. All of these ships were in extremely good shape and there were only minor beefs.

Outside of the pickup in shipping, the big news here is about the "big pay-off" and all the gang here are waiting for Waterman and Alcoa to start their retroactive wage payments soon. According to our reports, Alcoa is slated to get started about August 1 and Waterman about August 15.

At this writing the AFL longshoremen's strike in Puerto Rico has not been completely settled, and this has resulted in the tying up of some Waterman ships, but in the meantime the SIU has representatives on the island protecting the interests of the Union and the membership.

Shipmates Aid Sullins

The members here wish to extend their deepest sympathy to Fred Sullins and his family on the recent death of his mother. Mrs. Sullins passed away in Hamilton, Ala., while Fred was steward on the Ocean Lotte in Korea, and the crew of the Ocean Lotte donated some \$200 to help him fly back to attend the funeral. He wishes to extend his thanks to all his shipmates who were so kind to him in his troubles.

A few of the oldtimers on the beach here are J. T. Morton, W. J. Anderson, W. Phurrough, F. L. Verner, F. Stevens, D. K. Nunn, E. Webb, M. Oswald, H. Young, J. Dixon and F. Reid.

In the hospital here are Willie

Reynolds, Fred Sullins and W. G. Moore.

On the labor front, the building trades workers are striking against the contractors for a wage increase and we are sure our friends will win out. Another labor dispute involves the taxi drivers of the Teamsters Union and the Deluxe Cab Company. We are urging all our members to be careful of the cabs they select because of this beef.

Cal Tanner
Mobile Port Agent

San Francisco:

Members Leaving Ship Should Notify Union

Lately we have found that some companies are getting lax about calling in replacements, and we have had to speak to some of them about this. At any rate, we would like to stress this point to all the members—make sure you let the Union know when you leave a ship, so we can make sure the company orders the necessary replacements.

If a man quits a ship without notifying the Union, and if a company is lax about ordering a replacement, that ship may sail short-handed. This not only results in the loss of a job to a man who could be working, but creates a hardship for the crewmembers who remain on board.

Shipping here has held its own during the past two weeks. We had no payoffs but three ships signed on—the Coe Victory (Victory Carriers), Alcoa Pegasus (Alcoa) and Young America (Waterman).

In-transit were the Afoundria, Raphael Semmes, John B. Waterman and Bienville (Waterman), San Mateo Victory (Eastern), Robin Gray (Seas Shipping) and Pennmar (Calmar).

On the Pennmar we had some beefs, but these were all settled before the ship left here.

Oldtimers on the beach here include F. Schmiedel, T. Moriarity, W. Kramer, W. Bause, F. Kustra, J. Lefco, V. Johnson, J. Thomas, H. Johnson, C. Mazur, J. Bright, R. Ferron, F. McCall, W. Parks and G. Fournier.

In the hospital are S. Bunda, J. Childs, O. Gustavsen, C. Neumaier, J. Perreira, W. Singleton, P. S. Yuzov and M. E. Folts.

Tom Banning
San Francisco Port Agent

New York:

Three Ships Come Out Of Lay-Up, More Due

New York is still enjoying fine weather and good shipping, and who could ask for anything more? The boys are all taking advantage of the added recreational facilities here in the hall and from all the comments I have heard they are well pleased with the new set-up.

Shipping has been good in all departments and all ratings during the last two weeks. In fact we had the biggest turnover in men that we have had since the first of the year. Most of the ships paying off had a big turnover in the crew and on top of that we had three ships that came out of lay-up and took on full crews. They were the Ann Marie and the Evelyn (Bull) and the Ocean Betty (Ocean Transportation). There were no ships put into lay-up during this period.

Shipping should be equally good during the coming period as we have a couple of more ships coming out of lay-up and a number of ships due in for payoffs from long runs. This usually means a good turnover in the crew.

Paid Off 15 Ships

During the last two weeks we paid off 15 ships, signed 9 on foreign articles and serviced 14 in-transit ships.

The following were the ships paid off:

Choctaw (Waterman); Val Chem (Valentine); Jefferson City (Victory Carriers); Lone Jack and Bradford Island (Cities Service); Hilton and Mae (Bull); Ocean Nimet (Ocean Transportation); Mary Adams (Bloomfield); Cracker State Mariner and Greece Victory (South Atlantic), and Seatrains Texas, Georgia, New Jersey and New York.

Signing on were the Ann Marie (Bull); Robin Wentley and Robin Goodfellow (Robin); Jefferson City Victory (Victory Carriers); Steel Scientist (Isthmian); Peninsular Mariner (Waterman); Ocean Nimet and Ocean Betty (Ocean Transportation), and Cracker State Mariner (South Atlantic).

In-transit were the Seatrains Savannah and Louisiana; the Alcoa Ranger, Alcoa Puritan and Alcoa Runner; Iberville, De Soto, Madaket and Lafayette (Waterman); Seamar, Massmar and Bethcoaster (Calmar); Edith (Bull), and Sealtiger (Colonial).

Have Very Few Beefs

All of these ships came in with very few beefs, mostly for minor repairs.

The majority of the ships are now beginning to pay off under the new pay scale which gives the men quite a few added dollars to take home. In the very near future we expect to have all the companies paying off under the new contract but it will take some of them more time than others to make up the retroactive pay. We will keep you posted as to when they will be ready to pay off, so just be patient as this is like money in the bank.

Claude Simmons
Asst. Sec-Treasurer

Tampa:

Port's Business Slow; Four Ships In Transit

Shipping was very slow in this port during the last two weeks, with no payoffs, or sign-ons. In transit were the Del Alba (Mississippi) and Chickasaw, DeSoto and Antinous (Waterman).

Ray White
Tampa Port Agent

SIU HALL DIRECTORY

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How to Apply For Birth Pay

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

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

It's 'Heave Ho, Awaaay We Go' For San Mateo, Aground In Korea

"At last the word was passed from the bridge and the winches began turning. The wires from all 14 sets of beaching gear grew as tight as fiddle strings, the tug heaved on the hawser, and the old girl began to move. Once she started, she never stopped. She kept right on going until we were out in deep water where the anchor was dropped and we rode like a duck, slightly down at the head but otherwise fairly even-keeled. A rousing cheer went up and everyone retired to the mess-hall for coffee and a bull session."

And so the San Mateo Victory (Eastern Steamship), which went aground April 5, during a run to Sasebo, Japan, was towed off the rocky beaches of Cheju Island, Korea, according to the graphic account of salvage operations sent to the LOG by Seafarer H. C. McCurdy, the steward.

"The day after the accident," McCurdy writes, "the Navy salvage ship Grasp came out from Sasebo to survey the damage and consider salvage operations. Several other salvage ships were used as well as a number of smaller boats. There was also an average of 50 Navy salvage men working around the clock. Our own deck crew was on call at all times, while we of the steward department stood ready to feed the salvage men in case a storm prevented the small boats from taking them back to their ships."

On Rocks One Month

"A lot of hard man hours," McCurdy reports, "were put into the seemingly impossible task of pulling three-quarters of the San Mateo's weight off the volcanic rocks. It was not until May 5, one month after we hit, that the ship made its first move, about 15 feet. Then, before the beaching anchors could be reset, the high tide we had waited a whole month for began to drop, so that the next night, May 6, had to be the final effort, because the tide would not be high enough for another month."

The May 6 effort, as previously stated, was successful, and the following day was spent preparing to get the San Mateo under tow to the Mitsubishi graving docks in Nagasaki. There, McCurdy reports, the ship spent the next 47 days, having more than 200 plates replaced and having considerable work done on her deck machinery and in her engine room. For, in addition to ripping a huge gash in her port side when she hit the rocks, the ship had been subjected to the incessant jarring of the blasting under her hull during the salvage operations.

Navy, Crew Work Well

Throughout the month-long salvage operations, there were only minor differences in Navy-merchantmen relations, McCurdy says, paying tribute both to the Navy

TV Star Entertains On The Florida



Enjoying snack with crewmen of SIU-contracted Florida is NY TV comic Larry Storch (seated, left). Storch was star entertainer in Florida's cocktail lounge on trip to Nassau. Others in photo are (l-r) utility Gonzales, steward delegate Lopez, waiter Suarez, cruise director Martinez.

and to the crewmen on the San Mateo. Nevertheless, after a month at Cheju Island, the crew was mighty glad to reach Nagasaki, so much so that it "went Japanese," with three crewmen becoming serious students of the Japanese language, one becoming a student of judo, and one becoming

a collector of Japanese works of art.

Also, McCurdy says, there was good news waiting for the men when they finally did get to Sasebo, for there they learned of the signing of the new freighter agreement with pay gains for them retroactive to last October.

LOG-A-RHYTHM:

Daddy, My Pal

By Anthony Wayne Phillips

Thank you, Daddy,
For being a pal to me,
Even while you're sailing
The highest sea.

You are my pal,
Yet you're so far away.
I pretend you are here
Both night and day.

Some fellows, I s'pose,
Can not understand
How making believe
Would be so grand.

It's 'cause, Daddy,
When I play this way,

You're here beside me
Every single day.

And when you're here
There's lots to do,
Every day
There's something new.

Sometimes we go fishing
Twice a week,
Right in our private,
Make-believe creek.

The biggest fish
In this creek are caught,
And our greatest battles
Here are fought.

We also have
Our mountain lodge—
I mean, of course,
Our old garage.

When we are there hunting
We have such luck,
We always come home
With an elk or a buck.

Then at the seashore
We romp, swim and dive,
And pick up seashells
(From our neighbor's drive).

I know that my playmates
Would snicker and sneer
If they knew I pretended
That you were here.

But is it silly
For a Seafarer's son
To pretend there are two
Instead of just one?

Now the day's ended
And I'll go to bed,
But all of these dreams
Will stay in my head.

OFF WATCH

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

For the benefit of boating enthusiasts, and many Seafarers are like everyone else in their enjoyment of a sort of "busman's holiday," the Outboard Boating Club of America (OBC) has an attractive 16-page booklet called "Outboard Handling," which can be obtained free of charge. The subjects covered include a description of the common boners that cause accidents and how to avoid them, the installation and handling of the motor, trimming and maneuvering the boat and several others. Copies can be obtained from the club, at 307 North Michigan Avenue, Chicago 1, Ill.

Seafarers who dabble in metal handiwork, furniture antiquing, glass working, jewelry soldering, copper fitting and casting may find a new clean-burning, lightweight propane torch a handy tool for their purposes. The Bernz-O-Matic master torch, designed for amateur use, weighs less than four pounds and is less than three inches in diameter. Easy to light, without pumping, priming or pre-heating, the torch produces a hot (2300 degrees F.), easily adjustable flame. Ask about it next time you visit your hobby shop.

A word to the wise: Don't become your own clay pigeon! If your pleasure is to pile off the ship while in port or on the beach and head for the woods to hunt game with your shooting iron under your arm, don't try to make a shooting gallery out of your foe'sie. The Institute for Safer Living of Boston just published figures showing that indoor shooting accidents—many of them of the didn't-know-it-was-loaded variety—took more than 1,000 lives in the United States during the past year. Most of them, occurring while the victim was cleaning or examining his gun, might have been prevented. Such accidents also caused non-fatal wounds to nearly 50,000 other persons in 1953.

Acclaimed by the critics from near and far, the movie "On The Waterfront" which is just making its appearance around the country should tempt movie-going Seafarers who are familiar with plight of racket-bossed longshoremen and the effort to clean up the docks. Featuring the familiar figure of Marlon Brando and a talented cast of both Hollywood and television players, the movie also offers a glimpse of former boxing and wrestling headliners Tami Mauriello, Abe Simon and Tony Galento, playing the roles of waterfront "hoods."

Shutter-bugs who haven't tried out the new "sub-midget" flash-bulbs for both indoor and outdoor lighting are in for a treat, as all reports indicate the "midget-midget" lamps do an all-purpose job for both amateur and pro photographer, and are at the same time easier to carry and use. Sylvania's Bantam 8, the Dura-Mite "8" and the Weinghouse Number 8 all offer similar advantages, plus the feature of a lower cost than larger lamps like the Press 25. They're said to be safer and less likely to suffer damage when carried loose in a pocket or camera case, which makes them desirable from the shipboard photographer's point of view, who is faced with a special storage problem for his camera gear.

Playmate Saved From Fire By Seafarer's Nephew, 11

A proud man these days is Seafarer B. F. (Bill) Lowe, chief steward aboard the Julesburg (Terminal Tankers). And good reason he has to be, too, for Bill's nephew, young Billy Newt Lowe, age 11, recently became the local hero of Fouke, Ark., when his quick thinking and fast acting prevented death or serious injury to a 6½-year-old playmate.

Young Billy and his playmate, Ray Dale, built a fire in a hole they dug near their homes. Then they got some fuel oil to feed the flames. Some of the fuel oil got on Ray's shirt, and when he bent over the flame it licked at the oil and set his clothes afire. Panic-stricken, he started running.

"He was running pretty fast," Billy said later, "and I had to chase him. I caught him once and threw him to the ground, but he jumped up and ran again, and so I had to chase him again."

The second time Billy caught the younger boy, he grabbed him

with both hands, dragged him into a ditch and rolled him on the grass. "I had to hold him with one hand and roll him over with the other," he explained.

Someone asked Billy why he pulled the child into the ditch. "I saw the grass was green there," he replied, and adults marveled at his quick thinking and prompt action.

Had No Time To Think

"I didn't have time to think," Billy said. "I just knew I had to put out that fire in a hurry. Why, he was blazin' all over."

For several days after that Billy, who is the son of Newt Lowe, a Red River farmer, went to school with seared hands and wrists and dime-size blisters on the ends of his fingers. But there was a glow in his heart and that came from the knowledge that he had probably saved the life of his little playmate.

And there is a glow in the heart of his uncle, Seafarer Bill Lowe.



B. F. Lowe

Quiz Corner

- (1) Which of the 48 states has more mineral springs than any other: (a) California, (b) New York, (c) Arkansas?
- (2) What is a remedy for counteracting a poison and stopping its action called?
- (3) Working together, two men can do a certain repair job in 18 hours. One of them, working alone, can do it in 22 hours. How long would it take the other man, working alone, to complete the job?
- (4) In sports, what is known as "The House that Ruth Built?"
- (5) If you suffer from pyrophobia, of what are you afraid?
- (6) If you had some sweetbreads would you: (a) broil them, (b) spread them with jam, (c) eat them with ice cream?
- (7) Who is reputed to have been the oldest human being ever to have lived?
- (8) Earl Warren is now Chief Justice of the United States. Who was the last Chief Justice: (a) Tom Clark, (b) Charles Evans Hughes, (c) Fred M. Vinson?
- (9) Many Seafarers who have visited the Far East are familiar with the liquor known as sake. From what is it made?
- (10) If one-half a number is added to twice the number plus one-half, the result is 48. What is the number?

(Quiz Answers on Page 17)

With Beer Over Buck A Bottle, Masan Trip Is A Real 'Dry Run'

With beer selling at over a buck a bottle, a trip to Masan, Korea, is a real "dry run," according to Seafarer D. D. Story of the Morning Light (Waterman).

The Morning Light recently returned to New Orleans after carrying the first US relief cargo of codfish and grain to Masan.

The rate of exchange in Masan, Story reports, is 180 won to the dollar. And so, with beer selling at 200 won a bottle, and with the cost of entertainment running along the same lines, Seafarers hitting this port might just as well stay aboard ship and play poker, he says.

Good Launch Service

Making the situation even worse, Story says, was the fact that the crewmen got really good launch service to shore. But once they got there—

"For once," Story writes the LOG, "we got a good break from the Army, and during the 21 days we laid at anchor in Masan we had the best launch service I think any SIU ship ever got. But with those prices the way they were, we would have been just as well off if we'd been paid with rope yarn."



Aboard the Waterman C-2, Morning Light, in Masan, Korea, mayor and police chief of Masan, together with US Army officers, inspect cases representing first US relief shipment of food to this port. Morning Light carried codfish and grain to feed Korean people.

US Help To Philippines Pays Off

As a result of the economic and moral aid given by the United States, the Philippines are being completely overhauled, internally and externally, so that they bid fair to become the chief fortress of Western democracy in the Orient.

Awningless Persian Run Burns Up Artisan's Crew

The crewmembers of the Steel Fabricator (Isthmian) may have been boiling during their Persian Gulf run, but the crewmembers of another Isthmian ship, the Steel Artisan, are really burned up over theirs.

The Steel Artisan crew reported their reactions to the LOG following the recent publication of an article telling how the Steel Fabricator crewmen sweltered under the Persian Gulf sun because their chief mate made them use a dirty and ripped old tarpaulin as a fantail awning.

On the Steel Artisan, the crew reported on their return to Philadelphia, there wasn't any kind of an awning to protect them.

And, say the crewmen, unless Isthmian provides them with an awning, many of them may not be keen on the idea of heading back to the Gulf. The hottest days are yet to come.

This is the report to the LOG made by Seafarer Harry Kronmel. As a crewmember aboard the Steel Seafarer (Isthmian), Kronmel recently visited the islands for the first time since 1947. He found that the physical features of the islands, particularly in Manila, have been given a face-lifting, and also that the government has been stabilized so that the Communist menace has been greatly reduced.

Both of these things Kronmel attributes to the \$2 billion which the US allotted for the islands' post-war reconstruction and rehabilitation.

Manila Docks Rebuilt

As a seaman, Kronmel was most interested in the waterfront. He found that since 1947 Manila's entire dock area has been rebuilt, and that work is progressing swiftly on additional piers. The only reminders of the war days, he says, are the hulks of many sunken ships that still litter the harbor.

Great advances have been made too, he reports, in the construction of homes, streets and roads, and schools.

Kronmel recalls that in 1947, after the Japanese occupation ended, civil war raged between the government forces—marked by corruption and broken promises—and the Huks, whom he calls "well-meaning but ill-advised patriots."

Taking advantage of the unrest, the Communists infiltrated the guerilla forces to the point where the Huks were taking their orders directly from Moscow.

It was at this stage that the Filipino people appealed to the US for help, and it was this help which enabled them to establish a new democratic government under President Ramon Magsaysay.

This government instituted a series of reforms which cut the Huk menace to a trickle and with it the threat of Communist domination.

And, as this threat of Communist domination was reduced, the Filipino people were able steadily to increase the strength of their democratic institutions.

The SPORTS LINE

By Spike Marlin

Whenever the appetite gets jaded it's the customary thing to try a little imported delicacy to perk it up. The same seems to be true in the fight game. And if like in the grocery store, the fancy-sounding import turns out to be just another herring, the customer is only to blame for buying.

Imported fighters have long been a standard gate-stimulator in the boxing business. They are even more in demand now because of the admitted scarcity of home-grown talent.

However, looking over some of the stuff that the outlanders have been sending us recently it seems that the foreigners are a little thin on talent too. Or else, they are keeping the anchovies and caviar at home and sending us all the herrings.

French Production

Most of the recent imports have come from France which is finding it just the way to get some more American dollars. Among them have been Pierre Langlois, Mickey Laurent, Jacques Royer (a nobleman no less but somewhat rough-house in the ring) and an Algerian named Hocine Khalfi. The latter was the most impressive of the group on the strength of a well-fought upset of featherweight champion Sandy Saddler, but he has been taken into camp by fighters far inferior to Saddler. None of the others are worth a look-see.

All of these French imports seem to fight along the same lines, somewhat approximating Paddy DeMarco. They usually seem tireless and in excellent condition, but they are purely and simply spoilers, who go in there to push, maul and wrestle. Langlois is the best known of the group because he has been here the longest and has fought practically every top-notch in the middleweight division. Win, lose or draw, he just isn't impressive.

The Germans have sent us one likely-looking fighter, Gustave Scholz, who punches very hard, but has yet to meet anybody of dis-

tingtion. Several Italian fighters, including the Minelli brothers, feature slick defensive boxing more in the European tradition. An exception is Italo Scorticini who goes out and gets his lumps like any Red Hook club fighter. Then there is Don Cockell, an English heavyweight who is making a career of fighting Harry Matthews.

The best looking of the imports to come around recently is an Argentine middleweight named "Kayo" Lausse. The nickname is not misplaced because when he lands a punch there is an unmistakable thud of authority that goes with it. However, he fights a bit too slowly and deliberately to match two or three of the better middleweights around.

Big Fisherman



A recent trip which Seafarer Al Thompson made to Louisiana didn't prove fruitless—or fishless—as this photo shows. Al hooked this 23½-pound catfish at Pine Grove in St. Helena Parish. With Al is his brother, Ralph.

GALLEY CLEANINGS

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

Asked about a recipe for the LOG, one of Juan Sanchez' fans suggested chicken asopo (chicken with rice).

Juan says that chicken and rice is very nice and although a popular Puerto Rican dish, somewhat expensive to make. A restaurant will offer it on its menu for from \$2.50 to \$2.75 per serving.

For chicken asopo, take one bunch of chopped celery, three or four cloves of garlic chopped very fine, two green peppers cut in small pieces, two chopped onions, a small jar of spanish olives, one small can of pimentoes, several bay leaves, six sliced fresh tomatoes, if available, a small can of tomato puree and about two pounds of uncooked ham cut into chunks. These ingredients are put with two or three tablespoons of olive oil in a ten gallon pot and allowed to simmer for about five minutes.

After the vegetables have been simmered, the pot is filled half full with water and the chickens are added. The amount of chicken needed for the dish is perhaps the reason it is not regular fare on ships.

Take 12 three-pound chickens and cut each chicken into six pieces. The chicken is added to the vegetables and cooked for about two hours or until the chicken is tender.

More water may be needed in order to cook the rice. Three pounds of rice, no more, is finally added to the chicken along with the vegetables and sufficient water. The whole is allowed to boil for about a half hour. The recipe serves about 27 persons.

Juan has sailed in the stewards department for the past 15 years and prefers sailing to any type of work on the beach. He has been with the SIU for about 13 years, having joined the Union in 1941.

He sails the Kathryn of Bull Lines on trips to his native Puerto Rico. He is married and the father of four children, two boys and two girls, and makes his home in San Juan, PR.

Seafarer Sam Says

IF YOU ARE SICK OR INJURED AND ENTER A PRIVATE HOSPITAL NOTIFY THE UNION AND THE U.S.P.H.S. — PROMPTLY!



DELAY COULD HOLD UP WELFARE BENEFITS THAT MAY BE DUE YOU.



Persian Gulf Run Very Hot And Dry

To the Editor:
As anyone who has ever made the Persian Gulf run before knows, even under the best of conditions this run still smells. However, add a few extra unpleasanties and you have a real stinkeroo.

After leaving New York, we became suspicious of things to come when our good master, Captain C. A. Ryan, neglected to put the wheel on the "Iron Mike." We were informed by the ship's delegate that the captain on a previous voyage through the Suez had only two AB's aboard who were capable on the wheel and he wanted us to get some practice.

Thus, we reasoned, after clearing the canal successfully, we had proved our worth as helmsmen and we would be rewarded by a respite from "Mike." How wrong we were. Suez past and no mishaps, but still the same old grind of hand-wheeling.

That the company would go to the trouble and expense of installing automatic steering on these ships and then not use it is beyond our comprehension.

No Fish

At Damman, our only form of recreation was either fishing or trying to promote beer from the various foreign ships tied up along the pier. Since the fish weren't biting, we concentrated our efforts on beer using money, clothes and small favors to bargain with.

We were doing very nicely when a few jealous heads topside did their best to stop this. One of the ships alongside (a Dutch ship with good Heinikens beer) had no cold water for drinking purposes, so at meal time we allowed them two pitchers of ice water, which was no strain on the cooler.

However, the chief engineer and the first assistant, not having the ingenuity to promote anything for themselves, issued orders that no more drinking water was to go across the dock. The next day, we resorted to the next best thing and gave the Dutch ship's crew two blocks of ice. Everyone who is aware of the heat in this part of the world knows how a person appreciates a drink of ice water once in a while.

It is noteworthy that during the time that we had Stateside beer on board we were allowed an unlimited quantity of ice available to us with no apparent strain being made on the ice making machines. However, now two blocks of ice a day for drinking purposes couldn't be spared.

Air-Cooled Room

Incidentally, the chief engineer has a room that is air-cooled by being tapped into the reefer system. The logical conclusion is that the powers that be topside were trying to discredit us, the unlicensed personnel, in the eyes of our Dutch friends and they were going to show them that they were running the ship, union or no union.

At our next stop, Basrah, we were allowed to blow our respec-

LETTERS

tive tops although it proved to be quite expensive.

Our next stop was at Bandrashapur, a place so hot it consists of almost nothing but the heat. Flies and mosquitoes, however, are in abundance. There are only two local gin mills that sell beer, if it can be called beer, and other concoctions. But because of the terrific beating we took in the rate of exchange, we couldn't even enjoy these two miserable spots.

The official rate of exchange is 32 rials to the US dollar, a fact which is not recognized anywhere except aboard the Steel Artisan. At the American embassy in Teheran the personnel receive 80 rials for one dollar. Elsewhere the exchange is 90 to one US dollar.

On a Norwegian ship here at the port, the crew received 100 rials to 9 kroner (\$1.25) through their agent. Add to this the price of a bottle of beer—35 rials—and you can see the hosing that we took.

When we approached the ship's delegate as to why we were not getting a reasonable exchange, our good captain was offended. He affirmed that he would have no part of any such transactions and we of course believed him.

At any rate, he received most of this valueless currency back.

Clarence W. Owens
Ship's delegate

Thanks SIU For Brother's Sake

To the Editor:
I should like to express through your paper my heartfelt thanks to the SIU, the Welfare Services Department and most especially to Leroy Clarke, agent at Lake Charles, La., for their help to mother and I during a time of despair.

When my brother Edward W. Parsons was lost off the Alawai this past December, Leroy Clarke became, in every respect, a friend of the family. The hour was never too late or the demand too great for him to be of assistance to us.

To the membership, I would like to say that you are part of a great organization, and with men like Leroy Clarke behind you it should ease your minds concerning your loved ones, as they do, believe me, put forth every effort to be a source of comfort in a time of grief.

We were surprised to learn that such a large outfit would devote so much time and interest to the loss of one of its members. It is now possible for us to understand why Ed was such a devoted member of the SIU for so long.

John G. Parsons

Ex-SIU Man Meets Ships At Pusan

To the Editor:
First, I should like to express my appreciation for the fine way I was treated aboard SIU ships that have visited Pusan. I try to get aboard every one of them to see if there is anyone I know or just to sit around and "shoot the breeze."

I have never been refused a cup of coffee and many times I have been invited to stay for a meal. That means a lot to anybody who has to eat Army chow and drink Army coffee.

The Ocean Lotte was shutting out here for a while and she really had a swell crew on her. I got to know the crew on her through an old shipmate, D. Van Alstine, who is dayman on her. We have a few ex-SIU men here in my outfit, the 501st Harbor Craft. Thomas J. McGuinness and R. Weaver are members of my outfit.

Just a bit of advice before closing. All seamen that come to this port should beware of the MP's. Any and all seamen are fair game for them. I think they have a daily contest to see who can bring in the largest number of seamen in one day. No matter who wins, it is the seamen who always lose.

Pvt. Elmer P. Moran
501st H/C&M/M Co.
APO 59 c/o Postmaster
San Francisco, Calif.

Pays Tribute To Moon Kouns

To the Editor:
I was shocked recently when I read in the New Orleans newspapers that Brother Moon Kouns died of a heart attack while enroute to his camp at Pearl River. And I know that all of my SIU fellow-patients at the marine hospital here in New Orleans felt the same way.

I think I can safely say that Brother Kouns was known throughout the world. He was well known in Europe and South America, and of course he was a familiar figure in every US port from San Francisco to New York.

Here in the Crescent City he was known by nearly everybody, young and old.

Were Children Together

I will miss Moon as I would a real brother, because he was like a real brother to me. We were children together, some 35 years ago, and the two of us, together with his brother Frank, sold papers together before World War I. We went to school together and played hockey together and swam together in the Mississippi, and we also boxed many times on the same card when we were both amateurs.

In fact, only a few weeks before his death I sent a story into the LOG about the fights he had in his heyday.

Moon is gone now. He has taken the final count. May his soul rest in peace.

Spider Korolla

Oldtimer Asks For SIU LOG

To the Editor:
Would you place my name on your mailing list so that I can read and enjoy your up to date news about the things that are happening on "our seas," and let us hope they continue to remain our seas.

I have been reading any and all publications concerned with the sea and shipping for the past several years and I can truthfully say that your paper is at the very top of the list. Whenever I get the chance to read your paper, which is very seldom, I read it over and over. Times have certainly changed a lot since I first went to sea. Changes for the better I'm glad to say.

Joe Dewey

(Ed. note: The LOG is coming your way; you will receive it every two weeks, as published.)

Court Fight Won With SIU's Help

To the Editor:
I wish in this manner to convey to the SIU membership and the Welfare Services Department my heartfelt thanks for the aid without which I could not have won my recent custody case and regained custody of my son, Bruce Edgar Cousins.



Cousins

When all others failed me, the Welfare Services Department came through, and the SIU legal staff retained counsel for me in my home town of Butler, Pa., and saw my case through to a successful conclusion. This is just another instance of the wonderful service given to SIU members by their Welfare Services Department.

Clarence L. Cousins

Crew's Donation Is Appreciated

To the Editor:
I would like to take this opportunity to thank the officers and crew of the Evelyn (Bull) for contributing to the donation taken up for me by Dave Rivers and "Moe" Mahoney.

I think it was a wonderful gesture the way the officers and crew contributed and I sure appreciate the help that was given to me.

I hope to be a shipmate of all of these men again as soon as I am released from the marine hospital here in Baltimore.

Johnny Talbot

Death Of Kouns Is Great Loss

To the Editor:
I hope you will be good enough to publish this letter in the LOG as I would like everyone to know how sorry I am to learn about the death of Moon Kouns.



McCann

I knew Moon very well as a friend, as a seaman and as an official of the Union, and he was tops in every way.

I would also like Moon's family to know how sorry I am to learn of his death. Perhaps they will find some consolation in the knowledge that he will always be remembered by the men of the SIU.

P. J. McCann

Wants LOG Sent To Korean Post

To the Editor:
I would appreciate it very much if you would have the LOG sent to me.

I have 16 more long months of duty here in Korea and the LOG will help me keep up with the news of the Union.

Pvt. Glenn E. Walton, Jr.
US 51273675
HQ Btry 8th FA Bn
APO 25
c/o Postmaster,
San Francisco, Calif.

(Ed. note: Your name has been added to the mailing list and you will receive the LOG regularly from now on.)

From Korea, He Greets SIU Pals

To the Editor:
I am now serving a hitch in Korea, and I am writing to you to say "hello" to all the Union brothers I sailed with for three years before starting my Army duty.

I want all the members to know that I miss the sailing, and the chow, and the good old SIU spirit.

I would appreciate it very much if you would send me the SEAFARERS LOG so I can keep up with what's going on in the Union.

I would particularly like to be remembered to Don Hall, Red Brady and Allan McArthur.

Pfc. J. M. Blanco, 51234264
49th Trans. Trk. Co., HPO 358
c/o Postmaster, San Francisco, Calif.

(Ed. note: Your name has been added to our mailing list and you will receive the LOG regularly.)

Shipmates' Gift Wins Gratitude

To the Editor:
I wish to extend my deepest thanks to my shipmates on the Ocean Lotte for their generous contribution, following the death of my mother, which enabled me to fly home to her funeral.

This crew donated \$200 for this purpose and I will always remember and appreciate their kindness.

Fred Sullins

Burly



A La Carte



By Bernard Seaman



... DIGEST of SHIPS' MEETINGS ...

JOHN B. WATERMAN (Waterman), July 5—Chairman, E. Hansen; Secretary, A. Perkins. Motion made and carried to see patrolman about rearranging deck maintenance and cook's quarters. The agent in San Francisco will be contacted about getting a variety of brands of cigarettes. Discussion on sea chest supplies that will be available at the payoff in Baltimore. Ship's delegate warned that any member performing while on the West Coast will be reported to the Union. Any crewmember with a beef will contact ship's delegate or speak up in the meetings. \$51.30 was reported in ship's fund.

FORT HOSKINS (Cities Service), July 17—Chairman, Daniel Braux; Secretary, H. W. Schaefer. Ship's delegate commented broadly on handling of previous repair lists by topside. Some minor repairs are being completed. Suggestion made that firemen and oilers' foc's'les be rearranged so that an entire watch can be called at one time without waking these men not on watch. Ship's delegate cautioned all watches to be present when their tour of watch is due, primarily so that no individual is stuck for someone else's watch while in a foreign port.

ALCOA PLANTER (Alcoa), July 14—Chairman, Joe M. Cash; Secretary, J. F. Castronover. Ship's delegate asked that a repair list be made up and for each department delegate to look the items over. Washing machine to be rebuilt or a new one installed. Library to be exchanged as the one aboard has been on two trips. Steward department was given a vote of thanks for a job well done.

ALCOA PATRIOT (Alcoa), July 14—Chairman, Claude Hollings; Secretary, E. M. Beasley. Letter concerning shore leave in San Juan to be turned over to the patrolman upon arrival in Mobile. Brother Hollings to check on price of record player. \$44.45 reported in the ship's fund to date.

JOHN B. WATERMAN (Waterman), July 14—Chairman, L. Curry; Secretary, E. Hansen. Ship's delegate reported things not running smoothly. Lots of troubles with the captain. Crewmembers have no business topside except on ship's business. Patrolman will be contacted about cleaning meat, vegetable and chill boxes. The captain will not let anyone work overtime.

STEEL ADMIRAL (Isthmian), July 8—Chairman, James Hanners; Secretary, William E. White. Everything is running smoothly except there is a little trouble with the chief mate spending too much

time on deck standing over the men. There are a few complaints about the steward's department and the crew agreed that the chief steward should make his rounds each and every meal to see that his department is running like it should be.

TOPA TOPA (Waterman), July 13—Chairman, Robert L. Carriss; Secretary, Gerald E. Sinks. Larger coffee pots to be purchased. Draw to be put out any time between ports. A repair list will be made out by each department.

CHICKASAW (Waterman), July 22—Chairman, Jack Farrand; Secretary, A. Dana. Ship's delegate will contact the patrolman and find out if the crew is entitled to homogenized milk. Washing machine should be cleaned after using. Ship's delegate will take up list for cigarettes to be purchased in the Sea Chest.

STEEL ARTISAN (Isthmian), July 18—Chairman, Dick Grant; Secretary, Ed McInis. Motion made and carried to have patrolman check on domestic water, and rates of exchange in Iran. Medical attention insufficient. Vote of thanks given to the steward department for a job well done during voyage. Suggestion made to build up ship's fund, and to have awning stanchions built aft.

ALCOA RUNNER (Alcoa), July 13—Chairman, Jack Kennedy; Secretary, Clement Hospedales. Sailing hour put up only four hours before sailing. Patrolman will see mate about putting same up eight hours before sailing. Motion made and seconded to give the negotiating committee a vote of thanks for a job well done. Motion carried to have ship's fund amount to \$2 per man for one trip only. Chief cook was asked to cut the steak a little thicker.

ROBIN HOOD (Seas Shipping), July 18—Chairman, William Dunham; Secretary, Louis D. Gueliniss. Crewmember logged for failing to show up for shifting ship in Mombasa, and another member logged for missing ship in Mombasa previously. Section 34 and 40, Article 2, General Rules of Agreement discussed in present situation. Motion made and seconded to cable SIU Welfare Department aid in continuing hospitalized member's allotment terminated due to indisposition. Members were asked to return cups and glasses to the pantry. All hands were asked to cooperate with the messman in keeping messhall and pantry clean. Vote of thanks given to the steward department for doing a fine job.

SEA COMET II (Seatraders), June 24—Chairman, Roy Tallaksen; Secretary,

Michael Michalik. Ship's delegate reported that cots will be issued by steward and each member will have to sign for same. All garbage should be dumped off fantail and not aft of midship house. Engine utility reported missing. Replacement will be picked up in Yokohama if possible. Discussion about steward department not keeping laundry and gear locker clean according to schedule that was posted. Captain J. P. Sterritt, who is in command of this vessel, was unanimously praised by the crew for the services given to them.

THE CABINS (Cabins), July 18—Chairman, Bernard Kimberly; Secretary, C. S. Smith. Motion made and carried that a patrolman be present at the next payoff. All crewmembers will donate \$2 to the ship's fund. Bunks need fixing. Ship's delegate issued a warning about drinking aboard the ship and asked that the crew be quiet and have respect for the other crewmembers who are trying to sleep.

PERSONALS

John E. (Jack) Rossi
Get in touch with your sister, Celia E. Harris, at 2319 Arthur Ave., Silver Spring, Md.

✚ ✚ ✚
Edgar Luzier
Contact your mother at Route 2, Box 89, Webster Springs, W. Va.

✚ ✚ ✚
Steward, Santore
Contact Mrs. Martha Justice, in Portsmouth, Va., regarding your shipmate, the late Roy Justice.

✚ ✚ ✚
Walter B. Hallett
Contact Mrs. James R. Burns at 129 Forest St., Wilmington, Mass., regarding the death of your mother.

✚ ✚ ✚
Michael Toth
Contact your brother James. Anyone knowing the whereabouts of Michael Toth, of East Pittsburgh, Pa., is asked to contact James in New York at VA 3-2274.

✚ ✚ ✚
Douglas Eugene Claussen
Your mother asks you to get in touch with her at 2932 Tulane Ave., New Orleans, La.

✚ ✚ ✚
Joseph Saxton
Contact your mother at Box 125, Robinson, Pa.

✚ ✚ ✚
Hans P. Bluhm
Contact Douglas Picking at 2933 Madera Ave., Oakland, Calif.

✚ ✚ ✚
Eddie Fields
Contact Eddie the Swede at 673 Chin St., Mobile, Ala.

✚ ✚ ✚
Vic Coner
Get in touch with Jim Kelly at 717 Delaware Ave., Glen Burnie, Md.

✚ ✚ ✚
John S. Stanley
Regarding Sandra, who has scarlet fever, contact Mrs. Joan Parker at 409 Portor Court, Orange, Tex.

✚ ✚ ✚
W. E. (Bill) Thompson
Contact your mother at 1734 28th Ave. N., St. Petersburg, Fla.

✚ ✚ ✚
O. W. Rosenberg
Mildred and Nillo now live at 9210 Pembroke, Houston, Tex. Phone Myrtle 0979.

✚ ✚ ✚
Friends of Frank Timmons
Catherine V. Timmons, beloved mother of Frank A. Timmons, now sailing on the Steel Seafarer, passed away August 2, 1954.

Puzzle Answer

PALL ERE CREW
AREA TON RUNE
NEWPROVIDENCE
STIPE IDEA
YES VAN STORE
FUNGO URAL
MULLET SCREWS
ASEA SALLE
TEETH ROI MAC
TAUT FLORA
STEELSEAFARER
OWER ERG DANE
DORY RYE SLAY

Three messmen asked that night lunch or snack dishes be returned to the sink, also that butts not be thrown on the messroom deck.

SEATRAN GEORGIA (Seatrains), July 18—Chairman, A. W. Gowder; Secretary, A. Lambert. Motion made and carried to paint black gang's foc's'les. The washing machine now on board is three years old and a new one is needed. The matter of the captain sailing ahead of posted sailing time will be taken up with the patrolman. The patrolman will also be asked to put an SIU library aboard. TV set voted out.

HILTON (Bull), July 17—Chairman, E. Guszczynsky; Secretary, V. L. Meehan. Each department delegate was asked to turn in a repair list. Suggestion made that ship's delegate go to the hall and see about the logs in Puerto Rico. Engine department shower is very dirty and needs painting badly.

SOUTHSTAR (South Atlantic), July 5—Chairman, L. Blizard; Secretary, Bob Porter. Washing machine needs repairing. Crew to notify ship's delegate if any man misses ship. Innerspring mattresses to be replaced and the same goes for mattresses.

STEEL SCIENTIST (Isthmian), June 28—Chairman, R. Hunt; Secretary, T. Stevenson. Suggestion was made that the Union send more LOGs to ships in foreign ports so that they may know more about the Union activities back home. Treasurer reported \$40.20 in the ship's fund.

SEATRAN NEW YORK (Seatrains), July 18—Chairman, Doak; Secretary, Lee. Loose Leaf notebook bought out of the ship's fund to keep shipboard meetings minutes in. Gangway to be put on board ship aft and to be used by crew to protect their clothes. Steward asked to get a larger variety of dry cereals, and he agreed. Discussion on preparation and method of keeping food hot squared away. Ship's fund has a total of \$29.88.

ROBIN GOODFELLOW (Seas Shipping), May 16—Chairman, James Chew; Secretary, F. Albino. Engine delegate reported someone working in polishing floor plates on watch and he wants it stopped. All hands were asked to bring cups and glasses back to pantry.

SEATRAN TEXAS (Seatrains), July 18—Chairman, Clyde Kreiss; Secretary, C. W. Cothran. Motion made and carried to have ship's delegate contact Coca Cola company regarding placing a machine aboard. Treasurer will post on the bulletin board a monthly financial report regarding kitty funds. Ship's delegate put a blower on the repair list for the galley.

PENINSULA MARINER (Waterman), July 18—Chairman, C. E. Martin; Secretary, C. J. Nall. Discussion on last trip's slop chest and draws. It was suggested that the ship's delegate check with the shore patrolman on these things. The ship's delegate will check with the shore patrolman about getting two fans put in crew's quarters. Crewmembers asked to keep the laundry room clean. There was a discussion on delayed sailing in Mobile.

CALMAR (Calmar), June 27—Chairman, Thomas Lowe; Secretary, Chuck Hestler. Ship's delegate stated that the stove will not be cleaned out until it is found out who is supposed to do this work. Two men got off ship on the west coast and were replaced in Seattle. Oiler was

Quiz Answers

- (1) (c) Arkansas.
- (2) An antidote.
- (3) Nearly two and a half weeks (based on a 40-hour workweek), or 99 hours, to be exact. He's a slow worker.
- (4) Yankee Stadium in New York City.
- (5) Fire.
- (6) (a) broil them. They are meat.
- (7) Methuselah (969 years).
- (8) (c) Fred M. Vinson, who died in 1953.
- (9) Rice.
- (10) 19.

fred in Long Beach and replaced in San Francisco. Motion made and carried by all hands to give a big vote of thanks to headquarters for obtaining the new wage increase. All stores will be checked before signing on. Men caught spitting on deck and in water fountains will be brought up on charges.

GOLDEN CITY (Waterman), Kime 20—Chairman, James C. Flanagan; Secretary, Jimmie Golder. The repair list from the last trip was settled at the payoff in New York and all work to be done on this voyage. Brother Jimmie Golder, steward, presented to members beef he had with captain regarding requisition of necessary stores in the port of Bordeaux. He also asked crew to turn in any linen they might have in excess of standard issue by Wednesday for purposes of inventory. Cots will be issued to those requesting them after this meeting. Some discussion regarding ship being diverted to Mobile and possible lay-up of ship.

ROBIN KIRK (Seas Shipping), July 11—Chairman, Joe Justus; Secretary, Joe Selby. Ship's delegate reported that four men missed ship during the trip. Crew agreed to let the patrolman handle the men who missed ship and performed during the voyage. Beef discussed between steward and the chief cook. Chief cook claimed there wasn't enough meat to last out the trip and the steward said there was plenty. A committee was formed of the steward, chief cook, baker and the four delegates to inspect the meat box and report to the crew. Committee reported that there was enough meat on hand to reach the United States and the steward said that he would order additional meat in Capetown to make sure supply didn't run short.

SEATRAN TEXAS (Seatrains), June 20—Chairman, R. Silva; Secretary, Charles W. Cothran. Company installed a sink near the butcher's block. Sink in the galley still has to be installed, but this will be done later. Ship's delegate will contact the port captain about the drain board. Ship's delegate will contact the Coca-Cola company about buying a vending machine for the crew, to be paid for out of the ship's fund.

NORTHWESTERN VICTORY (Victory Carriers), June 13—Chairman, Maurice Kopenhagen; Secretary, Angel Silvestri. One room was painted out; there are only five gallons of paint on hand. Department delegates will make out repair list and turn these over to the patrolman. Ship should be fumigated. Washing machine pump will be repaired by the electricians. Vote of thanks went to the cooks for their good service during the voyage. Ship's iron and linen will be called to the patrolman's attention. Each department will clean up the laundry for a week at a time.

TRANSATLANTIC (Pacific Waterways), June 25—Chairman, George Hays; Secretary, George Hays. Crew was asked to take better care of the toaster, since it has just been repaired. Fan is needed in the laundry. Repair lists will be made out and given to the proper authorities. Sanitary men who are keeping the laundry clean were thanked, but the crew was asked to help. Steward department was thanked for preparation and serving of food. Vote of thanks went to Norman Leknes for cleaning up the messroom and recreation room before messmen turned in to the mornings. Steward will take charge of the slopchest for the next voyage. He will make inquiries at the New York hall on this matter. Deck engineer was thanked for the splendid work he did during this voyage to make things more comfortable and enjoyable.

FAIRPORT (Waterman), July 5—Chairman, M. E. Gross; Secretary, A. Isaac. Nobody is to pay off until all bees are settled. Membership would sure appreciate it if the shipping companies would air-mail special delivery the allotment checks to crewmembers' families. Ship's fund will be used for ship's use only. Repair list will be handed in to the ship's delegate. If at all possible, an extra foc's'le should be built aft for the crew. Vote of thanks went to the steward department. Shower pressure, hot and cold water, should be regulated midship and aft. Innerspring mattresses should be bought for the crew. Fan size should be checked in foc's'les.

COUNCIL GROVE (Cities Service), July 11—Chairman, H. Morris; Secretary, Bob McMichael. Ship's delegate will see mate about wind sheets. Crew will check with patrolman in Lake Charles about wiper's disputed overtime.

Co's Ready Back Pay

(Continued from page 2)
and find out if check was mailed to proper address.

Calmar Steamship Corp.—Payments are getting underway now. Company office at 25 Broadway, New York, is handling all details.

Dry Trans, Inc.—Payments are being made now to men on the ships paying off. Men no longer on the company's ships should write to the company at 25 Broadway giving all data and checks will be sent out in the mail.

Elam Shipping Corp.—Payments are ready now. Contact company at 44 Whitehall Street. Apply by mail.

Isthmian Steamship Co.—Payrolls are ready on the following ships: Steel Admiral, Steel Ranger, Anniston City, Hoosier Mariner, Steel Apprentice, Steel Age, Steel Advocate, Steel Architect, Steel Artisan, Steel Chemist, Steel Inventor.

Martis Shipping Corp.—Payrolls are ready. Write company at 44 Whitehall Street.

Mississippi Shipping Co.—Payments started this week. Mail applications only are handled. Company-owned ships are being handled first, with Government charters (Mariners and Victories) taken care of at a later date. Send for applications to Mississippi, Hibernia Bank Building, New Orleans, La.

Ocean Carriers—Payments ready in three to five weeks. Write the company at 17 Battery Place, NYC.

Ocean Transportation (Maritime Overseas Corp.)—Company is working on payrolls now and will have them ready in a few weeks. More definite information will be available later on.

Ore Steamship Corp.—Payments are beginning now. Contact company at 25 Broadway.

Pacific Waterways Corp.—Payrolls will be ready about August 15. Write the company at 30 Broad Street, New York.

Pan Oceanic Navigation Corp.—All payrolls should be ready within two months. Company requests that Seafarers write to 270 Park Avenue and list dates on discharges and other data that will aid in speedy settlement of claims.

Puerto Rico Marine Corp.—Money is ready now. Write or call in person, at Puerto Rico office, Ponce, PR, or at 61 Broadway, NY.

Seas Shipping Co.—All payrolls will be ready inside one month, with September 1 set as a definite starting date, possibly earlier.

Seatraders, Inc.—Money will be ready in three to five weeks at company office, 17 Battery Place, NY.

Seatrains Lines—All payrolls are ready. Contact company at 15 Broad Street, NY.

South Atlantic Steamship Lines Inc.—All payrolls complete. Contact company at Savannah Bank Building, Savannah, Georgia, if you have not received your check as they were sent out to last known mailing address.

Southern Steamship Co.—Retroactive wages have been mailed out to last listed address of Seafarers. Men who have not received their money should contact the company's offices at 103 Pennsylvania Ave., Wilmington, Delaware.

Waterman Steamship Corp.—August 15 is definite starting date for payments. Seafarers in Mobile can apply in person, or else write to the company at 61 St. Joseph Street, Mobile.

Western Navigation Corp.—Will mail checks out in September. Seafarers are requested to send the company a correct address for mailing purposes.

The rest of the SIU companies were unable to give a specific date at this time. Further information on their back wage payments will be given in future issues of the SEAFARERS LOG.

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

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

NAME

STREET ADDRESS

CITY ZONE STATE

Signed

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

ADDRESS

CITY ZONE STATE

Reports Aid In Allotment Beefs

One new provision of the SIU freight contract that is certainly welcomed by the membership is the one calling for family allotments to continue when a man has to leave a ship because of illness or injury. Before the provision went into effect, the Welfare Services Department had been able to arrange for continuation of allotments in some individual instances. Now the practice is to be a general one under the terms of the Union agreement. Because of this, it becomes necessary for delegates to notify the Union when men leave the ship.

Of course, if a man gets off a ship for wilful misconduct, misses a ship or leaves his job for some other cause that has nothing to do with illness or injury the allotment can still be cut off. If the company and the Union have no information as to the circumstances, the company involved is able to delay payments.

Such action can work considerable hardship on the family of a Seafarer, if the family is dependent on the allotment for income until the Seafarer pays off the ship. Up until now in the short time since the agreement was signed there hasn't been much difficulty on that score, but one or two cases have arisen in which dependents got into difficulty because the company had no information on why a man got off the ship.

In one instance the mother of a Seafarer who depended on her son for support complained to the Union that her allotment had suddenly been cut off without explanation. Investigation by the Union

showed that the man had to get off the ship because of illness, but that nobody had been notified of his reason for leaving the ship. This case is now being attended to by the Welfare Services Department.

These kinds of situations can be avoided and the allotment system made to work perfectly if the crew and its delegates will inform headquarters as rapidly as possible of the circumstances under which a Seafarer leaves the ship. Once the Union knows the circumstances and can so inform the company, the man's family will be assured that it will have money coming in to take care of its basic needs.

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.

Alan Edward Whitmer, II, born June 9, 1954. Parents, Mr. and Mrs. Alan E. Whitmer, 1810 Avenue N½, Galveston, Texas.

Jacqueline Ellen Talbot, born June 9, 1954. Parents, Mr. and Mrs. John R. Talbot, 5208 Bellville Avenue, Baltimore, Maryland.

Barbara Ann Rambo, born June 24, 1954. Parents, Mr. and Mrs. John William Rambo, 812 Penn Pine Blvd., Clifton Heights, Pa.

Martin Michael O'Toole, born April 28, 1954. Parents, Mr. and Mrs. John P. O'Toole, 15 Sollers Point Road, Bundalk, Maryland.

Don Lee Webb, born April 25, 1954. Parents, Mr. and Mrs. James L. Webb, 364 Harrison Street, Mobile, Ala.

Carol Lynn Roberts, born July 3, 1954. Parents, Mr. and Mrs. Richard F. Roberts, 2626 E. Mura Street, Baltimore, Maryland.

Haroline Patricia Pichet, born June 20, 1954. Parents, Mr. and Mrs. Ralph Pichet, 4227 Burgundy Street, New Orleans, La.

Tracey Ann Marion, born June 26, 1954. Parents, Mr. and Mrs.

Robert P. Marion, 4639 Bright Street, New Orleans, La.

Laura Lynn Sypher, born May 22, 1954. Parents, Mr. and Mrs. Carroll C. Sypher, 211 Hawley Street, Miles City, Montana.

Kathleen Ann Forden, born May 31, 1954. Parents, Mr. and Mrs. James F. Forden, 1818 Tulip Street, Philadelphia, Pa.

Fred McDonald Easter, born June 19, 1954. Parents, Mr. and Mrs. Fred Easter, 813 Athania Parkway, New Orleans, La.

Jimmy Glen Stanford, born June 20, 1954. Parents, Mr. and Mrs. Glen Stanford, General Delivery, Picayune, Mississippi.

Kathleen Devlin, born July 13, 1954. Parents, Mr. and Mrs. Edward Devlin, 3050 Edwin Avenue, Fort Lee, New Jersey.

Nina Marie Fontenot, born July 12, 1954. Parents, Mr. and Mrs. Clements Fontenot, Route 1—Box 2D, Mamou, La.

Larry Jacks Jr., born May 11, 1954. Parents, Mr. and Mrs. Larry Jacks, General Delivery, Hunter, Arkansas.

Robert Adaire Lynn, born June 15, 1954. Parents, Mr. and Mrs.

Herbert R. Lynn, 1210 S.W. 25th Avenue, Miami, Fla.

Ann Marie Cummings, born June 2, 1954. Parents, Mr. and Mrs. Thomas Patrick Cummings, 20 Wise Street, Jamaica Plains, Massachusetts.

Robert Michael Lynch, born June 2, 1954. Parents, Mr. and Mrs. David T. Lynch, 1071 Bankhead Avenue, Atlanta, Ga.

William Donald Griggers, born May 30, 1954. Parents, Mr. and Mrs. Ira W. Griggers Jr., Route D, Evergreen, Ala.

Norma Lee Okray, born July 15, 1954. Parents, Mr. and Mrs. Norman Okray, 1320 Cambria Street, Baltimore, Maryland.

NOTICES

W. W. Pozen
Contact the Welfare Services Department at SIU headquarters.

Robert Henry Graf
Your Coast Guard card and other papers may be picked up at the SEAFARERS LOG office, SIU headquarters.

John M. Thompson
Your Coast Guard discharges from the Ames Victory may be picked up at the SEAFARERS LOG office, headquarters.

W. Gardner
You can collect two days' pay due you from Orion Steamship Company by calling at the company's office at 80 Broad Street in New York.

Mail is being held at the Boston hall for the following men:

Agostino, Vincent P.; Blackwell, David S.; Carey, Riley W.; Carmel, Ernest; Cornell, David; Cousins, C. L.; Cozier, James; Demuth, Jos. E.; Devaux, Gerald R.; DiMaio, Nick; Dolan, John J.; Foley, Charles F.

Fontaine, Arthur J.; Gabaree, Harold F.; Goldman, Jos.; Grimes, Wm.; Gustafson, James; Hammond, Martin; Harrington, Wm. F.; Houlihan, John; Hubay, Eddie; Hunt, Danny; Jaynes, Harold; Johnson, Earl; Johnson, James A.; Kennedy, Wm. C.

LaFrenier, Emile; Lane, John; Lapham, S. E.; Lundy, Joseph; MacDonald, F.; MacDonald, Wm. F.; McCannon, Roy L.; McDonald, Henry; McLaughlin, Wm.; McMullin, John; Moran, John; Moore, Norman; Murray, C. E.

Newman, John; Nogueira, Jos.; Oliver, Irving; O'Malley, Austin J.; Parsons, Irving H.; Petrin, Arthur; Pozen, Woodrow W.; Reardon, Anthony R.; Robbins, Franklin; Roberts, Francis P.; Seviour, Stephen; Shafter, Edison C.; Shandi, Frank J.

WELFARE BENEFITS



SEAFARERS WELFARE, VACATION PLANS REPORT ON BENEFITS PAID

From 7-19-54 To 7-30-54

No. Seafarers Receiving Benefits this Period	1072
Average Benefits Paid Each Seafarer	65 83
Total Benefits Paid this Period	70,575 86

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	7800 00
Death Benefits	24112 50
Disability Benefits	1850 00
Maternity Benefits	7200 00
Vacation Benefits	29,613 36
Total	70,575 86

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	520,700 00
Death Benefits Paid Since July 1, 1950*	1,009,905 03
Disability Benefits Paid Since May 1, 1952*	51,345 00
Maternity Benefits Paid Since April 1, 1952*	269,000 00
Vacation Benefits Paid Since Feb. 11, 1952*	3,546,765 62
Total	5,396,715 65

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	654,752 68
	Welfare	65,946 11
Estimated Accounts Receivable	Vacation	193,639 00
	Welfare	183,250 00
US Government Bonds (Welfare)		1,929,981 82
Real Estate (Welfare)		772,180 72
Other Assets - Training Ship (Welfare)		119,060 97
TOTAL ASSETS		4,559,707 30

COMMENTS:
During the month of June the Plan paid out 12 Death Benefits, making a total for the year, so far, of 104. The Plan also paid out 882 Hospital Benefits during the month of June making a year-to-date total of 5415. The amount of Maternity Benefits paid for the month of June was 50, which gives the Plan a year-to-date total of 273. There were 140 Disability Benefits paid during the month, which gives a year-to-date total of 740.

Applications are now being received for next years scholarship benefits. Anyone having applied for the previous benefits, but failing to receive one, is also eligible to try for next years scholarships.

Submitted, August 2, 1954. *Al Kerr*
Al Kerr, Assistant Administrator

Center Of Attraction Won't Show



Baby Kathleen Anne Forden, daughter of Seafarer James J. Forden, is well-hidden as she sleeps in her mother's arms (rear center) following her baptism. Dad is standing, left. Kathleen Anne came into this world on May 31, 1954.

Past 27? Don't Relax Yet — Army Still Needs Men

Even though a Seafarer happens to be over 27, the draft board is still in business as several Seafarers have found out recently. The fact that a seaman might have been exempt during the Korean emergency because of his usefulness in the defense effort doesn't mean that he cannot be drafted now. In fact, Welfare Services warns, Selective Service keeps jurisdiction all the way up to 35 years of age.

In the past couple of weeks, Welfare Services has gotten pay-offs for three Seafarers who were asked to leave their ships somewhat abruptly and headed for the Army.

What has happened is easily explained. The Seafarers received deferment as essential to the defense effort in the days when the Government was desperately scraping the bottom of the barrel in its hunt for trained merchant mariners. Once the deferment was issued, they assumed they no longer had to be in touch with their draft board, particularly when they were on the borderline age, of 27, when drafting normally halts.

Drafted Later On
What they didn't realize is that all the draft board actually gave them was a postponement. Once the emergency was considered over, the draft board could then

call them back even though they had passed their 27th birthday. At present, there are no occupational deferments issued for seamen no matter what rating or license they might hold. Consequently, Seafarers should be in constant touch with their local draft boards at all times. And if Uncle Sam's Army calls, they should notify Welfare Services at headquarters or the headquarters record clerk in the event they want to retire their SIU membership books.

Put Number On Meeting Excuses

Seafarers sending telegrams or letters to the New York headquarters dispatcher asking to be excused from attending headquarters membership meetings must include the registration number of their shipping card in the message. From now on, if the number is not included, the excuse cannot be accepted by the dispatcher.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(SIU Director of Welfare Services.)

Some of the men who have been looking for the Welfare Services office at headquarters might have gotten a little confused when they didn't locate us in our usual spot. The Union has been moving things around a bit at headquarters, so if you are looking for this department, you will now find it in the shipping hall on the second deck.

As sometimes happens, Seafarers who go in for one tour in the dry-dock don't always get matters cleared up completely and have to come back for more treatment. This seems to have happened quite a bit in the past couple of weeks with several familiar faces back in the various wards at the Staten Island hospital.

Among the brothers who have had to be readmitted for further treatment is Seafarer Hendrik Swartjes of Brooklyn, who was AB on the Alcoa Runner the last time out. He went into the hospital in June, was discharged, and then had to come back in on July 19 for further treatment for an eye infection. Also there was brother Reg- nald Hansen who's been having some trouble off and on with a skin condition. He's been discharged again though and is up and around now.

Another brother who has been readmitted recently is Herman Sampson of Brooklyn. He was OS on the Battle Rock, a tanker, the last trip out.

The hospital has gotten a few new patients too. Lorenzo Agon of Brooklyn, who was utility messman on the Steel Navigator, entered the hospital for observation July 19.

An attack of arthritis has put Seafarer Noral Jorgensen out of circulation for the time being. Jorgensen, formerly fireman on the Carolyn, comes from Minneapolis, Minnesota. Seafarer Ervin Crabtree's complaint is a balky gall bladder that's been troubling him. He had to leave the Andrew Jackson for treatment. He'd been messman on the ship and he lives in Crichton Station, Mobile, when he's not sailing.

Herbert Loge of Brooklyn, who was AB on the Steel Scientist, had to call it quits because of chronic appendicitis, and the doctors are trying to see what they can do about it. Pete De Vries, who comes from Mount Vernon, NY, is having a cyst removed. He was 3rd cook on The Cabins.

Seafarers In Hospitals

- | | | | |
|---|---|--|---|
| <p>USPHS HOSPITAL STATEN ISLAND, NY
Robert A. Barrett
Birdie W. Biggs
Robert Bosworth
John J. Brennan
Francis J. Buhl
Charles Cantwell
John E. Brady
Charles A. Carr
John Connolly
Eddie Driggers
Andrew Franklin
David S. Furman
William A. Gardner
Horace B. Gaskill
Estell Godfrey
Abram Goldsmith
Daniel Guerrero
Hans R. Hansen
Alfred Hanstvedt
John Horn
Walton Hudson
Jacobus Huisman
Alfredo Iriaza
Chester B. Jensen
Vincent Jones</p> | <p>MANHATTAN BEACH, BKLYN, NY
Fortuno Bacomo
Claude F. Blanks
Thomas B. Bryant
Joseph G. Carr
Jar Chong
John J. Driscoll
John T. Edwards
M. W. Gardner
Bart E. Guranick
John B. Haas
Thomas Isaksen
John W. Keenan
Ludwig Kristiansen
Frederick Landry
James J. Lawlor</p> | <p>JEFFERSON HOSPITAL PHILADELPHIA, PA.
Jose Rodriguez</p> <p>ALEXIAN BROTHERS HOSPITAL ELIZABETH, NJ
Vincent J. Stefanick</p> <p>USN HOSPITAL KEY WEST, FLA.
Edwin Davis</p> <p>VA HOSPITAL MIAMI, FLA.
L. A. McLaughlin</p> <p>USPHS HOSPITAL NORFOLK, VA.
Cecil Betts
Henry B. Riley</p> <p>USPHS HOSPITAL SAN FRANCISCO, CAL.
Simon Bunda
Henry Childs
M. E. Folts
Olav Gustausen
Kenneth S. Krienke
C. J. Neumaier
Joe Perreira</p> <p>USPHS HOSPITAL SAVANNAH, GA.
William C. Bedgood
Paul B. Bland
R. Carrollton
Lucius A. Dewitt
John E. Floyd
Herman C. Kemp
Claude Kent
Jimmie Littleton
Avis E. Meadows
Gervasio Menendez</p> <p>USPHS HOSPITAL SEATTLE, WASH.
John Andringa
F. Fondila
William A. Gaddy
Howard R. Harvey
Sverre Johannessen</p> <p>USPHS HOSPITAL BOSTON, MASS.
Frank Alasovich
W. W. Boehner
Joseph Garallo</p> <p>USPHS HOSPITAL GALVESTON, TEX.
C. Barboza
George Chang
Frederick V. Davis
H. Deshotel
Donald K. Fisher</p> | <p>ANDREW STAUDER
James Stickney
J. D. Thomas
Roy R. Thomas
Jack F. Thornburg
Lonnie R. Tickle
J. E. Ward
Elroy Webb</p> <p>KAAREL LEETMAA
James R. Lewis
Francis F. Lynch
Joseph McGraw
Archibald McGuigan
David McDreath
Frank Mackey
Vic. Milazzo
G. E. Shumaker
Robert Sizemore
Henry E. Smith
Harry S. Tuttle
Renato A. Villata
Virgil E. Willmoth</p> <p>JOHN T. MOORE
John H. Morris
Willie C. Sanders
James B. Sellers
Randolph Shedd
C. C. Slater
Leslie F. Swegan
Leo F. Weeks
William J. Wolfe</p> <p>C. A. MCCARTHY
Carter Myers
James Fenwick</p> <p>DUANE R. FISHER
Joseph A. Kozlowski
M. McDonald
Murray A. Plyler
John J. Tobin</p> |
|---|---|--|---|

No Benefit Lost From 'Vacation'

Recently mention was made in the LOG of the value of the special list in caring for long-term SIU hospital patients. Particularly interesting along these lines is the case of Seafarer John Edwards, who shuttles in and out of the Manhattan Beach USPHS hospital.

Edwards, like a large number of other Seafarers, was put on the special list when the SIU Welfare Plan first began four years ago. These were the men who were in the hospital when the Plan was negotiated and who would not have been eligible for benefits otherwise.

In Edwards' case, it became apparent that chances were slight that he would ever get a "fit for duty" slip. It seemed that treatment would have to be continued indefinitely. Consequently, the veteran Seafarer, who has been sailing SIU since the very early days of the Union, made arrangements to spend a few months of each year living with his daughter in Cocoa, Florida.

Saves Benefit

In the winter months, when patients at Manhattan Beach seldom get outdoors, Edwards heads south for the Florida sunshine. He saves most of his \$15 a week union allotment while he is at the hospital so that he will have enough money to get by on his Florida visit. Then when it comes time for him to go back to the hospital for further treatment and when his money



Back at Manhattan Beach hospital after Florida sojourn, Seafarer John Edwards (right) goes back on hospital list. Welfare Services Representative Milton Flynn pays SIU benefit.

runs out, he returns to Manhattan Beach. Arrangements have been made

in Edwards' case by the SIU to see to it that he remains on the special list even though he has been discharged from the hospital for a temporary period. The benefits are not paid, of course, when he is in Florida, but as soon as he gets back to Manhattan Beach hospital he begins collecting his union benefit again.

Under an insurance company-operated plan it would have been impossible for Edwards to be on the list in the first place. And even if he had been eligible at the beginning, his benefits would have long since run out, particularly if he had left the hospital at any time.

Indict 16 Lawyers, 7 Others In Ambulance Chasing Probe

Twenty-three New Yorkers, including 16 attorneys, have been indicted by a New York County grand jury on charges that they were part of a city-wide "ambulance chasing" ring. The indictment is the culmination of a five-month investigation that started out as a police check on a waterfront murder case.

Ambulance chasing has been a periodic problem at the US Public Health Service hospitals, and hospital administrators have been making vigorous efforts to eliminate the evil. Seafarers in the hospitals have been warned by the Union from time to time to steer clear of any person or persons soliciting business for an attorney.

The seven people in the group who are not attorneys are accused in the indictment of being runners on behalf of the alleged ambulance chasing ring. The District Attorney was quoted as saying that hundreds of cases were solicited by the seven accused, during a two-year period from August 1, 1952 to June 9, 1954.

The 16 attorneys under indictment, are as follows: Jerome Golenbock, 225 Broadway, NYC; Manuel Katz, 61 Broadway, NYC; Louis I. Rothenberg, 16 Court St., Brooklyn and 61 Broadway, NYC; Morton L. Panken, 277 Broadway, NYC; Philip Weintraub, 50 Broad St., NYC.

Also, Philip Brown, 16 Court St., Bklyn; David Fay, 209-33 39th Avenue, Bayside, Queens; I. Jesse Winter, 277 Broadway, NYC; Joshua S. Lev, 140 Nassau Street, NYC.

Also, Morton S. Schorr, 150 and 225 Broadway, NYC; George L. Bickler, same address; Irving Levine, same address; Morton P. Cowen, 1756 Lexington Ave., NYC; Alan Buxton 103 E. 125th Street, and Albert Trepel, 141 Broadway.

It was not indicated whether any of the accused men had been involved with patients at the Public Health Service hospitals. The District Attorney did say, however, that the alleged ambulance chasing ring worked through hospitals that had ambulance services and received tips from ambulance driv-

ers, nurses and other hospital employees.

FINAL DISPATCH

The deaths of the following seafarers have been reported to the Seafarers Welfare Plan and the \$2,500 death benefit is being paid to their beneficiaries.

High Duffy, 60: Brother Duffy died of coronary thrombosis on July 9, 1954 in Berwyn, Pa. He had joined the SIU in Philadelphia on August 11, 1941 and sailed in the deck department. He is survived by his sister Margaret Duffy of Berwyn Avenue, Berwyn, Pa.

Paul Abel Griffith, 24: Pneumonia caused the death of Brother Griffith at the Union Memorial Hospital, Baltimore, Md., on October 27, 1953. Burial took place in the city of Baltimore, at the Baltimore National Cemetery.

Elgia Leroy Powe, 30: An injury suffered while greasing a dragline was fatal to Brother Powe on July 8, 1954. A member of the deck department, he had been sailing with the SIU since March, 1951. Burial took place at the Pearl River Cemetery, Pearl River, Covington, La. He is survived by his mother, Maude Powe, Pearl River, La.

Ray W. Sweeney, 51: A member of the SIU since its earliest days, Brother Sweeney died aboard the Seatrain Louisiana of acute coronary occlusion on July 13, 1954. Out of respect for his last wishes his body was cremated in Savannah and his ashes scattered at sea. Brother Sweeney joined the SIU in Mobile on March 5, 1939 and sailed in the engine department. His wife, Mary R. Sweeney of 2817 Avenue N, Galveston, survives.

Niels T. Kaasirup, 58: A cerebral hemorrhage proved fatal to Brother Kaasirup while he was an in-patient at the Baltimore City Hospital, Baltimore, Md., on July 13, 1954. Burial took place at Moreland Memorial Park, Parkville, Md. Brother Kaasirup was another of the earliest members of the Union, joining in New York on November 25, 1938. He sailed in the deck department.

Alvin Morris Keller, 53: A bronchial infection proved fatal to Brother Keller on May 12, 1954, while at the San Francisco USPHS hospital. A resident of San Francisco, he had been sailing with the SIU in the engine department since October, 1952. Surviving is his wife, Pura W. Keller, 1400 Sacramento Street, San Francisco, Calif.

Earl G. Boutelle, 62: Brother Boutelle died of a heart ailment on May 26, 1954 while ashore in Boston, Mass. He had been sailing as cook and steward with the SIU since September, 1951. Burial took place in the West End Cemetery, Milford, New Hampshire. His wife, Ruth E. Boutelle of 57 Orchard Street, Fisherville, Mass., survives.

Lewis F. Cauble, 40: Brother Cauble lost his life through drowning while his ship, the Northwestern Victory, was in Iskenderun, Turkey, on April 12, 1954. He had been an SIU member for 15 years, joining in Savannah on February 2, 1939, and sailed in the deck department. Brother Cauble was buried at the Christian Cemetery in Iskenderun. He is survived by his mother, Mrs. J. L. Cauble of 727 East Liberty Street, Salisbury, NC.

Freight Contract Supplement

Following is the full text of the contractual changes negotiated and approved by the SIU membership in the standard SIU freight agreement. Upon completion of meetings with the operators on clarifications of these and other clauses in the basic freight agreement, the full agreement—with these features incorporated—will be published in the SEAFARERS LOG.

SUPPLEMENTARY UNLICENSED PERSONNEL AGREEMENT

AGREEMENT made as of the 7th day of June, 1954, by and between the SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, ATLANTIC AND GULF DISTRICT, (hereinafter referred to as the "Union"), and the undersigned Company, (hereinafter referred to as "Company").

WITNESSETH:

The Unlicensed Personnel Agreement between the parties, dated November 18, 1952, is hereby reinstated and continued with the following amendments:

1. (a) The effective date of the changes herein agreed shall be October 1, 1953, as to all wages and overtime, except as otherwise provided in this Agreement. As to changes in the working rules and conditions, the effective date shall be the day following the next termination of Articles, either domestic or foreign, after the date of this Agreement.

(b) This Agreement shall continue until September 30, 1955.

(c) This Agreement is signed subject to the ratification of the membership of the Union. The Union agrees to notify the Company promptly of the acceptance or rejection.

2. Article II, Section 14 (a) is amended by adding at the end of the first sentence the following:

"and advances equalled to allotments, if any, shall continue during such repatriation, provided he has sufficient moneys due him from the Company to cover such advances."

3. Article II, Section 28, is amended by changing the first sentence to read as follows:

"Monies tendered for draws in foreign ports shall be in United States currency failing which, travelers' checks shall be issued at the Company's expense."

4. Article II, Section 49, is amended by adding at the end of item "6" the following:

"As mattresses now on board wear out, they shall be replaced by innerspring mattresses."

and by also adding a new item "11" to read:

"Two twelve-inch fans shall be furnished in forecastles occupied by two or more unlicensed personnel, and one sixteen-inch fan in all forecastles occupied by one member of the unlicensed personnel."

5. With reference to Article II, Section 57, 1 (f) and 2 (f), such wages and subsistence shall be paid promptly and the Company shall furnish an order therefor at the time the transportation is paid, which shall be signed by the Master or Company representative and by the seamen.

6. Article II, Section 58, is amended to read as follows:

"In the event a ship of the Company is sold, interned, lost, laid up, run aground or is stranded and the crew is required to leave the vessel by reason thereof, the crew shall be given transportation back to the port of engagement with subsistence, room and wages, as per Article II, Section 59 of this Agreement. When room and subsistence is not furnished aboard the vessel, room and meal allowance will be paid as prescribed in Article II, Section 43, until crew is furnished repatriation by train, vessel or commercially operated airplane, equivalent to the equipment of a regularly scheduled airline, or in the event such airplane transportation is not equivalent to a regularly scheduled airline, they shall be paid the difference in cash."

7. Article III, Section 12 (d), is amended by adding at the beginning thereof:

"Routine soundings shall be taken on Saturdays, Sundays and Holidays at sea."

8. Article III, Section 12, is amended by adding at the end thereof a new paragraph (g) to read as follows:

"When the Carpenter is required to remove old paint or varnish preparatory to repainting, and repaint the same, he shall be paid overtime for such work performed."

9. Article III, Section 29, is amended by changing the

New Dry Cargo Wage Scale

DECK DEPARTMENT

Rating	Wage Scale	Overtime
Bosun (Mariner)	\$447.00	\$1.98
Bosun	400.68	1.98
Carpenter (Mariner)	*386.00	1.98
Carpenter	*375.08	1.98
AB Maintenance	343.98	1.94
Quartermaster	314.41	1.94
Able Seaman	314.41	1.94
Ordinary Seaman	244.19	1.51

ENGINE DEPARTMENT

Chief Electrician (Mariner)	518.09	1.98
Chief Electrician	499.25	1.98
2d Electrician	465.09	1.98
Unlicensed Jr. Eng. (Day)	403.83	1.98
Unlicensed Jr. Eng. (Watch) ...	361.18	1.98
Plumber-Machinist	414.42	1.98
Deck Engineer	380.88	1.98
Engine Utility	366.72	1.98
Evaporator Maintenance	334.32	1.94
Oiler	314.41	1.94
Oiler-Diesel	340.22	1.94
Watertender	314.41	1.94
Fireman-Watertender	314.41	1.94
Fireman	314.41	1.94
Wiper	294.30	1.51
Reefer Engineer (When 1 carried)	465.09	1.98
Reefer Engineer (When 3 carried)		
Chief	428.97	1.98
First Assistant	381.54	1.98
Second Assistant	346.70	1.94

STEWARD DEPARTMENT

Chief Steward (Mariner)	390.25	1.98
Chief Steward	390.25	1.98
Chief Cook	361.18	1.98
Night Cook & Baker	361.18	1.98
Second Cook	325.27	1.94
**Third Cook	310.43	1.94
Messman	242.32	1.51
Utilityman	242.32	1.51

* Receives \$20 additional a month if required to provide own tools.

** When passengers are carried will be rated as Second Cook and be paid wage of \$325.27 per month.

heading to read "GARBAGE", and by adding a new sentence at the beginning to read:

"Garbage shall be stowed away from crews' quarters."

10. Article III, Section 34, is amended by adding a new paragraph (c) to read:

"Non-permanent transient or irregular foreign shore labor shall not be employed to perform any of the work in the licensed or unlicensed quarters, store rooms, passageways, galleys and mess rooms, except in those instances where the Company uses established shore labor."

11. Article IV, Section 18, (c), is amended to read as follows:

"On vessels with small cargo refrigeration plants, oilers shall oil plant. When the oiler is required to take reefer cargo box temperatures, he shall be paid one hour overtime for each watch. On vessels carrying watch freezers, oilers shall not handle refrigeration plant."

12. Article V, Section 27 (e), is amended by adding at the end thereof

"except when the vessel is sailing between continental United States ports."

13. Section 2 of the War Risk Insurance-Area and Attack Bonuses Agreement is amended by providing that

War Risk Insurance benefit covering loss of personal effects shall be increased from \$300.00 to \$500.00.

14. The Company shall furnish the Union with a list of all seamen entitled to retroactive pay.

15. The Union shall have the right, upon written notification to the Company, to renegotiate vacation and welfare plans, or to negotiate new plans such as pension, etc. Upon receipt of such notification by the Company, the parties of this Agreement shall meet within seven (7) days for negotiation on these issues. This shall apply subsequent to September 30, 1954.

16. The basic monthly wages for firemen shall be increased to \$302.32 and shall further be subject to the increases hereinafter granted.

17. The basic monthly wage rates and overtime rates are increased as follows:

(a) Unlicensed Personnel receiving a basic monthly wage of \$340.73 or above shall have their wages increased six percent (6%) and their overtime rates shall be \$1.98.

(b) Unlicensed Personnel receiving a basic monthly wage of \$298.49 or above but not in excess of \$340.72 shall have their wages increased four percent (4%) and their overtime rate shall be \$1.94.

(c) Unlicensed Personnel receiving a basic monthly wage of \$298.48 or below shall have their wages increased two percent (2%) and their overtime rate shall be \$1.51.

(d) Mariner-Type Vessels; effective October 1, 1953, the wages for the following ratings shall be

1. Bosun \$447.00
2. Carpenter 386.00
3. Chief Electrician 518.09
4. Chief Steward 390.25

All other ratings on this type vessel shall receive the same increases as provided in 17 a, b, and c, above.

18. Effective the day following the next termination of Articles either domestic or foreign, after the date of this Agreement, the special rates for work specified in the following sections of the Agreement shall be raised by applying the same percentage increases in the special rates to the same wage brackets as specified in item "17" above:

Article II, Section 31—Standby Work

Article II, Section 32—Longshore Work by Crew

Article III, Section 32—Tank Cleaning

19. The wages on Government operated vessels shall be paid retroactive to October 1, 1953, when the Company receives approval for such payments from the Government Agency concerned.

20. All other terms and conditions of the Unlicensed Personnel Agreement shall remain in full force and effect as therein provided, and this Supplement shall be considered a part thereof.

Signed:

SEAFARERS INTERNATIONAL UNION,
ATLANTIC AND GULF DISTRICT, AFL
MANAGEMENT NEGOTIATING
COMMITTEE.

The following forms shall be used to comply with the contract provisions covering transportation, travel subsistence and wages.

STEAMSHIP COMPANY RETURN TRANSPORTATION RECEIPT

NAME OF VESSEL:

NAME OF SEAMAN RATING:

PORT: DATE:

ORIGINAL PORT OF ENGAGEMENT

CASH AMOUNT PAID.....

RECEIVED:

VOUCHER

TRAVEL SUBSISTENCE & WAGES

The bearer, Z#.....
whose signature appears below was paid off the above vessel on the date indicated and is entitled to.....
days travel subsistence @ \$..... per day, and.....
days wages @ \$..... per month, less taxes, upon presentation of satisfactory identification to

(Company or Agent)

located at within thirty
(address)

(30) days from the date of payoff.

Seaman

Master, or Company Representative

Received Payment