Vol. XVII No. 9 SEAFARERS & LOG

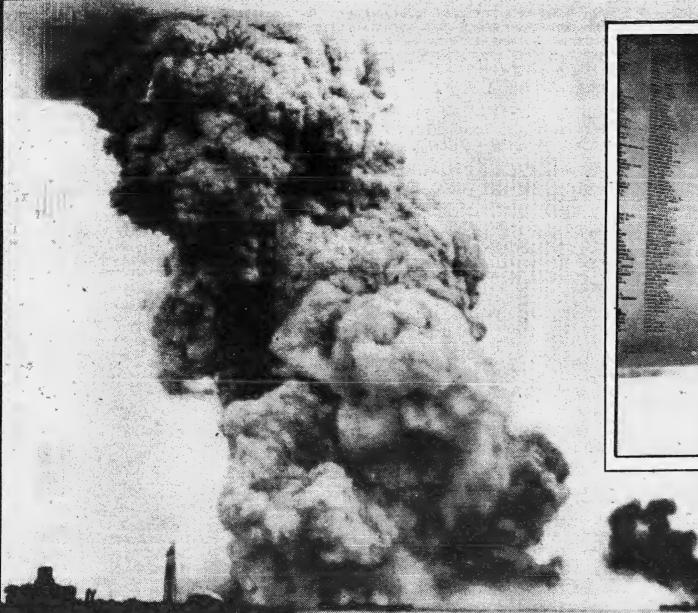
April 29, 1955

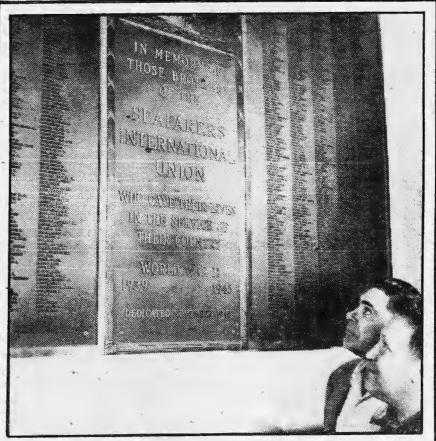
OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC AND GULF DISTRICT . AFL .

BILL SEEKS WAGE LID ON SUBSIDIES

Proposal Would Amend Ship Law

-Story On Page 3





It Ended 10 Years Ago

Recalling days when seamen braved enemy fire in World War II, photoshows ammo ship exploding in huge burst of smoke and flame after direct hit by German bomber. Attack was on Arctic run where so many seamen lost lives. At right, Seafarers A. Schiavone, steward, who was torpedoed aboard the Western Schetac and Western Imboden, and I. Levy, OS, who had Alcoa Prospector shot out from under him, look at headquarters memorial plaque listing 1,200 Seafarer-victims of war. VE day, ten years ago on May 7, 1945, put an end to attacks on ships. (Story on Page 2).

Day--Honor 6,000 Seamen

Ten years ago on May 7, 1945, representatives of a torn and beaten Germany signed terms of unconditional surrender. On the other side of the world, the last major battle of the Pacific War was being fought on Okinawa. These two events, followed by the surrender of Japan, put an end to the greatest maritime operation of all times.

When the fighting ended in Europe, the US had 5,529 merchant ships of all types in active service, supplying every corner of the world. A total of 1,554 ships had gone under from torpedoes, bombs, mines and other war-caused accidents, causing the deaths of 6,000 merchant seamen whose ranks were quickly re-filled as new ships came out. Thousands of others were injured or suffered from hunger, thirst and exposure when they had to take to lifeboats and liferafts. Of the 6,000 dead, over 1,200 were men who sailed with the SIU and whose names are memorialized on the plaque in the Union's headquarters.

Storm-Centers Of War

In the course of the war merehant ships had been the storm-centers of the battle of the Atlantic, the suicide run to Murmansk, the danger-filled and successful lifeline to Malta and Suez, the landings at North Africa, Anzio and Normandy and the South Pacific island-hopping campaign. Right here at home on the coastwise and nearby foreign runs, SIU-manned ships fought desperately to stay afloat as German subs roamed the Caribbean, the Gulf of Mexico and the doorsteps of major East Coast ports.

After merchant ships were armed, not all the fighting was one-sided. Merchant ships manned by Navy gun crews had the satisfaction of claiming numbers of enemy planes. But for the most part, the enemy was dishing it out and merchant ships were doing the catching.

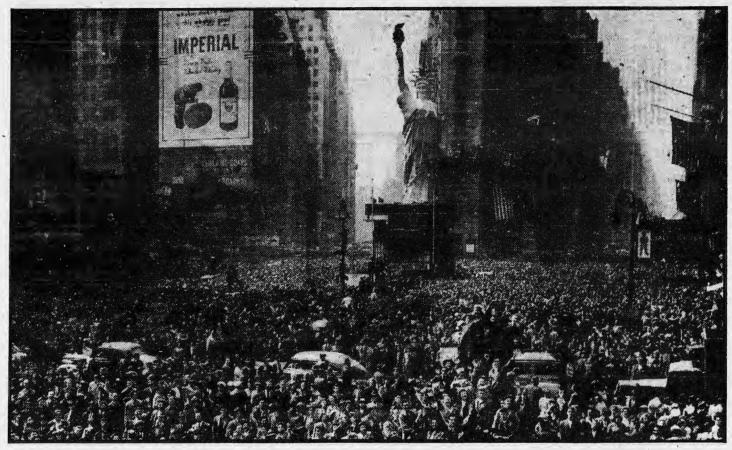
The ending of the European war marked the end of ship losses on any scale. The last ship to be sunk by enemy action was the collier Black Point, which was torpedoed off Newport, Rhode Island, on May 5, just two days before VE day. For some months before that, ships had been moving in comparitive safety as Allied sea and air forces swept the war areas of enemy planes and subs. The worst losses of ships and men had come in the first three years of war, especially in 1942, when merchant ships had to go it alone with little or no escort and without armament in many instances. It was in those months that SIU contracted fleets on the coastwise and nearby foreign

runs were virtually wiped out.

Actually, seamen got a taste of war well before the US officially entered the fighting on December 7, 1941. As far back as October, 1939, the City of Flint was seized by a German battleship while en route to Norway. But the start of maritime combat is generally dated from the sinking of the SIU-manned Robin Moor on May 21, 1941. On orders of a German sub, 38 crewmembers and eight

passengers were forced to take to lifeboats on 30 minutes' notice, after which the ship was torpedoed. The four lifeboats drifted from 18 to 19 days before rescue ships picked up survivors.

After the Robin Moor sinking unarmed American merchant ships were in increasing danger despite protests from the Government. Repeated attacks spotted the news (Continued on page 18)



Thousands of New Yorkers jam-packed into Times Square, traditional celebrating spot of the city, to blow off steam when V-E day came on May 7, 1945. End of war in Europe was taken as sure sign of eventual allied victory in Pacific. "Statue of Liberty" in background is plaster replica which was mounted on recruiting booth.

Farm Bloc Moves To Slash '50-50'

WASHINGTON-A strong farm bloc move to knock out "50-50" as far as agricultural surpluses are concerned is being fought by maritime representatives. A group of five Senators

from agricultural states, form-+ mend that "50-50" be ignored in connection with sale of agricul-

The recommendation, if it comes, will be an outgrowth of a boycott by foreign maritime nations on the purchase of US surplus foodstuffs as long as "50-50" applies to their shipment. Great Britain, Denmark, Norway and other mari-

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April 29, 1955

Yol. XVII, No. 9

on Disposal of Agricultural to take the food supplies at bargain nish dock men for Sailors working prices if US ships are to be assured ing the Senate Subcommittee time countries have been refusing half of the cargoes.

The boycott has been designed tural surpluses to foreign nations. to put the squeeze on farm bloc Congressmen who are anxious to reduce the mounting pile-up of surplus food products. Should the US be unable to dispose of any sizable part of the surplus they supports.

The boycott has received sympathetic consideration from the US State Department which bitterly opposed passage of a permanent '50-50" law last year.

As maritime spokesmen pointed out, the cost of "50-50" in disposal of agricultural surplus is a minor consideration, amounting to onequarter of one percent of the total cost of the \$700 million program. The real reason for the attacks on "50-50" is the desire of foreign nations to obtain a stranglehold on

> The recommendation to dispense with "50-50" was put in concrete form by the American Farm Bureau Federation, most powerful of the farm organizations in the US. Senators on the committee, who are expected to approve the recommendation are: James Eastland, Mississippi; Spessard Holland, Florida; W. Kerr Scott, North Carolina, Democrats; Andrew year. A sister ship, the Schoeppel, Kansas and Milton will be launched shortly.

SUP Victorious On Pacificus

SAN FRANCISCO—Harry Bridges and his West Coast longshore union took their second major beating this month from West Coast SIU affiliates, as the Bridges' union knuckled down and recognized sailors' rights in cargo handling on coastwise ships.

The latest win capped the 4-1 victory of the SIU Pacific Bridges contended the Sailors District in the three-depart- only had a prior claim on numment election on West Coast ships ber 3. announced earlier this month,

In the cargo-handling beef, the longshoremen had originally tied

Empty Hatch

At the time, number 3 was empty, and Bridges claimed that up the Coastwise Line's Pacificus members of his International on October 27 by refusing to fur- Longshoremen's and Warehousemen's Union (Ind.) had first call cargo on deck. Despite the SUP's on all the others. The Sailors had clear contract provision giving the been assigned to work number 4, Sailors first call on any hatch, and the dispute erupted over this.

The tie-up of the ship extended to all parts of the coast for a threemonth period, while the shipowners in the Pacific Maritime Association refused to call down Bridges on the issue. In the face of this, the Sailors responded by voting a "no port overtime" policy on other PMA vessels.

Operators Surrender

Finally, in February, after an unsuccessful appeal to the Government for intervention in the dispute, the shipowners themselves backed down, and ordered the Coastwise Line to call for a new SUP crew for the Pacificus and to abide by the SUP pact. The uneasy, peace lasted nearly a month, until the Pacificus returned to San Pedro again and the ILWU atmore. However, this time, faced with another tie-up, a group of the shipowners called Bridges to task for violation of his own agreement and paved the way for the ILWU can be harnessed for peaceful probably follow the arrangement to back down. The result again leaves the Sailors with the right of first call on working any hatch on the ships.

Bridges is not expected to make further issue on the ship.

fear the situation might backfire politically in the form of pressure for reduction of farmers' price President Eisenhower this week revealed US plans for tempted to invoke its boycott once free world how atomic energy atom-driven merchant vessel would

building an atom-powered merchant ship which could travel without refueling "for scores of thousands of miles of operation" to demonstrate to the+-

purposes.

Cost of the proposed construction, plans for which are being readied by the Atomic Energy Commission and the Maritime Administration, would be about \$20 million. The vessel would probably be modeled after the Marinerclass freighters built by the Government since 1950.

(A lengthy illustrated feature of the future for an atom-powered merchant marine appeared in the SEAFARERS LOG on February 4. 1955.)

The US submarine Nautilus. which is still undergoing tests, is the only ship of any type afloat today known to be powered by atomic energy. It went to sea for the first time in January of this year. A sister ship, the Sea Wolf,

9-4600. Entered as second class matter Young, North Dakota, Republicans. Plans for the power plant on an City.

provided for the two Navy submarines. The ships both retain conventional turbines to drive their propellors. However, the turbines use steam generated by heat from an atomic reactor.

Fuel Saving

This makes possible a tremendous saving in fuel and fuel space and would enable radical changes in ship design for freight and machinery spaces. Only a minute amount of uranium is required to power the reactor. The ships, like the Nautilus and Sea Wolf before them, would, however, have to have built-in shielding of considerable thickness as a protection against atomic radiation.

Disclosure of the Government's plans came in an address by the President before a meeting of newspaper executives in New York

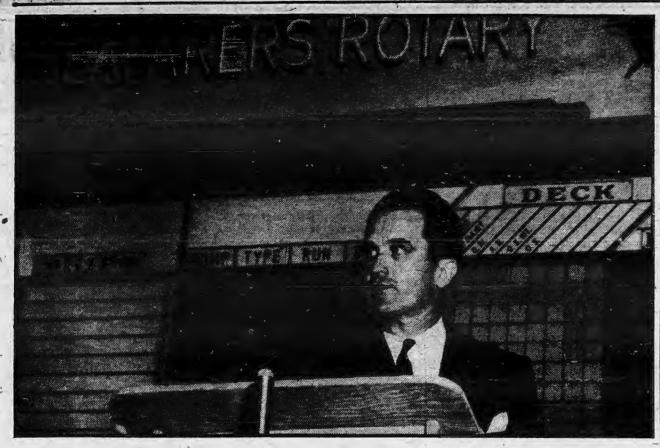
Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night - at 7 PM. The schedule for the next few meetings is as follows: May 4. May 18. June 1.

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

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Congressman Robert Mollohan, chairman of the Congressional Committee on rackets in labor unions, lauded the SIU's operations last week. Congressman Mollohan is shown in front of the SIU shipping board in the port of Baltimore during his visit.

Chairman Of Congress Comm. On Labor Rackets Lauds SIU

BALTIMORE-Warm praise for the SIU and the Union's policies was expressed by Representative Robert H. Mollohan in an appearance before the April 20th Baltimore membership meeting. The West Virginia Democrat, chairman of a House subcommittee which is

charged with investigating+ malpractices in the labor SIU's recent history, Mollohan movement, hailed the SIU's spoke in congratulatory terms of action in major union beefs as demonstrating "loyal, vigorous and honest" trade unionism.

Representative Mollohan serves as chairman of the Subcommittee on Legal and Monetary Affairs of the Government Operations Committee with jurisdiction over various Government agencies. It has been assigned responsibility by the House for investigation of any racket elements that might have

infiltrated trade unions. Incredible Progress

The speech to the Baltimore membership came in the course of visit by Mollohan to the new BIU hall on April 20. The Congressman recalled that he had been at the old North Gay Street hall at one time and that the new hall represents almost incredible progress for maritime labor."

spoke in congratulatory terms of hall." the SIU's many union actions including its fight against Communists in maritime, its battle to save the Public Health Service hospitals and its participation in the New York waterfront beef. "In all of these good fights," he said, "you have demonstrated that the chief industrial foundation of our democracy is our loyal, vigorous and honest trade union movement."

Mollohan also praised the SIU constitution as "one of the most democratic constitutions in the movement."

Turning to the problems of the industry, the Congressman criticized "predatory employers and other reactionary groups" who have been seeking to undermine the maritime hiring hall. "In my opinion," he declared, "the continuing stability and strength of our

Showing his familiarity with the maritime industry depend upon the

Representative Mollohan looks over selection of stock at Unionoperated Sea Chest retail store. Sea Chest was formed to end gouging of seamen by unscrupulous waterfront ship chandlers.

preservation of the union hiring

Representative Mollohan is serving his second term in the House. He is a member of the Armed Services Committee in addition to his chairmanship of the Government Operations subcommittee.

United States. The SIU of NA

represents 62,000 seamen, fisher-

Six delegates will represent the

headquarters membership meet-

ing, reported receipt of six nomin-

ations. With no contests for any of

the convention delegate posts, the

committee has declared the nom-

inees elected, without the neces-

The six delegates will be SIU

Secretary-Treasurer Paul Hall,

Assistant Secretary-Treasurer Bob

Matthews, and the following port

agents; Lindsey Williams, New

Orleans; Cal Tanner, Mobile; Earl

Sheppard, Baltimore; Steve Car-

San Diego In '53

The last international conven-

tion, held in 1953 in San Diego, completed arrangements for affili-

ation of the Marine Firemen's

Union with the SIU, an affiliation.

which was ratified subsequently

by the Marine Firemen's member-

This year, the convention will

celebrate the victory of the SIU

Pacific District in the recent Labor

Board election on West Coast

sity of balloting.

dullo, Philadelphia.

ship.

United States and Canada.

Bill Seeks Pay Lid On Subsidies

WASHINGTON—A controversial new maritime bill which would involve major amendment of the 1936 Merchant Marine Act has been introduced into the House of Representatives by Herbert Bonner (Dem., NC), chairman of the House Merchant Marine Committee. The

bill would permit the Maritime Administration to fix others, that are in excess of comwage ceilings, manning The Bonner bill would drastically scales and working rules on change the basis for figuring opersubsidized ships for the purposes of arriving at operating tion and intent of the 1936 act. subsidies.

As stated by Representative Bonner, the bill would permit unions and operators to negotiate bill in private industry. any contracts that they pleased, but if the limits set by the Government were exceeded, the excess costs would not be figured into the cost of operations, and the ships would not be subsidized above the Government ceiling.

In introducing the bill, Bonner carried out a previously-expressed proposal put forth by him and others in the maritime industry. The introduction comes in advance of scheduled hearings on labor-management relations in maritime, indicating that the hearings will be held to gauge reaction to the bill.

Gov't Obligations

Under the 1936 Merchant Marine Act, the Government is obligated, in figuring operating subsidies, to include all cost items, wages and

SIU Convention To Open

In Montreal On May 23

Delegates from SIU of North America affiliates will gather

in Montreal, Canada, on May 23 for the seventh biennial

convention of the international union. The Sheraton-Mount

parable costs on foreign-flag ships. ating subsidies and alter the direc-

The operation of the 1936 Act represents only one of several circumstances in which the Government, in part, foots the wage cost

Technically speaking, the bill does not pose direct interference with the rights of unions and management to bargain on wages, manning scales and other monetary issues. For practical purposes, the Maritime Administration ceiling would act as a strong brake on shipowners' willingness to agree to improvements in union contracts.

Could Reduce Standards

Since the Maritime Administration would be empowered to fix maximums, it would have authority to set such maximums below present contract wage and manning levels, which could mean a reduction in standards already negotiated through collective bargaining.

The objective of the bill, according to Representative Bonner, is to improve the competitive position of the US merchant marine. In introducing it he cited the decline in number of American ships operating and the virtual collapse of coastwise and intercoastal opera-

Critics of the bill argue that its application to subsidized shipping would on the face of it in no way affect conditions for coastwise and intercoastal ships and other nonsubsidized companies. They point out that wages of seamen are only one factor in maritime operations. Other factors that cannot be ignored in assaying the health of the industry include rate competition from railroads, truckers and airlines, the growth of registrations under runaway flags, the aging of American ships and the costs of new ones.

Since the Bonner bill comes in WASHINGTON — Public advance of the scheduled merchant marine hearings, it is expected that both unions and operators will have much to say on the subject in the course of the sessions.

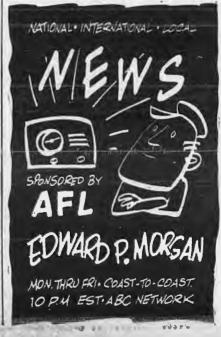
Royal Hotel will be the site of the meeting, which is the first to be held outside the men, cannery workers and allied Hearings membership - elected credentials committee, chosen at the

hearings on labor-management relations in East Coast maritime will be scheduled in the near future by the House Merchant Marine Committee. The hearings will explore both shoreside and seagoing operations covering both longshore and seafaring unions.

Meanwhile, Representative Herbert Bonner of North Carolina, committee chairman, has introduced a bill which would impose operating subsidy ceilings on shipping companies as far as wage increases are concerned. (The bill is discussed elsewhere in this issue of the SEAFARERS LOG.)

Follows Tour

The public hearings follow upon a tour of East and Gulf Coast ports by committee staff members Ralph C. Casey and John Drewry, who made what was described as an "on-the-spot" survey of shipping labor problems. SIU A&G District headquarters was one of the stops made by the two investigators in informal tour.



US Subsidy Sought For Low-Cost Liners

WASHINGTON-Plans for a brand-new transatlantic passenger ship operation, one that would aim at providing one class moderate-cost service under the American flag, have

stein Lines. Application has and cafeteria-style eating accombeen made to the Federal Maritime Board for operating and construction subsidies in order to begin service based on conversion of one or more Mariner-type vessels. Up to three ships are planned for a weekly sailing schedule, carrying 900 passengers on each.

The new Bernstein proposal is a repeat of an application that was made before the Korean War and was approved in 1950. At that time the plans called for conversion of two Government-owned P-2 transports, the General Weigel and General Pope. However, just a few the Navy took the two ships for military purposes.

Low-Cost Travel

The new plan, similar to the old, is aimed at transatlantic travelers of more modest means who cannot afford the first and second class accommodations on US ships and are blocked by the limited number increasingly popular under "buy now, pay later" plans. Bernstein fighter" in his class. anticipates ample demand for his ships.

He estimates that 80 percent of passengers traveling in transatlantic service are Americans, but only final match and then went on to a two American-flag passenger vessels are on the North Atlantic run. He plans to cun his ships direct to the continent, landing at Antwerp and Rotterdam, as compared to the Southhampton and Le Havre stops of other transatlantic liners.

The core of the Bernstein plan calls for uniform tourist accom-

been filed by Arnold Bern-three class service on other liners, modations. Average round trip fares would be about \$360 or roughly \$25 a day for seven day crossings each way. This is well below minimum fares for passenger trip accommodations with the savings coming because of the one class arrangement and cafeteria service. The one class arrangement saves expensive duplication of public rooms. In order to conform with steamship conference rules there would be a limited first class accommodation for about 40 passen-



Lightweight Richard Argo strikes a pose in robe bearing SIU emblem. Robe was purchased for him by Baltimore Seafarers.

days after the application was approved, the Korean War began and the Navy took the two ships for **AAU Lightweight Title**

BALTIMORE-Wearing the "silks" of the SIU. Richard Argo, an employee of the Baltimore hall cafeteria, has fought his way to the AAU lightweight title for the South Atlantic

region. The 19-year-old cam-+ The result is that foreign flag ships paigner won himself a gold support his family. He has placed capture travel to Europe, becoming medal as well as a gold trophy for being the "outstanding open

> Argo won his title the hard way, taking on two fighters in the same evening. He stopped one opponent in the second round of the semitechnical knockout victory in the second round of the finals.

> Argo, representing the Baltimore Young Men's Christian Association, also scored a second-round knockout to enter the semi-finals, showing that he possesses more than average punching power.

The father of two little girls,

US Olympic boxing squad next year and is considered a bright prospect should he turn profess-

Wears SIU Robe

When he goes into the ring, the fighter sports a silken robe donated by individual Seafarers in the port with the SIU wheel embroidered on the back.

The youthful boxer has been praised by observers for his speed in the ring. He comes from a family of ringmen since his father and brother were both amateur campaigners. At 132 pounds, he shows indications of growing into a fullmodations throughout, compared to Argo works days in the cafeteria to fledged welterweight before long. I an important Union function.

As I See It



AS REPORTED IN THE LAST ISSUE OF THE SEAFARERS LOG. Union and management trustees of the Welfare Plan have had under study a variety of new welfare benefits. It can now be reported that considerable progress has been made on this score and the rough outlines of additional benefits are being whipped into shape.

The membership is aware that the Union has been aiming for a program to take care of the oldtimers in the Union, beyond the present disability benefit, as well as a system to take care of medical and hospital expenses for the families of Seafarers. Prospects are pretty good at the moment that the trustees will be able to come up with a package that will satisfy the needs of Seafarers and be superjor to similar plans now in existence.

It can well be understood that an undertaking of this kind in a new benefit area would involve a great deal of planning and detail work. It's not something that can be arrived at overnight. But the work is progressing very nicely and an announcement will be forthcoming be-

A NEWS ITEM IN THE BRITISH SHIPPING JOURNAL "FAIRplay" should give pause to those people in the Coast Guard who are all too eager to saddle American seamen with their "brain-body" testing plan. The British journal reports that the Norwegian Ministry of Education, which is in charge of seamen's training, has vetoed a proposal that sailors be required to submit to examination of their "moral and psychological behavior" as the publication puts it.

The suggestion for such a procedure had been put forth by a Government committee set up to study manning requirements in the Norwegian merchant fleet. The committee's proposal was far milder than that put forth by our Coast Guard, because, among other things, it specified that the Norwegian Seamen's Union would have a voice in the proceedings on individual cases, something that would be denied American unions by the Coast Guard plan.

Nevertheless, the Norwegian government wanted no part of it. "The Government" the article reads, "finds that these recommendations go too far." Further, they add, introduction of more rigid rules "might be detrimental to the general interest of Norwegian shipping."

Now as is well known, the Norwegians have been in the shipping business for many centuries and are fully acquainted with the physical and mental requirements for seamen in the industry, Your Union is pleased to learn that its opinions on psychological testing for seamen have been substantiated by an authoritative, qualified source

CREWMEMBERS OF THE STEEL NAVIGATOR, AS REPORTED IN the April 15 issue of the LOG, have submitted to headquarters three proposals on shipboard safety which they arrived at after a deck department meeting on the subject. The recommendations were sent on to the negotiating committee which always takes under advisement any and all suggestions from ships' crews on this score.

As always, the Union welcomes suggestion from crewmembers on such issues because it has found that many valuable improvements in contracts have been the result of proposals by heads-up Seafarer crews. The brothers on the Navigator, by submitting their ideas, are fulfilling

YOUR DOLLAR'S WO

BUYING SEAFARERS GUIDE TO

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

Borrowing Repair Money

By SIDNEY MARGOLIUS

When a Seafarer needs money to finish an expansion attic, install a new heating plant or make other additions or repairs to his home, he ought to put more thought into financing the project than most families do. Too often wage-earners take the easy way and let the seller finance the job with some sad results. The worst result is that for the sake of painless financing, a homeowner may be overcharged for the job itself since he often doesn't stop to compare prices and get other estimates. Another costly result is that people often pay more than necessary for financing charges.

Because a homeowner is usually considered a good credit risk (the lender can always seize the house), homeimprovement loans are comparatively easy to get. The result is, many people even let their own money lie in banks and savings bonds earning only 21/2-3 per cent interest while they take out loans which cost them several times that much. The reason, of course, is that wageearners want to have quick access to their savings in case of unemployment or costly illness. They are also afraid they won't replace their savings if they use them instead of borrowing. But these fears lead them to spend a lot of hard-earned extra bucks for interest fees.

For example, one man borrowed \$2,000 on a three-year FHA home-improvement loan to finish his attic even though he had that much savings of his own. For the compulsory budgeting required by the monthly payments on the loan, he paid interest charges of \$300. Meanwhile his own savings lying in the bank and in bonds earned

interest of only \$75. As this department has warned before, most people don't realize how much true interest they pay. It can save you money all your life to realize that while the interest rate is figured on the original amount of your loan, the true interest rate is approximately twice as much as the advertised rate. It works out that way be-

cause when you repay monthly you owe on the average only half the original sum. The five per cent rate advertised by banks for the Government-backed FHA improvement loans is misleading. If you take out a \$1,000 FHA loan to be repaid in 12 monthly installments, the discount interest fee you must pay is \$50. But your average debt during the year would be about \$500, so the true interest rate on an FHA home-improvement loan is about ten percent.

Sometimes an FHA home-improvement loan is the most suitable way to borrow for home needs. But even then, beware the frequent tendency to borrow as much and take as long to pay back as is permitted. For example, one man borrowed \$2,500 to enlarge his house. He did some of the work himself and hired help and bought materials as needed. The work spread out over two years. Meanwhile he was paying ten per cent on the full loan while much of the borrowed money lay idle. He should have financed part himself out of current income. This would have been less hardship actually then repaying the monthly installments (plus interest) out of current income. Then only when additional cash was actually needed should he have borrowed some.

Not only should you borrow as little as possible for as short a time as possible, but sometimes you can beat the FHA interest rate itself. FHA is supposed to be a big. boon for homeowners, but here are everyday sources for home-improvement loans that often beat the FHA rate:

1-Your life insurance policy, if it's the kind with cash value, offers a loan at generally a true rate of five per cent. Or you can use the policy as collateral, for a bank loan, and sometimes shave the rate down to four.

2-Credit unions sometimes beat the FHA ten per cent interest charge. You have to belong to a credit union or join one to berrow from it (credit unions are often sponsored by labor groups and employers, churches, housing developments and fraternal societies). Credit union rates vary from one-half of one per cent a month to one per cent-true yearly rates of six to twelve per cent.

8-Commercial banks make personal loans at discount rates of from three and one-half per cent in big cities like New York (a true rate of seven per cent) to six per cent in small cities (a true rate of twelve). Sometimes commercial banks are more reluctant to make loans to Seafarers than to land-based workers, but a home-owning Seafarer stands a much better chance of being able to secure a commercial bank loan, at the comparatively reasonable bank rates.

But don't confuse bank personal loans with those offered by small-loan or personal-finance companies. These charge true rates of actually 18 to 42 per cent a year, although stated as monthly rates of one and one-half to three and one-half per cent.

4-Open-end mortgages are a low-cost way to borrow home-improvement money if you need to make very small payments over a longer period. An open-end mortgage is one in which the mortgage-holder will lend you money for home-improvement needs simply by increasing the amount of your paid principal. The interest rate is the same as on your original mortgage-generally a true rate of four to six per cent. There is one catch: the period of repayment will have to extend over the remaining life of your present mortgage. This would not be bad on a low-interest mortgage with ten years or less to go. But on longer and higher-rate mortgages, it may cost you more in interest in the long run than a short-term FHA or bank loan.

However, if you do also have a prepayment clause in your mortgage-permitting you to pay off ahead of time without penalty—then you can pay up the added improvement loan when you have extra cash a it doesn't run too many years.

Not all mortgages have open-end provisions, but the trend is to make them available. When buying a house, it is wise to ask to have both the open-end and prepayment-without-penalty classes inserted in the mortgage contract. Person man a section.

An Example Of Maritime Labor Disruption ...!

During the five weeks since all the AFL unions withdrew from the Conference of American Maritime Unions for its failure to act on a score of seamen's problems, NMU President Joe Curran has been busy attempting to becloud the issues. He's issued press statements, flooded ships with his bulletins and crammed the 'Pilot' with wild ravings and lies, like the following:

THE NMU PILOT - APRIL 14, 1965

Mobile Analyzes Harry Lundeberg

Layton Overstreet, Agent

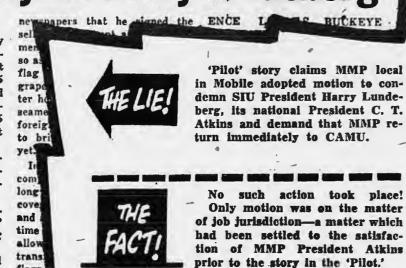
MOBILE, April 7-The Harry Lundeberg sell-out to the International Shipping Co., has set off a bombshell in Local 5 of the AFL Masters, Mates and Pilots in this port. In their regular membership meeting April 5 the members of this local went on record:

(1) Condemning Harry Lundeberg of the SUP for the deliberate sell-out of the many hardwon gains of the seamen.

(2) Condemning Cap't C. T. Atkins, President of the MM&P for his actions in going along with Harry Lundeberg.

(3) Instructing . the National MM&P. to return to the Conference of American Maritime Unions immediately so as to continue this solidification of the American maritime unions.

All our members aboard ship and sahore should send the



STATEMENT BY PRICE MITCHELL BUSINESS AGENT, LOCAL 5 - MM&P MOBILE, ALABAMA

"THE NMU PILOT OF APRIL 14 WAS IN ERROR WHEN IT STATED OUR MOBILE LOCAL OF THE MASTERS, MATES AND PILOTS CONDEMNED HARRY LUNDEBERG AND CAPTAIN C. T. ATKINS.

"A MOTION WAS PASSED IN OUR REGULAR MEMBERSHIP MEETING OF APRIL 5, 1955, REAFFIRMING THE OPPOSITION OF THIS LOCAL TO THE SUP AGREEMENT ON THE SS TONSINA ON THE GROUND THAT WE CONSIDER THE SUP EXPERIMENTAL CONTRACT AN IN-VASION OF THE JURISDICTION OF THE MASTERS, MATES AND PILOTS. WE HAVE AND SHALL CONTINUE TO FIGHT TO MAINTAIN OUR JURISDICTION.

"THE MOTION DID NOT CONDEMN OR ATTACK LUNDE-BERG OR ATKINS.

"CONTRARY TO THE PUBLISHED REPORT, WE TOOK NO POSITION WHATSOEVER AT OUR MEETING ON THE ISSUE OF WITHDRAWAL BY THE MASTERS, MATES AND PILOTS FROM THE CONFERENCE OF AMERICAN MARITIME UNIONS. IT ALWAYS HAS BEEN OUR POLICY TO LEAVE PARTICIPATION OR NON-PARTICIPATION IN THE CON-FERENCE TO THE DISCRETION OF THE DELEGATES IN ATTENDANCE.

"IT CERTAINLY IS NOT THE DESIRE OF THIS LO CAL TO BECOME INVOLVED IN ANY CONTROVERSY BE-TWEEN UNIONS FOR UNLICENSED PERSONNEL.

PRICE MITCHELL"

Ala. Unions To Battle 'Wreck-Law'

MOBILE—A new administration pledged to lead a hard-hitting legislative program aimed at repeal of Alabama's "right-to-work" law was elected by the Alabama State Federation of Labor (AFL), at its annual convention here last week.

Carl Griffin of Mobile was+not seek reelection. W. L. Huf- the state AFL post. In his capacity faker, Anniston, was elected first with the Bureau of Apprenticeship, vice president, succeeding John A. he had a hand in developing plans Pace, Sheffield, who unsuccessfully for the SIU's Andrew Furuseth opposed Griffin for the top office. Training School for merchant sea-

Both Griffin and Huffaker had men here. the active support of a big delegation of Mobile Seafarers who represented the SIU at the meeting.

Painters Union, resigned as field ganization, --

elected president of the Fed- representative of the Bureau of Aperation to succeed Steve prenticeship, US Department of Latham of Birmingham who did Labor, to become a candidate for

Huffaker, a delegate from the Moulders and Foundry Workers Union, also is chairman of the Griffin, a delegate from the Southern Pipe Council of his or-

Discussions of the "right-tosecurity clauses in labor-management contracts in this state, were conducted throughout the conven-This outlook no doubt was encouraged by the state elections last year in which Gov. James E. Folsom, regarded as friendly to trade unionists, and a majority of favorable representatives in the lower won with labor's support.



Pooling efforts to break a strike against substandard conditions by German crewmembers on the Liberian-flag liner Tradewind, US Immigration officers and Miami police escort some of the strikers off the pier for detention. They were promptly deported back to Germany by transatlantic plane. The ship, the former Aleutian manned by West Coast SIU affiliates, is on the Miami-Havana run now in competition with US-flag operators on the route, including P&O, an SIU-confracted company.

Foreign-Flag Co. Uses US Law To **End Crew Beefs**

MIAMI-German crewmembers of the Liberian-flag passenger ship Tradewind operating out of Miami were promptly deported on the first available transportation when they

struck for improved condi-+ tions. The fate of the Trade- senting their beefs. Under the test against substandard conditions scales, taxation and safety. were turned over to Immigration which shipped them back to Germany on the first available transatlantic planes.

The crewmembers were not even given the benefit of the usual 29-day shore leave in which time they could attempt to find a ship out of the States.

The Tradewind is the former US-flag vessel Aleutian, which was manned for many years by West she ran in the Seattle to Alaska trade. Subsequently the Aleutian was sold to a Liberian-flag operation and sailed for the East Coast while Sailors and Firemen picketed the pier. In Miami she entered the Miami to Havana service in competition with American-flag ships in that operation, using an unlicensed crew that was hired in

Crewmembers who walked off the ship all complained of undermanning and overwork, poor living Securities had previously purconditions and other beefs. Base chased the Pan-Atlantic Steamwage for the black gang members |ship Company, Waterman's subwho led the walkout was \$65 a month. The walkout came just before sailing time and delayed the vessel for three hours. Immigrawork" bill, which outlaws union tion moved in immediately and issued deportation orders the very next day, explaining that the ship's operator would pick up the tab for \$48 price. At the same time, Watertion in an atmosphere of optimism. | transatlantic air transportation of | man sought to surrender its Arrow the deportees.

ed in Liberia and signed on a Ger- merce Commission. man crew in Hamburg, the latter crew with no effective way of pre- going through.

wind crewmen—in effect—put "runaway" flag type of operation the US Immigation Service in the such ships are permitted to composition of handling the company's pete with American vessels and labor relations problems via the base themselves at an American deportation route. Nineteen crew- port while avoiding American members who walked off in pro- regulations on labor, manning

of the Waterman Steamship Company to Malcolm McLean has been bogged down by court action initiated by one stockholder Coast affiliates of the SIU when and by the T. J. Stevenson Company, a rival bidder for the com-

> At stake in the dispute, besides the ships and other property of the company, is the intercoastal operating certificate of the Arrow Line. The intercoastal certificate was to be surrendered to the Interstate Commerce Commission, upon purchase of the common stock of Waterman from its shareholders by a subsidiary of McLean Securities Corporation. McLean sidiary in the coastwise trade.

McLean had offered to buy the company's stock at \$48 a share and owners of 98 percent of the stock had surrendered it on the recommendation of the Waterman board of directors, for sale at the Line intercoastal operating cer-Since the Tradewind is register- tificate to the Interstate Com-

It was then that a New York city rates as the crews' home port. stockholder of the company ob-The Tradewind goes nowhere near tained a restraining order from house of the Alabama Legislature Germany at any time, leaving the the courts to keep the deal from volunteers to man the ship's No. 3

boat. The eight men stepped for-

ward and after Black was placed in a stretcher, launched the boat while the ship discharged heavy

bunker oil in an attempt to calm

the seas. It took the volunteer crew an hour to row the boat

through 30 foot waves to the MSTS

transport where transfer was ef-

45-Knot Winds

the boat crew fought wind veloci-

ties of 45 knots. The water was so

rough that despite discharge of

huge quantities of oil it was neces-

sary to abandon the lifeboat and

take the lifeboat crew back aboard

via Jacobs ladder. Black subse-

On the way back to the Marven,

fected.

Six Seafarers Cited As Heroes

Seafarers aboard the SIU-manned Marven in September, 1953, who volunteered to man a lifeboat in raging seas to transfer an injured crewmember, have been cited by the Coast Guard for service "in keeping with the highest traditions of the United States Merchant Marine."

The April issue of the "Proceedings of the Merchant 1953, while working on a winch forward to man the boat in the face of gale-force winds running from 28 to 45 knots after the MSTS

transport General A. E. Anderson considered it too dangerous to launch their own motorized whale boat. Cited for their

"courage and devotion to duty" were Seafarers Alex Stankiewicz,

DM; William Lamb, AB; John S. Harwell, AB; Phillip T. Lukens, AB; Joseph Kozlowski, OS; and John W. Singer, MM. Officers cited were Harvard Lem, first assistant and member of the SIUaffiliated Brotherhood of Marine Engineers and Edward C. Erne, 3rd mate.

Stankiewicz

The Marven was en route to Korea when Seafarer George R. Black, wiper, suffered a severe patient. arm fracture on September 16,

Marine Council," a Coast with the deck engineer. His con-Guard publication, relates how six dition was such that major sur-Seafarers, the first assistant en- gery was needed without delay. gineer and the third mate came The Marven contacted the Anderson, which was in the vicinity and



had a doctor aboard. Arrangements were made to meet the following day.

Launching Too Risky

When the Liberty ship arrived at the rendezvous, seas were running so high that the Anderson though it too risky to launch her motorboat and suggested that a line transfer be tried. This was vetoed by the Marven captain's wife, a nurse, as too risky for the

The captain then asked for

Top of the News AUSTRIAN TREATY A POSSIBILITY-Ten years after the end of

the war, the Soviet Union has agreed to sign a peace treaty with Austria, Provisions would call for return of Austrian prisoners of war and Austrian oil properties. In turn, all foreign troops would be withdrawn from Austrian soil and no military bases would be permitted there. The western powers are studying the conditions of the agreement.

NEW DESEGREGATION RULING DUE-The Supreme Court has heard all arguments on how school desegregation should be accomplished in line with its ruling of last year. It is expected shortly to issue instructions for enforcement procedures on its decision.

PERON DUELS WITH CATHOLIC CHURCH-The feud between Argentina's dictator Juan Peron and the Catholic Church in that country took a new turn as the government ordered all religious instruction discontinued in government-supported schools. The next step on Peron's part may be to deprive the church of its status as Argentina's official religion.

STEVENSON OPPOSES FAR EAST POLICY-The Democratic Party's 1952 presidential candidate, Adlai Stevenson, criticized the Administration's policy on Formosa in a nationwide radio broadcast. Stevenson said that the US should not be involved in defense of small offshore islands of Quemoy and Matsu and called for international action by US allies and the United Nations to defend the status quo in Formosa. The Administration has taken no clear-cut stand on the two offshore islands.

ALBERT EINSTEIN DIES-World-famed physicist Albert Einstein died following a brief illness in Princeton, New Jersey. He was 76 years of age. Einstein is known principally for his contributions to scientific theory which in turn paved the way for modern-day developments in atomic energy and electronics. It was at his suggestion that the US Government first started atomic energy research in World War II.

MOBILE GOES SWIMMING-A record 13.36 inches of rain was dumped on Mobile on one day, leading to flash floods which deluged streets and flooded homes. Highways were washed out and an estimated 350 homes damaged by the deluge. Rowboats came into style for trans-

BRITISH SET ELECTION, CUT TAXES—A general election May 26 has been scheduled in Great Britain following the resignation of Winston Churchill as prime minister. Shortly after announcement of the election, the Conservative government announced considerable cuts in income and business taxes. However, British income taxes at a base rate of 42½ percent are roughly double those in the United States.

MORE TROUBLE IN SAIGON—Street fighting has erupted between the Government of South Vietnam and the private armies of South Vietnam's police chief, the Binh Xuyen organization. The Binh Xuyen and its head, General Le Van Vien, have been demanding a bigger role in the government. General Vien and his army reportedly have a monopoly on gambling and "pleasure houses" in the South Vietnamese capital as part of a financial arrangement with Emperor Bao Dai.

AFRICANS, ASIANS MEET AT BANDUNG-Representatives of 29 African and Asian nations met in conference at Bandung, Indonesia, last week to discuss international problems. Although it was feared in the US that the conference would be dominated by pro-Communists, spokesmen for the western point of view were forceful and numerous, arguing that Communism was another form of colonial imperialism. Communist China's foreign minister, Chou En Lai, trimmed his sails skillfully to the prevailing mood, offering a conciliatory outlook and proposing peace talks over Formosa.

Bulk Of Aid Shipments Slated For Asia In '56

WASHINGTON-Heavy aid shipments, principally to Korea and Formosa, are in prospect if Congress approves President Eisenhower's request for \$31/2 billions worth of

economic and military aid during the year ending June tion, which has been running the

The amount requested is virtually the same as the amount voted for the year ending June 30, 1955. It is about \$800 million less than the grant for the year before that. However, there are strong indications that Congress may trim the figure below the \$3½ billion fund request.

State Dep't In Charge

Accompanying the fund request was announcement of a new for-Foreign Operations Administra- disposal now under way.

aid program, will have most of its functions transferred to the State Department. A new agency, the International Cooperation Administration, will be set up within the State Department to supervise sid

The \$31/2 billion requested includes slightly over \$1 billion in direct military aid and another \$700 million for various economic programs. Large amounts of food, cotton, coal and other commodities will be shipped overseas under the eign aid administrative set-up. The program, continuing the surplus

In letters of commendation to the volunteers, the Coast Guard Commandant declared:

quently was operated on and recov-

ered from his injuries.

"The United States Coast Guard is pleased to commend you for your outstanding conduct in assisting your fellow shipmate George R. Black in transferring him safely to the USS General A. E. Ander-

"As a member of the crew of the SS Marven on September 18, 1953, you volunteered to serve in a boat crew and undertake the transfer of the injured man to the USS General A. E. Anderson, although there was a high sea running and conditions were highly hazardous for handling a lifeboat. Despite the difficulties of wind and sea, safe delivery of the patient was effected and the boats' crew returned safely aboard the SS Marven, although the boat had to be abandoned. Your courage and devotion to duty in volunteering for this difficult task to aid in saving your shipmate's life were in keeping with the highest tradition of the United States Merchant Marine."

Cartoon History Of The SIU

Welfare Plan Grows

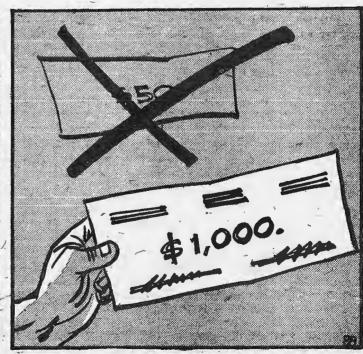
No. 88



The SIU Welfare Plan issued a progress report on its first six months of operation early in 1951. The record showed the fund working on a solid financial basis, providing direct, speedy service to the membership. Costs were low, and the simple eligibility rules made it easy for Seafarers to qualify.



Seeking to increase the Plan's income and benefits, Union and shipowner trustees put some of its sizeable reserve fund to work by investing \$500,000 in interestbearing US Government bonds. The goal was to make the Plan self-sustaining so that all company contributions could go toward the payment of benefits



Benefits were small at the start. The Plan had provided a \$500 death benefit and \$7 weekly for men in the hospitals. In April, 1951, nine months after the entire welfare program began, the first increase came. Death benefits were doubled to \$1,000 and plans laid for new and varied benefits in the near future.

SIU NEWSLETTER from WASHINGTON

The outlook for American shipping for the next year or two can be viewed along the following pattern:

Whereas in the past Government-aided cargoes have been moving preponderantly over transatlantic routes, more and more of this movement now will be transpacific in view of the policy of the Eisenhower administration to shift the aid from Western European to the Asiatic bloc nations.

For example, the new Mutual Security program shaping up for the coming fiscal year beginning July 1 may call for a Congressional appropriation as high as \$3,530,000,000, a portion of which will go to US shipping lines to cover transportation costs. This proposed US aid program reflects the greatly improved conditions in Europe and provides for the critical needs of Asia.

The President's program proposes no economic aid for the original Marshall Plan countries in Western Europe-the vast majority of the aid cargoes will go to the Asia bloc.

However, this definitely does not mean that transatiantic shipping will not be strong in the year ahead. Much of the aid cargoes moving transatlantic in prior years will now be replaced by the US surplus agricultural program.

On the subject of our surplus agricultural program, President Eisenhower, on July 10, 1954, approved and signed Public Law 480, referred to as the Agricultural Trade Development and Assistance Act of 1954. This law authorizes the President to sell for foreign currency or furnish emergency famine or relief assistance to friendly countries in the aggregate amount of \$1 billion of surplus agricultural commodities before June 30, 1957.

The importance of this to US-flag shipping is that the Attorney General has ruled that the 50-50 cargo preference law applies to transactions under the Act.

Forces are now at work (primarily US farmer-shippers) to eliminate the application of the 50-50 shipping provision to this law. Management and labor in the maritime industry are ready to fight the farm lobby on this issue of such great importance to the maritime industry.

The US Supreme Court has ruled in favor of a seaman in a complaint against Matson Navigation Company involving a maintenance

The seaman in question was on shore and was injured in an automobile accident. However, in view of the fact that he had already signed articles for the succeeding voyage, and even though he was engaged in personal pleasure at the time of the accident, the Court ruled for the seaman on the ground that he was a member of the crew and generally answerable to the call of duty at the time he was injured.

As a result of recent Congressional hearings dealing with delays in ship construction, the jam holding up tanker and passenger ship construction will be broken in the near future.

Before the end of the year, four passenger ships should be under construction, two for the Grace Line and two more for Moore-McCormack Company. Also it now seems clear that the deadlock over tanker construction will be broken so that contracts will be let for the building by private industry of 15 large tankers for long-term chartering to the Navy.

Latest figures on employment in the US fleet show that there are some 67,180 seamen employed on 1,142 vessels, either privately owned or privately operated. This is 5,527 less than a year ago.

Seagoing personnel is distributed generally as follows: 36.5% in the deck department; 36.4% in the engine department; and 27.1% in the steward department. The breakdown by number follows: deck, 24,551; engine, 24,424; steward, 18,205.

Of the seamen currently employed, 14,837 or 22.1% were in the licensed officer category and 52,347 or 77.9% were unlicensed. As heretofore, the C-type vessels provide greater employment than any other single type, with tankers a reasonably close second.

Following quickly on the recommendation of the Hoover Commission, Representative Wickersham, Oklahoma, has introduced a bill calling for the lay-up of MSTS tankers and substitution of private tankers.

However, his bill has been referred for consideration to the House Armed Services, a committee which is extremely friendly with MSTS. There's more than an even chance that the Wickersham bill will not be reported out by this committee. The Hoover Commission found that the so-called nucleus fleet of ships owned by MSTS totaled 40 last year, or larger than all but two private fleets of freighters.

Recent announcement by President Eisenhower giving the green light to construction of an atomic-powered merchant ship means that within the next ten-year period, chances are good that many ships in the US merchant marine, to be constructed during the period 1960-1965, will be propelled by this new force of energy.

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As reported in this column before, the potential of the maritime application of atomic power is far beyond anything ever dreamed. Tests of the world's first atomic-powered submarine, the Nautilus, have been outstanding.

In his announcement of the projected atomic powered ship, President Eisenhower said:

"The new ship, powered with an atomic reactor, will not require refueling for scores of thousands of miles of operation. Visiting the ports of the world, it will demonstrate to people everywhere this peacetime use of atomic energy, harnessed for the improvement of human living. In part, the ship will be an atomic exhibit; carrying to all people practical knowledge of the usefulness of this new science in medicine, agriculture and power production."





Coffeetime between job calls is a popular diversion at the Mobile SIU hall since the snack bar was opened last week in the new wing of the building. The beautiful room in which Seafarers are served coffee, sandwiches, milk shakes, short orders and one lunchcon "special" daily is attractively finished in wood paneling.



Members of the SIU gang manning the new snack bar in the Mobile hall, Seafarers Jimmy Battle (left) and Charles Carlson remove pastries from the big chill box adjoining the snack bar galley. The new facility was opened informally last week.

Bridges Bid Delays MCS-AFL Pact Talks

SAN FRANCISCO—Staggering from the most serious setback of his career, Harry Bridges has taken the expected route in filing objections to delay certification of the SIU

Pacific District as the bargaining agent for West Coast seamen in all départments.

Earlier, efforts by Bridges to block the election itself were thrown out of court. The delay now is holding up negotiations on a new contract.

Bridges' International Longshoremen's and Warehousemen's Union (Ind.) wound up at the short | selves. end of a 4-1 count in the recent Union of the Pacific, Marine Fireards-AFL, smashed the last remnants of Communist controlled ficially with the SIU.

unionism on American-flag ships as a result of the victory.

Objections filed with the National Labor Relations Board by the ILWU involved a variety of trumped-up charges, since the votes of the deck and engine personnel in the SUP and MFOW were sufficient to snow under all pro-Bridges ballots just by them-

Meanwhile, members of the balloting on this coast. SIU Pacific steward department, formerly af-District, composed of the Sailors filiated with the now-defunct Namen and Marine Cooks & Stew- Stewards and lately with the ILWU, are flocking to sign up of

Fete Opens New Annex In Mobile

MOBILE-Virtual completion of the new addition to the Mobile SIU hall and opening of a beautiful new snack bar was celebrated here with an informal open house and Southern-style "shrimp boil" following the regular membership meeting April

Celebration of a formal opening for the new facilities will be delayed until completion of remodeling of the original building which is expected soon.

Seafarers and their friends had an opportunity to inspect the new wing which includes snack bar, galley, lounge, administrative and welfare offices, a dormitory, showers and laundry facilities.

Five-Cent Coffee

The snack bar already has a large following among Seafarers and their guests in the port, and features "Mobile's best cup of coffee with pure cream" for a nickel. The SIU eatery also provides one luncheon "special" daily. Seafarer Phil Reyes, steward, is acting as serang while the snack bar operation is being established.

Work is still in progress on a retail Sea Chest store, which fronts on the Dauphin St. side of the building and new wing at Dauphin and S. Lawrence Streets, a recreation room, also on the ground floor and immediately in the rear of the Sea Chest store, and library and television rooms.

Hiring Hall Moved

The hiring hall already has been moved from the first floor to the second deck of the original structure, although alterations to hiring facilities have not been entirely completed. Patrolmen's offices have been moved from the first floor to the second floor, also, and occupy space formerly used as the agent's and administrative offices.

A barber shop on the first floor of the old building was expected to be in operation this week.

Completion of the alterations was delayed somewhat by rail and tional Union of Marine Cooks and telephone strikes in this area which held up delivery of materials and revision of the telephone setwhile on up in the halls than I show asid

MARITIME

West Germany expects to have 3 million tons of merchant shipping by the end of 1955, according to a report from the Transport Ministry. Before World War II, all of Germany had a merchant fleet totaling only 1.5 million tons. Vast vessel construction programs and ship purchases from other countries have doubled the prewar fleet in the past ten years . . . Holland America Line has ordered a new 7,200-ton motor cargo ship for 1956 delivery from a Netherlands shipyard. The vessel will be 425 feet long, and have a capacity of more than 400,000 cubic feet of bale cargo space, plus 40,000 cubic feet in refrigerated space.

* . \$

A second ship will be added in July to the Pacific Islands Transport Line's service between the US West Coast and the South Sea Islands. The 6,265-ton Norwegian motorship Thorshall will join the Thorisle on the run, which the company has maintained since 1938. The line provided the only commercial link between the Pacific Coast and Tahiti, Western Samoa, Fiji, New Caledonia and New Guinea during World War II . . . Firemen were on standby for three days during the loading of the US freighter Columbia Trader in Halifax, NS, this month, with an ammonium nitrate cargo four times the size of the one that blew up and ravaged Texas City, Texas, in 1947. The 9,000 tons of fertilizer compound are bound for South Korea.

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Hoping to boost orders for its native shipbuilding industry, Japan is setting in motion plans to staff her overseas offices with shipbuilding experts. The first of these experts is bound for Brazil to join the Japanese embassy in Rio. Others will go to New York, London, Bonn, Hamburg and Bombay, among other places . . . Additional bulk cargo unloading facilities will soon be made part of the 1.2-mile-long West Dock in the port of Amsterdam, Holland. The new aids will include four heavy-duty gantry cranes.

The keel of France's proposed new \$75 million liner is now expected to be laid down next spring. Plans call for a 56,000-gross-ton ship with a speed of 31 knots and accommodations for 2,000 passengers In trans-Atlantic service. Emphasis will be on tourist travel. Berths for 1.500 tourists and only 500 first-class passengers will be provided . . . Three men on a disabled motorboat in the Gulf of Panama were rescued by the United Fruit Company's Morazan this month after being adrift for 30 hours. All three occupants were from the island of Taboga. The Morazan ran across them enroute from Puerto Bolivar, Ecuador, to New Orleans.

Launched at Hamburg in 1914 to serve as a yacht for Kaiser Wilhelm II, the passenger-cargo ship Corsique has finally made her last trip-this time to the scrapyard. She had also been sailing in recent years under the name Liguria. Another oldtimer, the Jamaique, a veteran in French-flag service in the South Atlantic before 1939, is also on the scrapheap. She had been on the Marseilles-Saigon run . . Cunard Line has reported a banner year during the recently-ended winter cruise season operated with the liners Caronia, Mauretania and Britannic. More passengers sailed on the winter cruises during the 1954-'55 season than in any other season in the company's long his-

\$ \$ \$

Traffic through the Panama Canal set three new records during March, including one for the greatest number of transits by oceangoing commercial vessels, 709, in one month. The 700-mark had never been reached before. Tolls from commercial shipping in the month topped \$3 million for the first time in the waterway's history . . . Due to begin service a year from now, the new 18,500-gross-ton passenger liner Bergensfjord will become Norway's largest passenger vessel when fittings are completed following her scheduled launching this July. Under construction in England, the ship will operate regularly on the NY-Norway-Denmark run, with time out for cruises.

It's a stop on voyage Something to sail in Secret agent 12. Samoan port

13. ---- seaman Famed mystery 14. writer 15. "Sea ---

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Region Guam town 23. They're made in the galley Former Indian diplomat Small European 81. 82. herring Roans: Abbr. Bowlers It flows into B4. B5. 87.

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the windlass Not sounded Malta is one Within the law Actual Obliterate People of Oslo 41. British school 43. So. African fox 45.
Old ships 46.
Irishman In the sack Look closely bearing 27.090-ton 47. 48. Related Good Service Pension: Abbr. Italian ship Military stockade Bar forming Cargo from top of hoisting 50, gin, and faces Royal British Artists: Abbr. (Puzzle Answer On Page 18)

SEAFARER

Question: Are you in favor of changing Federal law to provide for ship inspections every two years instead of one?

William H. Rhone, steward: No. the shipowners will always take the line of least

thing to fix up the ship until it fell apart. They have to have the threat of annual

chances.

1 * ' R. Gustaffson, carpenter: I'm for maintaining the present regula-

tions, which are still not the best, but the best we have right now. Maybe if the present rules were given stricter enforcement. particularly regarding the use and maneuvering

of a lifeboat, we'd all be better off. * * \$

Hector de Jesus, cook: Once a year is preferable to the proposed changes. We read enough about more and more ships having ac-

cidents and going down. People would feel much safer when they know an inspector has just been there. The inspec-

tions should be held more often,

* * * Thomas Boarman, AB: Let's keep the one-year rule. One ship doesn't

hold up as well as the next, so the inspections have to be geared to the oldest and most run-down ship. If the inspections are cut to every two years, the ships

will have to fall to pieces before they're fixed.

1 1 Rudy Leader, steward: The companies will take it easy if they can.

If the law is changed, they'll love it because it will mean they can put off everything for another year. The annual inspections aren't even enough. But the way some of the ships

are, it would be crazy to change now.

* 1 Nick Gaylord, 3d cook: I'm not

in favor of cutting down the inspections to once every two years. They should be held more often, maybe every six months. The way to cut out loss of life and property is to check the ships regularly and not let them



get run down in the first place.



AL YARBOROUGH, stwd. utility

years now, Seafarer Al Yarborough recalls that it was the purest kind of accident that brought him into the Union. "I was in a hotel lobby in New York in 1945 after a trip to sea," he said, "when somebody came in and asked me why I didn't join the SIU. I told him I had nist-inspired anti-Western feeling resistance. They never heard of the SIU but he took was running high and crewmemwouldn't do any- me down to Beaver Street and I got shipped out that same day."

His first ship was the Liberty ship Mayo Brothers, operated by Waterman. He went to France, had a fine trip and got a fat payoff inspections to when he returned home. After that make them get he said goodbye to the Army the ships in trim. Transport Service and other out-Otherwise, they'll take plenty of fits he had sailed with. He's been with the SIU ever since.

Vacation Trip

The start of Yarborough's seagoing career was also accidental. The year was 1940 and he was working as bartender in the officers' club in Fort Lewis, Washington. He had a two-week summer vacation coming up when a friend suggested that they make a quick the eruption every day at \$20 a trip to Alaska.

He signed on as wiper aboard an Army Transport Service Hog Islander carrying cement to Anchorage. The two-week vacation turned out to be a three-month one and he gave up bartending for sailing.

One of the officers at the Fort Lewis base, incidentally, was a major named Dwight Eisenhower. Yarborough remembers that Mrs. Eisenhower often left young John at the club while she went out to do her shopping. On one occasion, John stuck a quarter into the slot machine and hit the \$50 jackpot. In the resulting ruckus Yarborough almost got bounced for letting a minor play the machine.

Army Regular

points as Fort Benning, Plattsburg, it for as long as he can.

Sailing with the SIU for ten Governors' Island and other Army bases.

> The 39-year-old Seafarer likes to stick to the Far East runs when he can get them, with Japan the preferred port of call. Shanghai and Hong Kong were good ports in the old days, but the last time he was in Shanghai in 1948, Commubers took a pushing around from street gangs.

Expert Pickpockets

"Those boys were expert pickpockets too. I had my jacket buttoned and my hands jammed in my pockets and still they cleaned me of my cigarettes somehow. If you wore a wristwatch they would flip it off before you knew what hit vou."

His last trip out was on the Steel Flyer on the pineapple run. In the course of the run they were treated to a spectacular show when volcanic eruptions swept a peninsula on the island of Hawaii. "It was a great tourist attraction," he said. "They were flying people over head.

Got Close Look

"When our ship went out the old man took her close to shore so that we all got a good look at the eruption. The lava glowed like a huge neon light. You could see it from as far off as 20 miles."

Right now Yarborough is hoping to catch another Isthmian ship, one that will stop at Djakarta, so he can visit an uncle who is a missionary in Indonesia. The last time he saw him was in 1948 when he was aboard the Twin Falls Victory. At the time his uncle invited several crewmembers to his home and showed them around to the local sightsceing attractions.

Right now Yarborough makes Yarborough himself grew up on his home in Brooklyn, just a couple military posts because his father of blocks from the hall, which was a professional Army man for makes it convenient for him when 30 years, attaining a full colonelcy it comes to catching a job call. before he retired. As a result he Although he started going to sea got around the country quite a bit, as a lark, he's made it his life's living at such widely-scattered work and intends to keep up-with

the question.

Increases in unemployment insurance benefits are spreading throughout the nation. Sixteen states have announced improvements in benefit payments, with New York taking the lead in paying \$36 a week, a \$6 increase. However, some of the benefit improvements are offset by tighter requirements for qualifications.

* A strike call by the Brotherhood of Locomotive Engineers against the New York Central Railroad was called off after the National Railway Mediation Board stepped into the monthly mileage allowable to the engineers are the issues in dispute.

Growing use of anti-trust regu-

"Runaway" US motion picture mission's action against the Interproducers are the targets of the national Ladies Garment Workers Hollywood AFL Film Council, rep- Union and the Brotherhood of resenting unions in the motion Teamsters. The two unions are acpicture industry. The council cused along with California em-charged that some pictures are be- ployers' associations of forming ing made in foreign countries to illegal agreements to control the escape US wages and asked that industry. The basis of the accusaemployer representatives confer on tion is that manufacturers agreed to have their work done by unionized contracting shops. * * *

Union spokesmen strongly urged a \$1.25 an hour wage minimum in testimony before a Senate Labor Committee sub-committee. Representatives of AFL and CIO unions in the clothing, textile and department store fields called the present 75-cent minimum obsolete. They argued it permits unfair competition from non-union operations and low living standards, particularly in the South. * *

Eastern Airlines followed five other major airlines in signing a the case. Working rules affecting new contract with the International Association of Machinists. It provides five to seven cent hourly increases for mechanics and ground service staff as well as retroactivity to July 1, 1954. Approximately lations against unions was high-lighted by the Federal Trade Com-fected. Homes highless helling to letters

SEAFARERS * LOG

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An Atomic Merchantman

News that the US is planning an atom-powered merchant ship is welcomed by all of maritime. From the economic standpoint; atomic vessels could provide US maritime with the technological edge it so badly needs to meet competition.

Indications are that the ship will be built along lines projected in the SEAFARERS LOG of February 4th. It will either be a converted Mariner or a Mariner design adapted to the new propulsion system, with the atomic power plant providing steam for a conventional steam turbine system.

The only major complication is the high initial cost of an atomic reactor. It would be desirable to concentrate on designs for a low-cost reactor so that the atomic ship can become a useful tool, and not simply a Government publicrelations gimmick to impress Americans and the other residents of this atom-conscious globe.

Shipowners' Whip

The speed with which the Immigration Service deported crewmembers of the Tradewind, 24 hours after they struck the Liberian-flag cruise ship, is not a good omen. Obviously men like these have severe problems when it comes to winning decent treatment. The runaway shipowner prefers to sign his crews out of foreign ports so he can work them as if they were indentured servants, because he knows he can count on Immigration when his crews act up.

If Immigration is going to jump to the whims of foreignflag shipowners and swish alien seamen out of the country when they protest unbearable working conditions, runaway flag operations will find it easy to destroy US competition by lowering conditions to rock-bottom 19th century levels.

One of the purposes of the 1915 Seamen's Act was to improve foreign-flag standards by giving foreign crews a chance to better their conditions through sign-offs at US ports if crewmembers so desired. Immigration is certainly nullifying the spirit of the 1915 law by its hasty action.

Bridges Eats Crow

The Sailors Union of the Pacific has done it again. For the second time in recent months, Harry Bridges tried in vain to invade their jurisdiction. This time the Sailors won an even more decisive victory.

The second "Battle of the Pacificus" followed the same pattern as the first. When the ship arrived in San Pedro Bridges again challenged the Sailor's right to work any hatch of their choice; a right spelled out in the Sailors' contract. When the Sailors refused to knuckle under, the longshoremen were ordered not to work the ship.

As on the first occasion, the shipowners tried to appease Bridges. The first time they paid for their appearement when the Sailors stopped working weekend port overtime. When they saw that the SUP was determined to fight it out again, they somehow mustered up enough courage to tell Bridges to live up to his contract.

The result is that Bridges, shorn of shipowner support, has been badly defeated. It is unlikely that he will try this stunt again.

Praise From Coast Guard

Once again an SIU crew has been praised for courageous action in the "highest traditions of the merchant marine." This time it was the Coast Guard which issued the citation. It went to crewmembers of the Marven who manned a lifeboat in stormy seas and transferred a badly injured shipmate.

It would be ironic if the Coast Guard were to compel these same men to run through its testing gauntlet, and then lift their papers because their family background was faulty. Yet under the Coast Guard's proposal it would have that power, no matter how well a man had performed his duties

in the past.

The Union is aware of the valuable role played by the Coast Guard in making the oceans safer for merchant seamen. Coast Guardsmen themselves have participated in many a hazardous rescue operation and have aided safe navigation on other assignments.

If the Coast Guard confines itself to these duties, to thorough-going ship inspections and to enforcing safety standards, it is performing functions for which it is properly suited. But the Union does not think the Coast Guard, or any other agency, can qualify itself to pass upon the safety-po- union. tential of civilian seamen. ballot -may shart server

Recalls 15 Years Of SIU Progress

As one of the oldtimers of the maritime industry, with lots of memories, I was counting my blessings the other day for being a member of the SIU for the past 15 years.

We all know the SIU has come a long way from the old days of Rose Wharf in Boston, Conception Wharf in Mobile and, last but not least, Stone Street in New York.

Today, we have our own hallsmodern, up-to-date-where a man can eat and drink with his Union brothers; slopchest, library on the ships, good working agreements, and good take-home pay, which were all won for the members by consultation, and hard work by each and everyone that calls himself an SIU man.

Some will say, oh, that is the march of time, and we had to do this, that and the other things, but

> the best of all is the SIU Welfare Plan.

There is no than the one who will help you when he is most needed, and that is your Welfare Plan.

Hartman It is a great feeling to know, when you are sick in the hospital and can't earn the money to keep the landlord or the hungry wolf from the door, that the Welfare Plan helps your family.

It is a pleasure to see a young seaman with his wife getting a helping hand when the stork is flying around.

It is a benefit to all mankind that maybe one of our young people made a name for his or herself through the privilege of going to college helped by the Welfare

It is a fine feeling, after one year on a ship or any quarter of a year to enjoy a little vacation with the vacation check, as I never | Norfolk and has been sailing with collected a vacation check until the SIU since December, 1952. the Vacation Plan paid it to me.

Sense Of Security

It is a sigh of relief to know that when you are played out and can't keep your end up at sixty or over to know you don't have to sell apples or rely on charity.

As we are men of the sea, we are, as a figure of speech, strangers when such occasions hit our family and it is the Welfare Plan and its purpose to help when most needed.

As these are only a few of the many ways the Welfare Plan helps its members, not to mention a lot more to come, I think I have something that I can be proud of having been, a member of the SIU, for all these years.

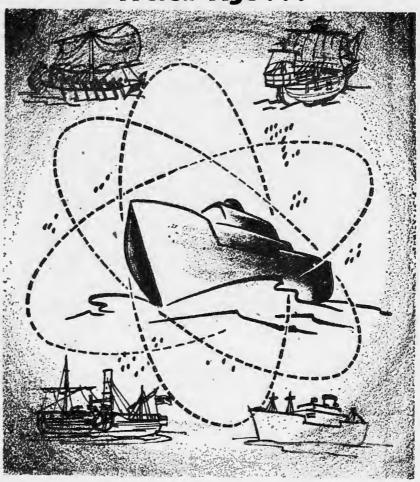
As these years have not been in vain, I think I can count my blessings as they were all won the hard way, and anything you have to fight for you can enjoy the effort, the labor, the heartaches that were

put into it. So, at night, when I am relaxing. I count my blessings and am proud to be a member of the Seafarers

S THE RES

Charles J. Hartman

A New Age . . .



and a harmonious crew aboard the could have the experience for fu-Seastar (Triton) because all reports from the ship have nothing ber of the Union. but praise for the way matters were handled aboard her. All the delegates, ship and departmental, got a vote of thanks for doing a fine and the beefs are taken care of any situation.

there isn't much else that can stand in the way of a good trip.

Ship's delegate William H. Rogers and the departmental delegates, R. E. King, deck; Wiley T. Stricklin, en-

Rogers

gine and Earl H. Gates, steward, were the men who rated the applause. Rogers is a Rocky Mountain boy from Denver who sails in the engine department and has been a Union member since 1944, joining in Galveston. King lives in the Hampton Roads area and joined the Union in Norfolk in 1948, while Stricklin came in through the same port a year earlier. Gates also comes from

Tops In Service

The crew also mentioned that the steward and chief cook notified them of their readiness to prepare wrong moment. any special dishes for crewmembers at any time on their request. That rates as tops in service and certainly deserves a mention, but point where it's unfortunately, the minutes did not risen nice and list the names of the brothers in-

It would be a good idea if the shipboard secretary made a point of getting all the names down in the minutes so the brothers who deserve a pat on the back could be mentioned by name.

Recognizing the value that a stint as a shipboard delegate provides for any crewmember, Seafarer Joseph R. Ranieri voluntarily stepped down recently as the ment. steward department delegate on the Catherine (Dry Trans) to make way for a newcomer. He had been some time, but felt that an open-ing should be made for an SIU in the steward department.

It must have been a good trip permit-holder so that the latter ture use, when he becomes a mem-

The value of the teamwork between shoreside Union officials and shipboard delegates is nowhere better demonstrated than on SIU greater friend job, and the steward department ships, where a shipboard team of was complimented for good feed- delegates serves as the Union aping as well. When the food is good paratus aboard the ship to meet

t t

Another ship that can boast of a neatly-arranged and well-caredfor collection of reading matter is the Steel Traveler (Isthmian). The efforts of Seafarer Louis E. Garcia are responsible for this desirable situation. A messman on the ship, Garcia volunteered to act as librarian and earned the thanks of his shipmates accordingly.

* * *

Shipboard baking is really on the upgrade these days, or so it seems, because so many SIU crews have been giving the baker a pat on the head. The Robin Sherwood crew thinks their particular baker. Charles Cantwell, can't be beat. The rest of the steward department is doing equally well, the Sherwood gang said.

Incidentally, shipboard baking has more hazards to it than other types of shipboard cookery, because some kinds of cake will

"fall in" if they are jostled at the As one baker put it, "you've got the cake to the high and is just about ready to come out of the oven when the



Cantwell

ship heaves and bounces on some rough water. What's left of the cake is fit only for the garbage pail."

Of course it should be mentioned that whipping up a meal in rough weather can be a trying chore, no matter what's in the oven, putting an extra strain on the skills of the steward depart-

Cantwell comes from the shores of Lake Michigan, being born in Chicago on November 12, 1907. serving as department delegate for He joined the SIU in New York, April 2, 1948, and sails regularly Pr. 'g' and h'CS-AFL.

SIU Of NA Routs Bridges By 4 To 1 SEA In 3-Dep't Vote

SAN FRANCISCO—Seamen in West Coart, hips have on the series of the surface of the

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SIU-A&G

CANADIAN DIST.

GREAT LAKES DIST.

INLANDBOATMEN

MAW

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By your secret ballot vote for the SIU Pacific District, you, the working steward department men on the West Coast, have earned the congratulations and esteem of your shipboard brothers and of the entire membership of the Seafarers International Union of North America. You have become part of the largest single union of maritime workers in America today, a union which has grown by leaps and bounds in recent years because it has consistently maintained trade union principles and a trade union program to the exclusion of all outside influences, political or otherwise.

The SIU of North America today consists of 62,000 seamen, fishermen and allied crafts in the United States and Canada. These 62,000 members are in 46 craft and area unions of their own, all of them with local autonomy to conduct their business as they see fit.

In recent years, the SIU's policy of sticking to a trade union program, come what may, has paid huge dividends to the membership and vastly speeded the growth of the organization. The policy, backed up by vigorous and energetic trade union action, has led to the revival of the Canadian District as a trade union for Canadian seamen in the place of the wholly-Communist-dominated organization that ruled the roost in Canada. It led to the founding of the Brotherhood of Marine Engineers which has since enjoyed considerable success in attracting the support of engineers looking for genuine union representation.

The policy and outlook of the SIU won the wholehearted approval of the membership of the Marine Firemen's Union which voted overwhelmingly to join the SIU of NA just two years ago. And just two weeks ago, as you know, you stewards and cooks on West Coast ships, with the aid of your shipmates in the deck and engine departments, decisively and overwhelmingly rejected Communist-line unionism by voting four to one for the SIU.

This string of SIU successes, the rapid growth of the union and its unparalleled stature in the industry is proof positive that there is no substitute for a heads-up program of trade unionism which depends on inner strength and membership support as its basic weapon. The shipowner, the shoreside employer, the Government and the labor movement respect the SIU because they know what it stands for, and equally important, they know where it stands at all times. In the maritime field this has meant a staunch and unrelenting defense of the maritime hiring hall, the heart and core of any marine organization that deserves to call itself a trade union.

As a cook or steward, you can now look forward to SIU-type representation, which means topnotch contracts, protection on the job, vigorous and rapid action on shipboard beefs, democratic control of union policy by the membership, a well-administered program of welfare benefits, defense of your right to proper medical care and most important, aggressive action to assure the greatest possible number of job opportunities for professional seamen in the steward department.

Next month in Montreal, the convention of the SIU of North America will officially welcome you and your brothers in the steward department as full-fledged members of the international union. From now on in it should be smoother sailing for you with the comforting assurance that all SIU affiliates will stand by you in the Brotherhood of the Sea.

WELCOME . . . to the Brotherhood of the Sea

PORT REPORTS

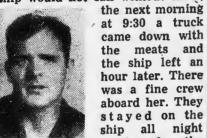
Boston:

Grew On Southland Waits, Gets Stores

Shipping is and continues to be just fair in the Port of Boston. The Salem Maritime and Archers Hope (Cities Service), and the Seatiger (Colonial) paid off and signed on, and we had only the Southland (South Atlantic) in transit. All beefs were settled to the satisfaction of the crews con-

The crew on the Southland had a meeting when the ship came in here to discuss the matter of stores, since the vessel was very short of meats. We also found the ship very short and informed the company of the situation, but the port steward in Savannah said not to put any stores on at all.

When we told the company the ship would not sail without them,



waiting for the stores so that they would be there when they came and could sail right away.

Our selection for typical SIU man of the week is E. Haskins, who sails in the deck department as bosun, AB or deck_maintenance. Earl has been a member of the SIU for quite a while and likes to take an active part in the membership meetings, as all Seafarers should and can do.

beautiful children—his latest, a girl, was born about three weeks in Marine Hospital ago-and hails from Dorchester, Mass. Others on the beach include G. Dunn, T. Ritson, R. Burns and A. Melanson.

A word of caution to Seafarers who take jobs when they don't know where the ship is going. It pays to be sure about this before you leave town, since otherwise there is a hardship on the man who originally ships plus a possible delay in getting the ship out when we have to send more men to fill the jobs.

James Sheehan Boston Port Agent *

New York:

Alcoa Jobs Give Lift To Shipping

Shipping for the last two weeks has been somewhat better than in the past. Most of this is due to the fact that six Alcoa C-1s and three Alcoa C-2s are beginning to come in here from the Gulf. We have had quite a few replacements on these ships, and they will be running out of New York in the future.

However, even though shipping has been a little slow, we see that some jobs have been hanging on the board. When the A and B sen-

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.

iority ratings let these jobs go, the Mobile: jobs go to class C men.

This can only make it tougher in the future when waiting to ship. So let's make sure we fill these jobs when they go up on the

During the past period we had 14 payoffs, 11 sign-ons on foreign articles and 20 ships in transit.

We paid off the following: Seatrain Texas (Seatrain); Fairisle (Waterman); Stony Creek (American Tramp); Ocean Lotte (Ocean Trans.); Fort Hoskins, Bradford Island (Cities Service); Alcoa Partner, Alcoa Pilgrim (Alcoa); Frances, Ines, Suzanne (Bull); Steel Worker (Isthmian); National Liberty (National Shipping); Robin Sherwood (Seas Shipping).

Sign-ons in the port included: Mankato Victory (Victory Carriers); Robin Goodfellow (Seas Shipping); Alcoa Pointer, Alcoa Pilgrim, Alcoa Ranger (Alcoa); Ines (Bull); Steel Vendor, Steel Scientist, Steel Apprentice (Isthmian); National Liberty (National Shipping); Bienville (Waterman).

The in-transits were the Seatrains Louisiana, Savannah, New Jersey, New York, Georgia (Seatrain); Queenston Heights (Seatrade); Alexandra (Carras); Alcoa stayed on the Runner (Alcoa); Chickasaw, Antinous (Pan Atlantic); Hurricane (Waterman); Bethcoaster, Pennmar (Calmar); Val Chem (Valentine); Kathryn, Beatrice, Elizabeth (Bull); Steel Navigator, Steel Flyer (Isthmian); Stony Creek (American

> Claude Simmons Asst. Sec'y-Treas.

Tampa:

He is the proud father of four No Seafarers Ailing

The fishing is holding up pretty we'll in this area, although the shipping is nothing to talk about and doesn't figure to get better too

We had no payoffs or sign-ons during the last two weeks and just five ships in transit.

These were the Iberville and De Soto (Pan Atlantic); Chiwawa (Cities Service); Bienville (Waterman) and Del Alba (Mississippi). There were no outstanding beefs on any of these ships.

Other than this, things are pretty slow in this port. We are glad to report that there are no brothers in the marine hospital, however.

Among the oldtimers on the beach are James Woods, B. Owens, A. Alvia, F. Kulan and F. Fernandez.

> Tom Banning Tampa Port Agent

Small Boat Training Put To Use In Floods

Some of the Seafarers on the beach here got a chance to put their small boat training into effect last week when several flash floods hit the area and a lot of families had to be evacuated from their homes by boat.

A large part of the Mobile membership lives in the Chickasaw and Eight-Mile area, and these were the districts where the flood waters caused the most trouble. We are thankful to report that there were no fatalities during the floods.

The Alabama State Federation of Labor held its annual convention in Mobile this week and, as usual, the SIU took a big part. All affiliated districts of the SIU attended the convention sessions. The three-day gathering featured Sen. Lister Hill, a well-known

friend of labor, as guest speaker on opening day. Meanwhile, with the aid of various relief jobs in the harbor, we made out okay in shipping for last two the weeks. shipped 75 men

to regular jobs. 95 to relief jobs. and had a total of six payoffs and four sign-ons.

Keel

All the payoffs were in good shape, and provided only minor beefs which were settled to the satisfaction of all hands. They were the Alcoa Pioneer, Cavalier, Clipper, Puritan and Patriot (Alcoa), and the Monarch of the Seas (Waterman). The Pioneer, Clipper, Puritan and Patriot signed on

Maternity \$ Help

For our Seafarer of the Week we nominate J. C. Keel, who joined the Union in 1944 and sails regularly out of the Gulf as bosun or deck maintenance. He is married and has three children, one of whom qualified him for the \$200 SIU maternity benefit plus a US bond for the baby. "That was help at the right time," as Keel puts it.

J. C., or "Junior," as he is known to his friends, is one of the well-known Baldwin County seamen and while on the beach between ships manages to raise a few potatoes, which is the main Baldwin County crop. He's also quite a fisherman.

Prospects for the coming two

weeks don't look too promising. | Seattle: since some shipping is being held up due to the pending sale of Waterman to McLean plus the railroad strike which is affecting this area. At the present time, the only ships due to hit the port either for payoff or in transit are the Monarch of the Seas, Claiborne, Golden City (Waterman) and Corsair, Polaris, Pennant and Cavalier (Alcoa).

We're hopeful that in the long run the McLean interests will stimulate shipping out of this port when they get their operations rolling in high gear.

Cal Tanner Mobile Port Agent

San Francisco:

Victory Over Bridges Is Still Major Item

Shipping has slowed down in this port during the last two weeks, as we had three ships diverted to other ports. Two went to Seattle and one to Wilmington, helping things out in those places, at any

The future doesn't look too bright here, either. We had no payoffs and just two sign-ons, the Kyska and Young America (Waterman). The Ocean Deborah (Ocean Trans); Calmar (Calmar); Steel Chemist (Isthmian), and Yaka, Hastings and Raphael Semmes (Waterman) all called in transit. There were no special beefs on any of these vessels.

All Hands Pleased

Everyone here on the West Coast is happy and still talking about the three-department SIU Pacific District election in which the SIU beat Bridges four to one and successfully eliminated the last stranglehold retained by the Commies on American-flag ships.

Brothers on the beach include the following: Hans Skaalegaard, Al Kessen, F. Votto, C. Nangle, S. Zygarowski, Blackie Otvos, A. Loguido, R. Sipsey, Bill Bause, Vic D'India and C. Mize. "Salty Dick" Martinez says he thought he was coming to sunny California, but it has rained day and night since he and put down one hour's overtime. came here.

The farmers sure love it though, and are trying to get "Salty" to run for "Official Rainmaker" in California, Any seconds?

Bridges took another licking when he was forced to back down on the Pacificus beef for the second time. All in all, it was a good week for the SIU Pacific District.

> Marty Breithoff West Coast Rep.

Monkeys Not Crew's Business; OT Paid

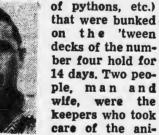
Shipping in this great Northwest port has been ideal this past period. There's been no trouble at all for anyone wanting to move out. It looks as if things will just continue as well in the next two weeks, as we have three payoffs scheduled.

The Jean Lafitte and Fairland (Waterman) and the John C. (Atlantic Carriers) are all due in. The latter ship has been out eight months and will probably take a full crew.

Vessels that paid off here included the following: Wacosta (Waterman); Frederic C. Collin (Dry Trans); Mary Adams (Bloomfield), for a 14-day port payoff; Lewis Emery, Jr. (Victory Carriers), and Ocean Dinny (Ocean Trans).

The Wacosta, Frederic C. Collin, Lewis Emery, Jr., Alice Brown (Bloomfield) and Coeur d'Alene Victory (Victory Carriers) signed on. 'In transit to the port were the Kyska, Hastings, Young America (Waterman) and the Alamar and Calmar (Calmar).

We had one real overtime beef on the Wacosta, which had been carrying a partial load of animals (monkeys, small elephants, boxes



Flint

on the 'tween decks of the number four hold for 14 days. Two people, man and wife, were the keepers who took care of the animals during the day from 8 AM

to 5 PM, and then took off with everything in good order until the next day.

The skipper had issued orders for the deck department (watches only) to make a round every hour in the hole where the animals were kept and to report to the officer in charge if anything was out of order. Following these orders, the sailors made the rounds every hour

Not Routine

Waterman claimed that the work done by the deck department was a routine check for the safe navigation of the ship, but the Union pointed out otherwise. This was a definite vigilance practice which is generally done by animal keepers. In the absence of same, the Union contract calls for overtime for this type of work, particularly when the animals are fed and cages are cleaned. The intent is certainly there right in the agreement.

Accordingly, the company paid the beef, which amounted to approximately \$450. No doubt they passed the bill on to the owners of the cargo.

Among the men on the beach here is Brother G. W. Flint, who joined the SIU in Baltimore in 1947. He sailed his first ship as chief cook because of his experience ashore and has been in the steward department since then,

This Seafarer sailed Cities Service ships as a crew organizer for over a year and received his SIU book in 1950. He says that a big asset of the Union is the fact that it takes up all beefs and settles them very promptly with the operators. He is 48 years old, single, and plans to stay that way.

Other oldtimes in port are C. E. Wallick, D. Barry, J. L. Barton and C. J. Quint.

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Jeff Gillette Seattle Port Agent

G SHIPPING RECORD

Shipping Figures April 6 to April 19 REG. TOTAL SHIP. SHIP. SHIP. TOTAL REG. DECK ENGINE STEW. REG. DECK ENG. STEW. SHIPPED Boston 7 15 8 8 10 26 5 8 61 210 New York 78 58 71 207 86 63 37 24 18 79 Philadelphia 31 24 108 240 Baltimore Norfolk 7 Savannah 10 21 Tampa 19 Mobile 116 New Orleans 101 Houston Seattle 103 San Francisco 15 17 Wilmington 1,055 1,210

PORT REPORTS

Savannah:

New Shipping Rules Greeted Favorably

A slight pick-up in the shipping picture is hoped for here with one payoff expected in the coming period.

We had no payoffs or sign-ons during the last two weeks and only six in-transits, including the Robin Goodfellow, Robin Mowbray (Seas Shipping); Seatrains Georgia, Louisiana (Seatrain); French Creek (Cities Service); Azalea City (Waterman).

The new shipping and hiring rules approved by the membership recently still get



from the men on the beach and on the ships. The reaction has been overwhelming in favor of the changes, which seniority rights

a lot of attention

and questions

of men who have been sailing SIU- Here Being Studied contracted ships.

One of the brothers who welcomes the change in the Union's shipping rules-and appreciates the fact that in the SIU the membership had the opportunity to vote for or against them-is Brother G. A. Allen.

Al, who's married, has been sailing in the "black gang" for a long period. He says the Welfare and Vacation Plans won by the Union are the best in the maritime industry and probably better than those for shore unions also. He is a proud member of this Union.

> A. Michelet Savannah Port Agent **t** * *

Baltimore:

Shipping Remains On Level Keel

We are happy to report that shipping in this port for the past two weeks has been on a level keel and that there are indications this will continue. The activity came from 18 payoffs, 13 sign-ons and 11 ships that stopped by in transit.

At this time we have only one outstanding beef and that is with Calmar concerning the SS Marymar. The beef has been sent on to SIU headquarters and we are hoping for a favorable report on it in the very near future.

Our last meeting was attended by a couple of fine speakers, one of whom has proven himself a true friend of ours-Rep. Robert Mollohan of West Virginia. He now heads the House Subcommittee on Legal and Monetary Affairs which is looking into alleged "racketeering" by some unions. He provided the membership here with a very informative talk.

In addition, the last meeting featured a visit by Secretary-Treasurer Paul Hall, who explained to the membership what is going on in maritime regarding the failure of the Conference of American Maritime Unions.

Those paying off here during the

USPHS Has Last Say On Duty Slip

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

last two weeks were: Chilore, Lake Charles: Cubore, Baltore, Feltore, Venore, Santore (Ore); Marymar, Oremar Laundry Strike Won; (Calmar); Robin Goodfellow (Seas Shipping); Edith, Emilia, Jean (Bull); Seamonitor (Excelsior); Planter, Pegasus (Alcoa); Cantigny, Winter Hill (Cities Service); Azalea City (Waterman).

Sign-ons included the following: Chilore, Santore (twice), Cubore, Baltore, Feltore (Ore); Marymar, Oremar (Calmar); Azalea City (twice), John B. Waterman (Waterman); Seamonitor (Excelsior); Trojan Trader (Trojan).

In transit were: Pilgrim, Runner, Ranger (Alcoa); Bethcoaster, in twice (Calmar); Steel Vendor (Isthmian); Winter Hill (Cities Service); Republic (Trafalgar); Evelyn, Arlyn (Bull); Chickasaw (Pan Atlantic).

Earl Sheppard Baltimore Port Agent * * *

Houston:

help protect the Air-Conditioning Unit

Shipping has been fairly good here with 4 payoffs and 11 ships hitting the area in transit. However, it will slow down some the next two weeks unless we get an unexpected payoff or two, as we have only one and possibly two payoffs in sight.

Men who have wages and subsistence coming from the Alcoa Planter and the Alcoa Pegasus can now collect from Bloomfleld.

Our branch membership here is talking up the need for an airconditioning unit at the hall and we are working on this problem. When a report on the question is received, the membership will be informed of it.

Payoffs Clean

All payoffs during the past period have been unusually smooth and we have had very minor beefs to handle. This is to the credit of the delegates and crews on these vessels.

The following were the ships paid off: Neva West, Margaret Brown (Bloomfield); Sunion (Kea); Royal Oak (Cities Service). All but the Royal Oak signed on again.

Ships which stopped by were the Seatiger (Colonial); Del Alba, Del Campo, Del Viento (Mississippi); Alexandra (Carras); Mae, Edith (Bull); Seatrains Texas, Savannah, New York (Seatrain); Bienville (Waterman); Republic (Trafalger); Stony Creek (American Tramp).

Houston Port Agent

Phone Beef Still On

Although there have been quite a few ships in this area, few crewmembers got off, so shipping has been slow. Calling into this area In the past two weeks were the Cantigny, Bradford Island, Fort Hoskins, Legans Fort, Archers Hope and Chiwawa. The Cantigny and the Chiwawa made return stops.

All the above are owned by Cities Service. Over in Orange, there were two visits from our old stand-by, the Val-Chem of Valen-

tine Tankers. There were a few jobs on each, but not many.

The AFL Laundry Workers won their strike and now we can get clean shirts done up by union workers. The strikers won just

paid holidays per year, an increase of four cents per hour across the board and paid overtime. This was the first try in years for them. The 'phone strike is still in prog-

about everything they wanted: five

ress here as elsewhere. All labor in this area is backing the 'phone workers.

At the meeting here on April 20, the deck department took the reins. D. E. Williams was chairman and N. Tripp was recording secretary. Both sail as ABs and did fine jobs in their posts.

We have no one in local hospi-

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of April 28, 1955, and are subject to change without notice.

England, New Zealand, South Africa: \$2.80 per pound sterling. Australia: \$2.24 per pound sterling. Belgium: 50 francs to the dollar. Denmark: 14.45 cents per krone. France: 350 france to the dollar. Germany: 4.8 marks to the dollar. Holland: 3.7-8.8 guilders to the

Italy: 624.9 lire to the dollar. Norway: 14 cents per krone. Portugal: 28.75 escudos to the dollar. Sweden: 19.38 cents per krona. India: 21 cents per rupee. Pakistan: 80.22 cents per rupee. Argentina: 14.8 pesos to the dollar. Brazil: 5.4 cents per cruzeiro. Uruguay: 52.63 cents per peso. Venezuela: 29.85 cents per bolivar.

tals but have several brothers on the out-patient list. On the beach here are brothers Tex Alexander, Swede Hellman, Babe Torre, J. F. Mapp, Ross Lyle, Jimmy Parker, Jack Walker, E. Cox, "Doc" Peralta, Otto Pedersen and many others. Also Tex Gillispie, who just got married.

For Seafarer of the Week we nominate brother Mike Filosa, who sails in the deck department and is one of the real oldtimers. He joined the SIU back in its early days when it was really a battle to keep the young Union going.

As Mike says, it took hard work, many knocks and good brains to build the Union to what it is today. And that is what it takes to keep it on top. He is always ready to explain to the younger members how the Union grew and advises a steady hand at the wheel.

Leroy Clarke Lake Charles Port Agent * *

Philadelphia:

Members Discuss CAMU's Failure

This port is still holding its own as we have shipped quite a few men during the last two weeks and have the Pennmar (Calmar) due in for payoff Friday.

In addition, the Arizpa (Waterman) is still hanging tight at the Sugar House. Both the company and the longshoremen are standing pat, which leaves the issue in a stalemate.

There has been quite a bit of comment concerning the Conference of American Maritime Unions beef, which all dwindles down to one thing. A smear campaign is being waged to discredit SIU President Harry Lundeberg. Joe Curran, President of the NMU, at the same time is trying to put himself forward as the "savior" of all American seamen. However, we all know what Curran stands for and how he sold out just recently on the vital issue of the hiring hall.

Payoffs Payoffs during the last two weeks were the following: Arlyn, Evelyn, Carolyn, Hilton (Bull) and Antinous (Pan Atlantic). The Antinous and the Rayvah (Transportation Corp.) signed on.

In-transits were the Andrew-Jackson, Steel Scientist (Isthmian); John B. Waterman (Waterman); De Soto, Chickasaw (Pan Atlantic); Robin Goodfellow (Seas Shipping); Winter Hill (Cities Service); Jean (Bull); Rayvah (Transportation Scheiffius, Cassle Carter, William Corp.); Ocean Lotte (Ocean Trans). Brewer and Clarence Crevier have

> A. S. Cardullo Philadelphia Port Agent

New Orleans:

Local Paper Raps 'Waste' In MSTS

"The New Orleans States," a newspaper which often editorializes against principles supported by the trade union movement, took an editorial position recently which Seafarers can endorse.

This editorial dealt with the 'stupid waste, duplication and inefficiency in the Federal transport of freight and passengers in peacetime at a cost of \$3 billion a year," including, of course, the Military Sea Transportation Service.

Quoting the Hoover Commission on Government Reorganization, the editorial pointed out: "During the year, some 8 million passengers were carried in national defense planes. At no cost to the passengers, of course. Of these, 4.8 million were 'hitch-hikers,' or personnel on leave.

"Last year the military transported 71.667 motor cars on ships, at a cost of \$18 million. These were all private property . . .

"The Hoover Commisssion recommends that all this free transport by rail, ship and plane be restricted and realistically limited to persons and cargo entitled to it," the "States" editorial said. "That makes a lot of sense," it added.

\$3 Billion Sidetracked

As a footnote, we might add that if a substantial part of the \$3 billion spent by the Government on this project had been put into the proper channels of trade, perhaps the US merchant marine would not find itself in the plight it is in

As for news of men on the beach here, our sympathies and best wishes for a speedy recovery are extended to Elmo



Vance

O'Keefe, Walter Anderson and Harry Wolowitz, who recently were admitted to the USPHS hospital. John Doyle, Lonnie Tickle, James Mason and

L. Vance, James

George King are still on the ailing list, but are reported to be convalescing satisfactorily. We hope to have a good word about all of them very soon.

Edwin Rhoades has been transferred to the USPHS hospital in Baltimore. John Elliott, Robert been discharged from the hospital and hope to be able to ship soon.

Shipping Slow

Shipping, however, is still on the slow side here, but has picked up somewhat since our last report. In one or two instances, jobs have almost gone begging for a lack of takers. We had five payoffs, three sign-ons and 16 ships that called here in transit during the last two

The Del Norte, Del Viento and Del Rio (Mississippi) and the De-Soto and Iberville (Pan Atlantic) paid off. The Del Alba, Del Norte and Del Campo (Mississippi) signed

Ships in transit were the Corsair, Pennant, Cavalier and Pioneer (Alcoa); Steel Flyer (Isthmian); the Seatrains Georgia, Louisiana (Seatrain); Del Alba, Del Campo (Mississippi); City of Alma, Monarch of the Seas, Bienville, Claiborne (Waterman); Beauregard (Pan Atlantic); Neva West (Bloomfield); Logans Fort (Cities Service).

Lindsey J. Williams Non Orleans Port Agent

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Visit To Pyramids Recalled



Seafarer F. D. "Mouse" Gonsoulin (second from left, with arm upraised) provides this picture of a group on a tour to the Pyramids near Cairo in 1948. To the right of Gonsoulin are Ralph McDonald, the late Martin H. "Moon" Kouns, Henry Patterson and Neil Shane. They were aboard the Samuel Dexter, a Waterman liberty, on her maiden voyage from New Orleans to Cairo, "around the Horn," on a voyage taking eight months and 16 days. Man at far left is unidentified.

Seafarers 'Refight' Stony Creek's Battle

One of many SIU ships which regularly send their holiday and special menus to the LOG for a careful perusal, the Seafarers on the Stony Creek relive the ill-fated battle of that name a dozen or more times+

per year. among others, right down in the messhall. Bare facts of the disastrous 1813 encounter with the British invariably appear as part of the menu booklet, along with One hundred and thirty years samples of some of the finest table d'hote service in the world, for

which SIU steward department personnel are justly famous. Camped Near British

What actually happened was that US Generals John Chandler and William H. Winder, and about 1,400 men, encamped on June 5 at Stony Creek, near the British camp at Burlington Heights, Ontario. Their plans were to surprise the British and to advance from there to invade Upper Canada. Unfortunately, the British had a surprise,

and about 700 British regulars The battle is fought out all attacked the American commandover again every Christmas, New ers. Eighteen other officers and Year's, July 4th and Thanksgiving, 80 men, as well as artillery and supplies, were captured. The "invasion" idea faltered as the American army withdrew. Stony Creek

> later, in 1943, the keel of the SS Stony Creek was completed - 67 days from keel laying to launching. In the haste, apparently, somebody inadvertently left out an "e" from its name. Most historical and topographical sources refer to the place itself as "Stoney Creek," a village of under 2,000 inhabitants. But this does not deter the Seafarers

> > Time For Revenge

One of these days the SS Stony Creek will batter its way up into Stoney Creek and have its revenge. It would be easier, however, to The following morning, shortly forget the whole thing. Canada and before daybreak, General Vincent Great Britain are our allies now.

Too Much For Oremar

The SS Oremar (Ore) discovered on a recent sailing that in the case of bosuns, as in most other things, you can get too much of a good thing.

Such an incident was reported in the recent minutes from the Oremar. The meeting was presided over by J. C. Arnold as chairman. The secretary was Wallace P. Anderson, who provided the LOG with the details.

According to the minutes, the Oremar spent the first few hours

at sea of its last voyage with two bosuns aboard.

The regular bosun came aboard in the small hours of the morning on the sailing day and, in order to get a few hours undisturbed



Anderson

sleep, locked his door before hitting the hay.

When the third mate made his rounds to check up on who was and wasn't aboard, he discovered the bosun's quarters locked. He assumed from this that the bosun was not aboard.

A quick call went out for a new bosun and in a short time another gentleman of that rating came bustling aboard. Without unpacking, he set to putting the crew into

Meanwhile, the mate attempted to make things ready for the new crewmember. He unlocked the door of the bosun's quarters and discovered the regular inhabitant of those spaces, sleeping peace-

The word spread rapidly among the crew that the ship now had two bosuns. The tidings were received with mixed emotions.

Since the pilot was about to be lowered, off Virginia Beach, the crisis was solved by having the replacement bosun accompany him. The bosun took the sudden end of his short but hectic voyage with good grace as rightfully could be expected under the circumstances.

The minutes report that the incident ended with "everyone satisfied" and the only permanent effect was to provide the crew with an amusing anecdote with which to recall the voyage.

Undoubtedly the occurance will also serve as a warning to all those who are called upon to "count bodies" aboard ship, to make dead sending out a rush order for replacement.

LOG-A-RHYTHM:

Outside

By Joseph Michael Connelly

Outside the ship, rain is falling Onto the pier-into the river; Outside, the night-swell covers

the city With a large, damp-spotted cloak In the rain, outside, is the horn, Wailing a last goodbye,

Wailing to the outside, "Farewell." Outside, the river flows against the ship,

Flowing to the ocean, Taking the debris, The inside river's filth, and the

To the clean-smelling, salt spraying,

Sea outside.

Two Bosuns? OFF WATCH

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

Three times faster than regular Anscochrome, will be on the market for the first time next month. in daylight type only. Rated with a daylight exposure index of 32, the new film will replace Ansco Color and will be available in 20exposure 35mm magazines and bulk loads, as well as 120, 620 and 828 rolls. For advanced photographers, the new material permits much higher shutter speeds in action shots not possible with the slower color films.

According to the manufacturer, it will give truer color reproduction at all exposure levels. Thus, color balance will be maintained throughout the color scale of a picture even with accidental over or under-exposure. Under-exposure will merely result in a darker or lighter picture, respectively, with no shift in color balance. Processing kits for Ansco Color can still be used for Anscochrome.

Graflex has come up with its latest innovation, a stereo camera using the basic box-camera idea of winding the film and releasing the shutter. Those who shy away from getting involved with shutter speeds, diaphragm stops, scales, depth of field and the like will welcome this camera with a lens opening control marked with simple terms like "bright," "hazy" and

Sharp stereo pictures from four feet to infinity are obtained. The shutter is fixed at 1/50 second and is synchronized for "M" flash lamps. A companion stereo viewer is also made for the camera. The complete kit of camera, case and viewer will probably sell for about \$90.

One of many methods for cleaning wallpaper stains in the home-

Ansco Color, a new fast color film, of regular household starch, especially if the spots are little more than smudges from finger marks. All you have to do is wipe the starch on the finger-marked spot and surroundings, and let it dry. (Just wipe it on; don't swab it back and forth.)

After it has dried, wipe the remains off with a damp cloth. Generally the finger marks will come right off with it . . . Grease or oil stains can be removed in the same way with a thick paste of powdered chalk mixed with carbon tetrachloride (be careful with it, though), two cheap items obtainable at most hardware stores. In this case, you have to spread a lump of the stuff on the spot and let it dry overnight. A brush should take it off-spot and allnext morning.

Now that the warmer weather is making itself felt and the weather from here on in can be expected to be good more often than it is bad, Seafarer home craftsmen and "do-it-yourselfers" are breaking out their outdoor gear in increasing numbers.

Those who have reached the near-impossible state of having lots of tools and no projects to use them for-as well as complete novices-may get some useful ideas from the recently-published "Amateur Builder's Handbook" by Hubbard Cobb. Well illustrated with more than 1,000 how-to pictures, the book gives complete detailed instructions on almost every home repair, improvement or maintenance job you can think of.

In addition to the usual home fix-it jobs, it also covers the building of glass block walls, tells how to enclose a porch, build a fireplace or even unusual designs of furniture. Priced at \$2.95, it contains over 500 pages of informano, don't paint the whole wall just tion. William H. Wise Co., Inc., yet—requires only a thin mixture New York, NY, is the publisher.

'Frenchy' Loses Title To A Fishing Engineer

The reign of John L. "Frenchy" Hubbard as "best fisherman east of the Mississippi" has come to an end. Frenchy had waged an active defense of his title (self-

bestowed), but a hook-dangling officer has snatched his crown. The LOG printed a picture of Frenchy with a 38pound dolphin not long ago, and his largest catch was another dolphin, a 70-pounder.

Late word reveals, however, that Frenchy has been outdone by the first assistant engineer of his own ship, the SS Ann Marie (Bull). The engineer, Cecil Locatelli, hauled in a shark that hit the scales at 216 pounds.

Frenchy's consternation was naturally great, but he is already angling to regain his crown. He claims to have a "secret batt" that will snare him a heavier fish than Locatelli's 216-pounder.

The former "best fisherman" is an oiler on the Ann Marie.

Deepsea fishing has been a favorite off-hours pastime aboard the Ann Marie. Frenchy's skill (or luck) made his fellow Seafarers docile listeners to his endless fish tales. But they bided their time, keeping a close check on the size of all catches, and it finally paid



Frenchy Hubbard displays a eatch, one of the trophies which won him "best fisherman" title, now lost,

Corner

(1) Michelangelo and Machiavelli both lived in Italy during the 15th and 16th centuries. Both are famous; one for painting and sculpting and the other as an author, statesman and philosopher. Who is who? (2) What are the four truly precious stones?

(3) Who was the last major leaguer to wind up a baseball season with a batting average of over .400? Was it: (a) Joe Dimaggio. (b) Stan Musial, (c) Ted Williams, (d) Rogers Hornsby?

(4) Earlier this year, France announced plans for building a new super-liner for transatlantic service. What was the name of the last French ship to hold the speed record for an Atlantic crossing? (5) What famous building is located at Agra, India?

(6) A man has a number of coins whose total value is \$7.80. If he has one-third the number of nickels in quarters and twice as many dimes as quarters, how many of each does he have?

(7) If you were a Bull Moose in 1912, of whom were you a follower? (8) A map in an airline ticket office shows distances to various points

as follows: New York, 2110; Honolulu, 3846; Lisbon, 5400; Los Angeles. 1445. Where are you: (a) Caracas, (b) Chicago, (c) Mexico City, (d) (9) Who is supposed to have used the jawbone of an ass in battle?

(10) What European country has given New York City its largest immigrant group?

(Quiz Answers on page 18)

Crew Bellies Crowl At Locked Night Lunch

Seafarers of the SS National Liberty (American Waterways) are up in arms over a move to restrict the crew's freedom of night lunch activities.

At a recent crew meeting aboard the National Liberty, at sea, the members assigned the ship's delegate to take up with the captain the matter of padlocks having been abruptly placed on cabinets containing crackers, cereal, drinking glasses and miscellaneous edible items that come in handy during or after a night watch.

The erew voiced the opinion, reported in the minutes of the meeting, that such items are a legitimate part of their night lunch and should be freely available.

Also placed under lock and key were all but four sets of silver-

Captain's Idea

Under questioning by the crew, the steward reported that the purpose of locking up the food was "to keep the messroom and pantry clean."

Questioned further, as to whose idea the placing of locks on the cabinet was, the steward said that the captain had told him to install

Crackers and cereal are relatively inexpensive foodstuffs, the crew pointed out, and the entire amount of same that the whole crew could consume in a year of midnight snacks would hardly bankrupt anyone. The sudden "pantry security" measures taken on the National Liberty caught

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.

several crewmen unaware and bit on the snack-happy side-a situation which did not improve their disposition any.

In addition to being deprived of what they consider their rightful snack, the men of the National Liberty are offended by the very presence of the locks. They definitely do not contribute towards a "homelike" atmosphere, reports

Also A Weak Menu

At last report, the delegates and captain were "locked" in conference on the matter.

At the same meeting, the crew also expressed dissatisfaction with a particular menu, on which macaroni and cheese was substituted for a second meat dish, the only meat being Swiss steak.

The chairman for this meeting was Charles Moss. F. T. Anderegg, deck delegate, served as secretary.

Greek To Him



"Phil" Cajiao, of SS Steel Recorder (Isthmian), seems to have no trouble being understood by these "Greek Dancing Girls" during a visit to Basrah. This recent picture was forwarded by deck delegate E. W. Carter, who was also a member of the party, as was "Blackie" Shannon.

Have A Ball



Stewardess Fanny Maire hands out a new doll to a junior passenger of the Alcoa Clipper at_a recent party aboard. As well as adding a spot of glamour to the LOG, the photo serves as a reminder that the SIU also has lady members, in limited numbers.

By Spike Marlin

talent, the American League clearly has the edge. Probably the best of time or another. the AL crop is Paul Richards who has a deserved reputation of getting top mileage out of secondraters.

Right now Richards is facing his greatest challenge, to make a major league ball club out of the Baltimore Orioles. This is a team which cannot boast of a single member who would be a full-time regular on a pennant contender with the possible exceptior of Billy

Richards got his reputation at Chicago where he spent several seasons getting maximum mileage out of retreads. He was particularly effective with washed-up pitchers and played a bold, free-wheeling game to force his breaks. But despite the many weaknesses of the Chicago cast, he never faced the problems that confront him now.

petition. We'd love to see that, as

the steward department put out a

large green cake with shamrocks

on it for St. Patrick's Day, "but

men to sing 'When Irish Eyes Are

the Master, Mates and Pilots, is re-

lleving as chief mate on this ves-

sel for this trip. It was great hav-

"Sam Hall, a former brother

Charlie only weighs 267 pounds."

Most good ballplayers may be in At Chicago he always had the the National League these days, nucleus of a good club with estabbut when it comes to managerial lished professionals like Minoso, Fox, Kell, Fain and Pierce at one

Rag-Bag Collection

Baltimore's roster this year is a fabulous rag-bag collection-good men on their last legs, untried rookies and men who were "promising" for years but never filled the bill. On the pitching side he has potential for really surprising the league. Up until now it's only disappointed the management.

There's Harry Byrd, who was supposed to set them on fire for New York last year; Jim McDonald, who flashes brilliantly at erratic intervals; Joe Coleman, a sorearmer making a comeback; Bob Kuzava, World Series hero and a nondescript the rest of the time; Don Johnson, a very strong righthander; Erv Pallca, Brooklyn's wonder boy who never grew up; Bill Miller, a talented southpaw who has done his best against Cleveland and Jim Wilson, who pitched a nohitter for Milwaukee last year.

Any one of these pitchers has the physical equipment to become a real winner. But if all of them follow past patterns it's going to. be a rough summer in Baltimore.

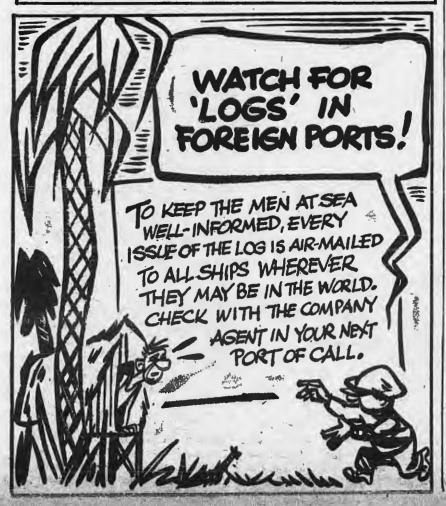
The rest of the club is indifferent looking at best. Such badly-faded veterans as Bob Kennedy. Vern Stephens, Johnny Pesky and Eddie Waitkus are operating in his infield. The one bright spot is Cox, the best fielding 3rd baseman in the majors and a superb clutch hitter, but a question mark at 36. Richards was forced to give up on Stephens and Pesky releasing them this past

The outfield pattern is much the same. Gene Woodling, an estab-Brother Berg also reports that lished journeyman past his prime will perform along with two others from a quartet of men who never quite made it. They are Cal we couldn't get one of the Irish- Abrams, Gil Coan, Chuck Diering and Hoot Evers, every one of them past 30. Behind the plate there's nobody except a rookie named now sailing under the banner of Smith who hit .350 in Columbus.

It Richards can make headway with this club, he deserves a spot in the Hall of Fame. He's always ing you with us, Brother Hall, and been a successful gambler but this

we'd like to sail with you again time his deck is stacked with low-

Seafarer Sam Says



Houdini Of Atlantic Seafarer C. V. Berg, the "Boswell of the Marie Hamill," his fellow-crewmen aboard the Bloomfield ship.

Seafarer Calls Hamill

relays another chapter in his series of thumbnail sketches of

Smiling.'

The Hamill itself, Brother+ Berg writes, should be called machine so much on this vessel and has learned so many new "The Houdini of the North shakes of the torso, he plans to go Atlantic Sea Lanes" because it on the burlesque circuit and give can get in and out of gales without some of those shakers some comeven a loose seam.

Most of Berg's shipmates have also been bestowed with nicknames, such as:

"Larry (The Quiet Man) Kilgore, the chef and domino champ, who has some of the brothers paying his taxes from the domino tourna-

"Jimmy Sherlock, the Kip Street Flash, who can talk himself out of more situations than even William (Shamrock) Burke can arrange.

"Robert Henry (Nantucket) Brown, who has been instructing the Bosun, Blackie Mancino, in the arty form of public speaking but now regrets it, since Blackie can outtalk him and can talk him into doing faster work.

"Autry (Third Can Opener) Johnson, who lays claim to being the best frozen and canned vegetable dispenser south of the Mason-Dixon line.

"Josh (The. General) Lee, the soft-spoken oiler, who is really one accomodating guy, because some of the guys were yelling that the steaks were tough and Lee grabbed

up about two dozen knives, went below to the machine shop, sharpened them, cleaned them and then gave them to the guys to cut their steaks with.

"Charles (Midget) Scott, who stated that since he has operated

the sanding and rust chipping

GALLEY GLEANINGS

The LOG conducts this column as an exchange for stewards, cooks, bakers and others who'd like to share flavored recipes, little-known cooking and baking hints, dishes with a national flavor and the like suitable for shipboard and/or home use. Here's Seafarer Isidro Avecilla's recipe for "bread pudding supreme."

What to do with bread that has lost its spring and pep is an age-old problem. Some is generally appropriated by the dunkers who like to sponge up their coffee that way. Some

winds up as croutons for soup,

An excess of old bread also provides the occasion for making an old-fashioned bread pudding

like the "bread pudding supreme" offered here by Seafarer Isidoro Avecilla, chief cook. Served either hot or cold, a bread pudding topped by a custard or other sweet-fia-

vored sauce always makes a good dessert on any occasion.

Avecilla

Avecilla, who has been sailing with the SIU for the past 12 years and has been cooking ashore and on ships for over 40 years, finds a bread pudding a simple dish to sauce. (Recipe serves 4; increase it prepare and serve. It has the added proportionately for any number of virtue of using up a good part of servings)

or goes over the side to feed what would otherwise have a very limited use.

Here's what you need: 8 slices old bread, 2 apples, 1/4 pound raisins, 1 ounce nuts, 2 eggs, 1/2 cup milk, nutmeg and sugar to

Soak In Water

The bread should be soaking in water, while the apples, raisins and nuts are chopped. After a while, squeeze out the water from the bread, combine it with the eggs and milk and add in the other ingredients. Mix everything together with a rotary beater or spoon and prepare for baking in a 2" pan or a casserole, whichever is available.

Bake for 30 minutes in a medium (350°) oven. Serve hot or cold, topped with a fruit or custard

Seconds Idea For SIU-Owned Ships To the Editor:

After arriving here in London from La Pallice, France, I received an April issue of the LOG from my wife and sure was glad to God speed you all.'

I read an interesting letter from that the SIU operate ships. I think Urges Ship Use Edward R. McInis who suggested that would be a good thing if it's In H-Defense possible, what with the way things look for contracted ships. It is the main question now.

We are making this trip very 28 on SS Southport (South Atmaking only two ports in Europe, bership to my proposal. La Pallice and London.



side Bremerhole in the bot- around it. tom.

has come up. Does a Class A

man have to sail 90 days to keep his Class A rat-

ing? The March 18 LOG said that Class B and C members have to ships in advance of any emergency. have 90 days a year seatime. We They would also do nicely as balwould appreciate very much if you last. could clear this up in the LOG.

Give all my old shipmates in New York and Baltimore my best wishes, as I am shipping out from and making my home in Savannah. Edmund K. W. Eriksen Steward delegate

(Ed note: Once a Seafarer has earned his Class A rating, it is permanent and is not lost by temporary inactivity.)

Bids Farewell To Shipmates To the Editor:

It has been nearly three years since I was on my last ship, the De Soto. I had hopes that I could overcome the years against me (64) and the 50% disability I incurred in World War I, but the combination against me was too much to have many advantages and facilimatch the rugged sea life.

I haven't made a "comeback" sufficient to delivering the goods on the job, as every SIU member must do. Such being the case, I am leaving the industry to try something elsewhere.

It has been a real pleasure, as well as profitable, to sail with the SIU, and I am deeply grateful for the privileges and benefits gained therefrom. The small amount we have paid back to the Union in the form of dues and assessments is a pared to what we have received.

However, in the face of all this and the fact that I am no longer going to try shipping, you can be sure I will be back if needed in any national emergency that comes up. I could still "pinch-hit" on short runs or do standby work in

To conclude, despite all that I

LETTER

have learned about other unions, Asks Why Unions the SIU still tops them all. Now I will say "Goodbye, brothers, and

F. W. Kinfield

To the Editor:

This is an idea I have presented to several people in Washington as fast. Signed on in Savannah March a way of simplifying evacuation of the public from many of our large lantle) and are due back in George- cities during an emergency. I am town, our first port after leaving a member of the Masters, Mates here April 20, about April 30. We and Pilots and would also like to are making a smooth trip this time, get the reaction of the SIU mem-

We all know that the average ex-Last trip she laid up 44 days in cursion boat in New York harbor Germany after striking something can carry about 5,000 people, and underwater out- that there are about ten million people in Greater New York which, haven that tore a like most big cities, has water all

> We also know we have about There is an- 2,000 US ships idle and going to other thing which the dogs, and that each of them could carry about twice as many people as those excursion boats. Add to this the fact that we have an oversupply of farm products and other food items which could be stored in all or most of those 2.000

In the case of a war, most roads, subways, key railroad points and bridges would be useless if bombed. The waters around NY and other places, however, would still be navigable.

The ships would, of course, need crews, but there are plenty of jobless seamen, and even more will be in the same boat as the effects of the ship transfer program are felt more and more. All the necessary elements are here for a mass evacuation program. The ships belong to the Government and as such should be used to bring the best benefits to its citizens.

The mathematics of the whole operation are simple. Two thousand ships by 10,000 persons equals 20 million persons. Ships also ties better than any shoreside type of shelter, and they are mobile at the same time. I believe the idea is a sound one and should be explored further by our civil defense

Ted Sorensen Suggests LOG Widen Award

To the Editor:

After reading your article in the mere "drop in the bucket" com- last issue of the LOG, may I make a suggestion? I notice that the article about the "Oscars" did not state that the worthy contestants had to be seamen.

I suggest that a special Oscar be given for the best work of those fine folks of both sexes who help to make the LOG an interesting paper.

Mrs. J. Dunne

Not In Politics

To the Editor:

I hereby request that the LOG and the Buyer's Guide be sent to my new address. At the same time, I wish to express my appreciation (late, perhaps, but always present) for progressive leadership, the brotherhood and all the benefits that have been coming our way through a strong and democratic Union.

It is always a pleasure, and it gives a feeling of assurance to

note, that our Union is abreast or ahead of current happenings that affect us all. This refers especially to the latest change in the shipping rules, which in-

the difference of

us having a union or not. that unions are so cautious about participating in politics?

I think I understand the reason for some of the misgivings, such as Communist agitators; but as it is most of us hardly participate in politics at all.

Everyone Concerned

After all, our living standard and the laws we live by are set in Washington, by politicians. For instance, the Taft-Hartley Law, the 'Right to Work" bills and the minimum wage standard. Politicians made those laws, and they concern all of us, very much.

So why should we not go into politics and vote for those who consider us the most? That way we can ease our own difficulties, and those that may come up later.

Of course, each of us can do so now, but I believe our leadership can better point out to those politicians that will really work for us and the bettering of our conditions.

Sigurd Halvorsen (Ed. note: The LOG will now be sent to you regularly at your present address.)

* *

Warn Of Racket On Inchon Boats

To the Editor:

We, the undersigned crewmembers of the Lewis Emery Jr. (Victory Carriers), would like to report to the membership that the launch service in Inchon Harbor is both dangerous and inefficient.

Both the Union and the shipping company are done a disservice by the launch service agents, for it is operated as nothing but a racket.

Launch service is supposed to be provided three times a day, at \$9 per run. But here at Inchon there is no such thing as schedule. The boats are not seaworthy,

and they have no compass in the event of fog or other emergencies. They purposely lag behind and

delay, in order to make crewmembers trying to get back to the ship pay \$5 or five cartons of cigarettes to get back. It is exactly what the US law calls extortion. (They later sell these cigarettes openly on the black market.)

We are exposing this disgusting embezzlement in the interests of the public, the shipowners and ail seamen, regardless of their union affiliation.

> Signed by Twenty Scafarers of the Lewis Emery Jr.

* * * *

Conveys Thanks For SIU Visit

To the Editor:

This is to convey to the SIU the sincere appreciation of the Italian Transport Workers Team, your guests on their recent visit to the US arranged by the SIU staff in deed could mean New Orleans.

The warmth and hospitality extended to them while in New Orle-There is one thing I would like ans left a very definite impression to mention, and which has had me with them that will remain a puzzled for a long time. Why is it cherished memory of American democracy.

Aids Program

With the cooperation so freely given by you, the Technical Assistance Program cannot but succeed.

As the team manager representing Foreign Operations Administration. I would be remiss in my duties if I did not acknowledge your efforts to make the occasion a memorable one for the team, expressing my own thanks for your wonderful cooperation and appreciation, and trusting it will be my good fortune to visit with you again in the near future.

Richard O'Driscoll

* * * Hail Union, Agent For Burial Aid

To the Editor:

Words cannot express our gratitude and appreciation to the SIU and especially to James Sheehan, port agent in Boston, for handling the return of the body of Allen G. Brown, bosun, to Hyannis, Mass.

We received a cablegram from the Robin Line that Allen had passed away while enroute from Capetown, South Africa, to the US, by way of Holland, and informing us that he was to be interred in the Canary Islands in two days.

Body Returned

Knowing that time was short, we contacted Mr. Sheehan and asked that, if it was humanly possible, we wanted his body returned to the United States. He immediately contacted the New York office and, through his efficient, courteous and continued help, the body was returned to Boston.

In closing, let me state that the Brown Family will always have the greatest respect and admiration for the Seafarers International Union.

Mr. and Mrs. Percy E. Brown

Antinous Hails New Brother

To the Editor:

A few trips ago I wrote to the LOG about the galley crew of the Antinous. At the time of publication a few days later, our then chief cook, Bill Varn, and the night cook and baker, Paul Carter, got off to take a vacation after providing us with the best of chow for many weeks.

Everyone, including myself, was worried that our meals would be different. I highly respect both Varn and Carter for their work, but no real changes were made although, of course, no two people do anything alike.

New Men On

Bob Wells had come on as chief cook; he was BR at the time. "Frenchy" Robin came on in Miami as baker.

My story begins with brother Wells, and I surely hope I have a

chance to write more about him. He has worked on many Alcon ships and was on the Antinous before as cook in 1951.

When Wells came in on this time, he had no idea he would

soon become a full bookmember. He west around asking the men if they were satisfied with his cooking and if any changes should be made. But none had to be made; everything was good.

On top of this he has one of the best second cooks (George Hiers), and also galleyman (Mike Eala) he can ask for, and they sure get along like brothers. Bob is always smiling and tries to keep things right at all times.

Proud Of SIU

It was really nice to see when he got his book. He spent most of that day around his room looking at the book and telling different men how proud he was to be a member of the SIU.

But I don't think that Bob is the only one who's proud that he's gotten the book. We on board the Antinous are proud of him and how he feels about the SIU. We wish him well the best of luck and clear sailing in the years to come. Maurice "Duke" Duet

* * *

Hails LOG For **Doing Top Job** To the Editor:

I would appreciate it kindly if you could send me a copy of the booklet "45 Ways to Save Money" plus the LOG.

The members of the LOG staff are doing a wonderful job on our OG It is both interesting and educational, and many of us enjoy it as much as our home-town newspapers. I wish you continued success for a great Union paper.

- Robert Westerfield (Ed. note: Both the LOG and a capy of "45 Ways to Save Money" are being sent to you in answer to your request.)

Burly

He Should Know!

By Bernard Seaman



SEEIN' THE SEAFARERS

With WALTER SIEKMANN

Seafarer Charles Oglesby, who has been getting some tough breaks the last couple of years got a good one out at the Staten Island hospital just recently. The doctors removed the steel plate that was put in his right leg which he fractured in December, 1953. We hear the operation is a complete success and Oglesby is now up and around, walking as good as ever.

This brother broke his left leg in December, 1952, in a shipboard fall and his right leg two years later in the same kind of accident. He's hoping he'll be able to keep his pins steady from now on in. Oglesby was AB on the Seanan on his last

Another brother who is now recuperating from a shipboard injury is M. Laureano off the Royal Oak (Cities Service). He had been cleaning a tank and when he climbed back up on deck he slipped and broke two ribs on his right side. They took him. off in Galveston and he came back up to New York, to the hospital here.

Back in the hospital for further treatment is Sea-Frank Lillie farer James Waldron. He was partially paralyzed by a stroke last year and is under observation now to see what else

can be done for him. Carl Ilm, who was steward on the Bienville was in for dental repairs at the USPHS here last week. Frank Lillie is being treated for stomach trouble. He was AB on the Ocean Bette before he checked in. Fred Heck, who is with the black gang is being treated for a gland disorder. The Beauregard was his last ship.

Seafarers In Hospitals

USPHS HOSPITAL

BALTIMORE, MD. George Anderson
A. Arvanitis
George Bekken
Edward B. Bis
Ben Bone
Lorenzo Brigida
L. J. Brilhart
Joseph Buchen Joseph C. Lewallen Robert McCerkel Carl McCranie William J. Mellon Thomas Mungo George D. Olive Fred Pittman L. J. Brilhart
Joseph Bucher
Jossie A. Clarke
Victor B. Cooper
John J. Doyle
Leo A. Dwyer
German T. Glaze
S. A. Holden
Edward Huizenga
Norman T. Jackson
Melvin H. Jones
Anthony J. Kelly Stanley Rodgers Robert W. Scales John R. Schultz Edward Seserko

USPHS HOSPITAL BOSTON, MASS.

John M. Herrold R. J. McLaughlin

USPHS HOSPITAL GALVESTON, TEXAS
Irinidad Garcia Jr. John E. Markepolo
Benjamin F. Grice William G. Trice

FORT HOWARD, MD.

Anthony J. Kelly

DISPATCH

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



died of exposure in Mobile, Alabama. Burial took place at the Mobile Memorial Gardens Cemetery in Mobile. oined the SIU in ad had been sailard departments.

Brother Wilson joined the SIU in 1952 in Mobile, and had been sailing in the steward department. He is survived by his mother, Mrs. Myrtle Wilson, of Mobile, Ala-

Gregorio P. Rosario, 59r Brother Rosario died of drowning on June 29, 1954, in Norfolk, Virginia. Place of burial was Evergreen Cemetery in Brooklyn, New York. Brother



Rosario had been a member of the SIU since 1943, joining in New York, and had been sailing in the deck department. He is survived by his daughter, Julia Rosario, of New York City.

David B. Fields Leo Fontenot William Grimes Earl T. Hardeman James H. Hudson George J. King E. G. Knapp Leo H. Lang

USPHS HOSPITAL NORFOLK, VA. Francis J. Boner

USPHS HOSPITAL SAN FRANCISCO, CALIF. James MacKenzie Joseph Perreira W. Timmerman Marcelo B. Belen Harry J. Cronin J. R. Egan Frank Kubek Norman West P. S. Yuzon Robert Lambert USPHS HOSPITAL

SAVANNAH, GA. James T. Moore John H. Morris Paul B. Bland Rufus L. Fields John H. Morris William G. Gregory Gerald Perdomo Jimmie Littleton Ernest H. Webb Benito L. Mendez

USPHS HOSPITAL SEATTLE, WASH. W. A. Johnstön Fick Motomu Musashi P. B. Cogley William J. Fick Sverre Jehannessen George J. Wanka USPHS HOSPITAL DETROIT, MICH

USPHS HOSPITAL MEMPHIS, TENN. Charles Burton USPHE HOSPITAL

LEXINGTON, KY. C. O. Chaudion USPHS HOSPITAL FORT WORTH, TEXAS

B. F. Deibler Jose Santiago Virgil L. Harding Edward J. Toolan SAILORS SNUG HARBOR

STATEN ISLAND, NY Koslusky

VA HOSPITAL JAMAICA PLAIN, MASS. T. E. Lamphear

USPHS HOSPITAL STATEN ISLAND, NY
A. J. Andersen Richard Anderson Issac Antonio Gaymond H. Bunce William R. Burch R. C. Caraballo D. Chirichella John McKarek A. J. Andersen Richard Anderson

MANNHATTAI
Fortunato Bacomo
Frank W. Bemrick
Claude F. Blanks
Robert L. Booker
Joseph G. Carr
Jar Chong
Walter W. Denley
John J. Driscoil
Bart E. Guranick
Taib Hassen
Thomas Isaksen
John W. Keenan
John R. Klemowicz
Ludwig Kristiansen
Frederick Landry Kaarel Leetmaa James R. Lewis Arthur Lomas Francis F. Lynch Francis F. Lynch
Joseph D. McGraw
Archibald McGuigan
Vic Milazzo
Melvin O. Moore
Eugene T. Nelson
Joseph Neubauer
Daniel F. Ruggiano
Wade H. Sexton
George E. Shumaker
Henry E. Smith
Virgil E. Wilmoth
Chee K. Zai James J. Lawlor

Chee K. Zal USPHS HOSPITAL NEW ORLEANS, LA.

Walter J. Anderson George McFall
Charles E. Brady
Albert T. Cooper
John G. Dooley

A Bridge
A Partille James B. O'Keefe Alfonso Olaguibel R. A. Ratcliff G. J. St. Germain Edward Samrock Thomas A. Scanlon Henry S. Sosa Lonnie R. Tickle Elmo Vance Dick Visser James E. Ward David A. Wright John Doyle Charles Elizey Henry L. Falgout David B. Fields

Sherwood Crew Pays Last Respects



With ship's flag at half mast crewmembers look on silently as Captain H. M. Scholder of Robin Sherwood (center, in background) conducts funeral services over the flag-draped body of Seafarer Stanley Kurtish, FWT. The Seafarer died at sea, apparently of a heart ailment, about a week before the ship was due to dock in Boston. Photos were taken by ship's purser-pharmacist, Morris H. Elbert.

All of the following SIU families benefit plus a \$25 bond from the Mrs. Charles W. Batson, Andalusia, John Keelan, Brooklyn, NY. Union in the baby's name:

Claudia Gail Petis, born March 18, 1954. Parents, Mr. and Mrs. Nolan Potts, Jr., San Francisco, California.

* * Elaine Barrial, born January 18, 1955. Parents, Mr. and Mrs. Pablo Barrial, New Orleans, La.

* * * . Joanie Lee Ploppert, born February 2, 1955. Parents, Mr. and Mrs. Francis Pleppert, New Orle-

ans, La.

* * * Shirley Darlene Newton, born March 18, 1955. Parents, Mr. and Mrs. Charles Newton, Mobile, Alabama.

* * * Wanda Jean Sanchez, bern March 13, 1955. Parents, Mr. and Mrs. Thomas H. Sanchez, Chickasaw, Alabama.

CASH BENEF

REPORT ON BENEFITS PAID

April 11, to April 22, 1955

Total benefits paid this period\$75,842.63

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital benefits \$ 6,435.00

Maternity benefits 3,200.00

Total\$75,842.63

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital benefits paid since July 1, 1950\$ 658,015.50

Death benefits paid since July 1, 1950 1,200,917.38

Vacation benefits paid since Feb. 11, 1952......4,275,532.99

Total\$6,589,210.87

WELFARE, VACATION PLAN ASSETS

Cash on hand—Vacation\$ 773,144.23

Estimated accounts receivable—Vacation 161,185.05

Real estate (Welfare) 240,894.70

Charles Anthony Batson, born. Alabama.

John Anthony Caine, born March 13, 1955. Parents, Mr. and Mrs. Francis E. Caine, Mobile, Alabama.

Tony Dean Sanchez, bern January 3, 1955. Parents, Mr. and Mrs. Charles Richard Sanchez, Chickasaw, Alabama.

17, 1955. Parents, Mr. and Mrs. William R. Parker, Mayport, Flor-

Deborah Patricia Slintak, born January 17, 1955. Parents, Mr. and Mrs. Edward Slintak, New York,

May Ling Shek, born March 12, Md. 1955. Parents, Mr. and Mrs. Sou Shek, New York, NY.

Robert Brian Keelan, born March will collect the \$200 maternity January 5, 1955. Parents, Mr. and 31, 1955. Parents, Mr. and Mrs.

> * * * Deberah Denise Peace, born February 24, 1955. Parents, Mr. and Mrs. Henry C. Peace, Kauntz, Texas.

> . 1 Katherine Guzman, born March 13, 1955. Parents, Mr. and Mrs. Pedro Guzman, Brooklyn, NY.

* * * Patti Layne Reed, born March 22, 1955. Parents, Mr. and Mrs. Douglas Ted Parker, born March Mitchell T. Reed, West Enterprise,

> * * * Betty Jean Guthric, born September 10, 1954. Parents, Mr. and Mrs. Rudolph Guthrie, Tampa, Fla.

> * Harriet Marie Svendsen, born March 13, 1955. Parents. Mr. and Mrs. Viktar Svendsen, Baltimore,

> 1 1 1 Brenda Susan Yates, born December 23, 1954. Parents, Mr. and Mrs. Vincent Yates, Tampa, Fla.

> 1 * Norwood Dale Cain, born March 19. 1955. Parents, Mr. and Mrs. Norweod O. Cain, Bayou La Batre,

> * * * Thomas Casey Silkowski, born June 21, 1954. Parents, Mr. and

Average benefits paid each Seafarer 67.06 Bridge City, La. * *

Debra Carol Stocker, born February 5, 1955. Parents, Mr. and * * *

Tana Ann Del Buono, born March 21, 1955. Parents, Mr. and Mrs. Gene Del Buono, Brooklyn, NY.

* * * Migdolia Cabrera Antonetty, born March 5, 1955. Parents, Mr. and Mrs. Angel Cabrera, Ponce,

Mary Ann Westlake, born March 31, 1955. Parents, Mr. and Mrs. Edward J. Westlake, Brooklyn, NY. * * *

Daniel Eugene Alford, born January 22, 1955. Parents. Mr. and Mrs. Alex Lee Alford, Pensacola,

Sharon Elaine Rosen, born April Other assets—training ship (Welfare) 117,803.40 28, 1954. Parents, Mr. and Mrs. Arnold W. Rosen, Jr., Laingsburg,

(Dates are when benefits began).

-Welfare 468,734.92

---Welfare 145,991.85

DIGEST of SHIPS' MEETINGS

BALTORE (Ore), February 26—Chairman, Colyer; Secretary, W. Whalen. Voluntary contributions will be made to the ship's fund at payoff. Crewmembers were asked to be more quiet in passageways, and to return empty coffee cups to the

march 20—Chairman, R. Golyer; Secretary, W. Masterson. The ship's delegate reported that the steward must order a new washing machine as the old one can't be repaired. A vote of confidence was given to the steward department.

PENNMAR (Calmar), February 13—Chairman, B. Ingram; Secretary, V. Monte. Ship's delegate reported that there was not enough food last trip. The bedroom steward will take care of the recreation room and the engine and deck department will take care of the laundry. It was suggested that the last standby should take all cups from the table and put same in sink. table and put same in sink.

WESTERN TRADER (Western Naviga-tion), January 23—Chairman, J. Sheets; Secretary, F. Cuillson. Ship's delegate will see the chief engineer about the lack of cold drinking water. No beefs

reported. ruary 24-Chairman, Cross; Secre tary, F. Cullison. Repair lists from all departments were turned into the capdepartments were turned into the cap-tain, and the crew agreed not to sign on unless all major repairs were made. The ship's delegate asked the mate to have a sailing board placed by the gang-

GEORGE A. LAWSON (Pan Oceanic), December 5—Chairman, J. Sweeney; Sec-retary, J. Breeke. One man in steward department is fouling up and will be turned in to the patrolman in first port

THE CABINS (Cabin Tanker), January 3—Chairman, Geerge Brady; Secretary, N. Lambert. Captain will okay the purchase of beer out of bond in Japan if notified in advance. Motion made and carried to thank captain for the extra refreshments during the holidays. Delegates will get repair lists well in advance so as much as possible can be done at mea. Crewmembers were asked to watch Crewmembers were asked to watch

safety at all times.

January 30—Chairman, H. Waller; Secretary, J. Guard. Members voted to disretary, J. Guard. Members voted to dispatch a letter to the home office of Mathiasen regarding sending of crew mail to overseas ports. Door in 4 to 8 foc'sle kicked in by former crewmember; request was made to impose a fine for such action in the future.

February 11—Chairman, A. Brown; Secretary, N. Lambert. Chief engineer is doing all he can to help the rusty wash water condition. The tank cannot be cleaned until vessel enters shipyard, but he will continue to flush tank at every opportunity.

TOPA TOPA (Waterman), February 26—Chairman, J. Busalacki; Secretary, S. Joseph. Ship's delegate will take all repair lists and hand same over to patrol-men and department heads before sign-on. washing machine is naeded for

CECIL N. BEAN (Dry-Trans), February 20—Chairman, P. Arthofer; Secretary, K. Collins. Ship's delegate wanted to know the reason why the last minutes were not sent to headquarters. Former secretary claimed they were lost. A motion was passed that a special meeting be held with agent of payoff port regarding innerspring mattresses and shortage

Puzzle Answer



put my name on your mailing list.

of address, please give your former address below:

OREMAR (Ore), February 6—Chairman, E. Barnhill; Secretary, R. Fithen. Washing machine should be left clean after using. There were leaks in the fireman's foc'sle but they were fixed.

February 21—Chairman, D. Miller; Secretary, G. Milson, A new shin's delegate.

retary, G. Milsap. A new ship's delegate was elected. Engine delegate will see the first engineer about sougeeing engine

YOUNG AMERICA (Waterman), no date—Chairman, J. Nash; Secretary, J. Singer.
Ship's delegate reported beefs against the steward department. Officers receive variety of ice cream and cookies where as the crew does not. There is a shortage of food at meal times, and the food isn't prepared properly. Garbage to be dis-



osed of back aft and not thrown on

SEAMONITOR (Seas Traffic and Trading), February 22—Chairman, J. Har-worth; Secretary, C. Foster. Ship is due for payoff soon and crewmembers were for payoff soon and crewmembers were requested to give ample notice if leaving ship. Two men missed ship in Lisbon. Discussion on delayed sailing while the ship was in several ports. Chief engineer told to stop doing crew's work. A vote of thanks was given to the steward department for the food and service on this voyage.

ALCOA POINTER (Alcoa), March 18-Chairman, t. Bruce; Secretary, C. Welch, Captain said there will be no slopchest for next trip. Clothes will be ordered for crew on coast. Chief electrician will take care of repairing fans. Delégates should get up a repair list. Donations to the March of Dimes will be collected at

STEEL NAVIGATOR (Isthmian), April 6—Chairman, H. McGuege; Secretary, G. Peny. Ship's officers were elected and communications and written resolutions were accepted. A motion was made by George Peny and carried unanimously a telegram be sent to Harry Lunde

MARY ADAMS (Bloomfield), April 10 Chairman, H. Mesford; Secretary, E. Fadden. A motion was made by R. Burton and carried that a telegram be sent to Harry Lundeberg, giving him a vote of confidence. Resolutions were acted upon and carried unanimously.

LOGANS FORT (Cities Service), April 10—Chairman, J. Saide; Secretary, Rob-ert Bennett. The ship's delegate spoke on the SIU stand on marine hospitais and the new hiring system. Crewmembers were informed of the new bulk carrier agreement adapted by Harry Lundeberg. A motion was made and carried to give Lundeberg full backing on his position in reference to CAMU.

ALCOA POLARIS (Alcoa), February 26 -Chairman, W. Phyrroughs; Secretary, C. W. Batson. The chief engineer will check the cold water line to see why the water is always hot. Request patrolman to attend fire and boat drill in Mobile as various members are shirking their duties at said drills.

CUBORE (Ore), February 22—Chairman, W. Cein; Secretary, B. Wislon. Motion made that pantry and recreation room be locked in port. A vote of thanks was given to the steward department. Members were asked to stop throwing cigarette butts on the deck.

FRENCH RESK (Cities Service), February 23—Chairman, A. Arnold; Secretary, E. Johnson, Ship's delegate reported that all repairs will be taken care of. Discussion on firing of men. Vote of

(Print Information)

GREECE VICTORY (South Atlantic), February 21—Chairman, F. Young; Sec-retary, M. Gottschalk. Ship'a delegate reported warning by captain to the crew to declare all goods in Southampton as to declare all goods in Southampton as customs are tough there. Steward delegate reported that captain is trying to run department. He makes unreasonable demands that are impossible to fulfill, and further details and information will be handed to patrolman on arrival in the States. Crewmembers were asked to return solled linen.

ANGELINA (Buil), January 20—Chairman, E. Roundtree; Secretary, H. Thomas.
All hands are happy aboard ship so far.
The ship crewed a week ago and no beefs have been reported yet.
March 6—Chairman, R. Fagler; Secretary, H. Thomas. Delegates will make up individual repair lists. Messhalls need painting and fans need repairing and oiling. Brother Blizzard was thanked for fixing television, and the ship's delegate was thanked for the efficient and well done job he performed. Discussion on current resolution will be voted on in the future.

RAPHAEL SEMMES (Waterman), April A—Chairman, H. Pierce; Secratary, J. P.
Fifer. Brothers were told to leave books
alone that don't belong to them. A vote
of thanks was given for the steward department for a fine job. Men using
washing machine were asked to turn
same off when finished using it. The
steward has a movie machine on board

and a suggestion was made that crewmembers donate money for this so films
can be obtained on the West Coast.

April 11—Chairman, H. Pierce; Secretary, Bernard Toner. Motion made by L.
Zalenski that a wire of support be sent
to Harry Lundeberg. Ship's delegates
were elected. were elected.

eWACOSTA (Waterman), February 29— Chairman, J. Bednar; Secretary, R. Andrews. Motion made and carried to keep a record of the number of days of water shortage in order to file for compensation. A report will be sent to New for action. Electrician will be contacted



about raising pressure in drinking fountain. Messman asked crew to cooperate in keeping messroom clean. A vote of thanks was given to the steward depart-

PENNMAR (Calmar), March 27-Chairman, W. Davies; Secretary, N. Cohen. A minor dispute was reported in the engine department. Steward was asked to change variety of desserts and cut down on custards. If any of the crewmembers have beefs about the food they should bring them to the attention of the steward department and not grumble among ard department and not grumble among themselves. Repair lists will be made up by the department delegates for submittal prior to arrival on the East Coast.

EUGENIE (Oro), March 12—Chairman, R. Sirois; Secretary, A. DeForest. A letater from the SIU Welfare Department to the ship's delegate, in reference to the death of a shipmate, was read. An answer had been prepared and mailed from Germany. The delegate reported that he now has a complete repair list and will turn it in to the captain. A vote of thanks was extended to the baker for the excellent quality of the baked goods on the voyage. Some discussion about painting done by the captain, which will be taken up with the patrolman upon arrival. EUGENIE (Oro), March 13-Chairman,

ALCOA POINTER (Alcoa), no date—Chairman, C. Long; Secretary, John Decker. Food change has started on Bull Line for the purpose of improving steward department efficiency. It is the policy of the SIU to cut waste without cutting the quality of the food. The steward department stores are put on by the department stores are put on by the company and are not ordered by the steward.

ROBIN LOCKSLEY (Seas Shipping)

Quiz Answers

- (1) Michelangelo was the painter and sculptor.
- (2) Diamond, emerald, sapphire,
- (3) (c) Ted Williams, with the Boston Red Sox, in 1941.
- (4) Normandie (1935).
- (5) Taj Mahal.
- (6) 39 nickels, 26 dimes, 13 quarters.
- (7) Theodore Roosevelt.
- (8) (c) Mexico City,
- (9) Samson.
- (10) Italy.

of linen. Steward was asked to put out canned fruits once in awhile. A vote of thanks was given to the galley staff for their fine work. The ship's laundry is insufficient and if the linen is not sent ashore in the near future crewmembers will have to do their own linen.

OREMAN (Ore). February 4.—Chairman.

thanks given to the steward department for a job well done.

March 5.—Chairman, S. Kwaltkowski; Secretary, R. Arnold. Discussion on attitude of supervisory personnel toward Union members, and what to do with ship's fund, record player, electric iron and other property belonging to the Crew.

CUBORE (Ore), March 30—Chairman, H. Collier; Secretary, R. O'Dowd. Request for more cups at coffee time. No beefs

ANN MARIE (Buil), March 6—Chairman, E. Dakin; Secretary, L. Calderon. Instructions were given on how to contact the ship in case of emergency. One man in steward department missed the ship in Puerto Rico. Second electrician asked for more cooperation concerning electrical equipment. Suggestion was made to try and get a better quality of soap. The steward was instructed to order a new toaster. Crewmembers were asked to keep longshoremen out of ship alleyways especially during meal times. alleyways especially during meal times



A vote of thanks was given to the stew ard department.

BEAUREGARD (Waterman), no date Chairman, J. Kane; Secretary, O. Wahlin. Ship's delegate advised men to be on the job during working hours every day in port. Steward department delegate thanked crew for cooperating in keeping the pantry clean. Deck delegate sug-gested that all garbage be taken aft and emptied. All hands were asked to clean laundry room after using same.

CHICKASAW (Waterman), March 20-Chairman, J. Brown; Secretary, T. Busig-lio. A new ship's delegate was elected. Discussion on biower in lower passageway to eliminate noise. Crewmembers were asked to help keep the messroom clean.

FAIRPORT (Waterman), February 26—Chairman, J. Lewis, Secretary, I. Rosvold. A new lock and hasp was put on the pantry door to prevent disappearance of night lunches while ship is in port. Discussion by ship's delegate and members of crewmembers missing ship between ports. Recommendation of fines in the future.

ROBIN HOOD (Seas Shipping), February 19—Chairman, M. Kopenhagen; Secretary, H. Dombrowski. Motion made that new delegates be elected as the old ones redelegates be elected as the old ones resigned. A suggestion was made that on long stays in port the steward contact the chief mate and see about having the garbage removed as it is unsanitary. All hands agreed to give the old library books to the seamen's club in East London as they were generous and kind to the crew last Christmas. No one but the crew is allowed to use the laundry and washing machine, and all hands should keep same clean. A vote of thanks given to the baker for his exceptionally good baking and tasty snacks at coffee time.

FELTORE (Ore), March 23-Chairman, W. Reid; Secretary, O. Beil. Delegates were asked to check each department for needed repairs and turn same over to the ship's delegate. Cups should be returned to the pantry after using them. All hands were asked to cooperate and help keep the pantry and laundry cleaner.

CHILORE (Ore), March 20—Chairman, D. Pontes, Secretary, J. Gaddis. The chief engineer will see about repairing washing machine. No beefs reported.

Michael (Carras), March 20—Chairman, F. Israel; Secretary, D. Collins.
Crew was asked to donate to the ship's fund. There is now a balance of \$22.85 in the fund. The crew was also asked to take it easy and not overload the washing machine when using it.

ALCOA POINTER (A.

will report on condition and shortages of stores at the next meeting. The steward department will take care of the recreation room and the deck and engine departments will alternate in taking care of the laundry room.

January 30—Cheirman, H. Gerie; Secretary, D. Forrest. Ship's delegate reported that one half the number of new fans required were placed aboard. He read a copy of the steward requisition for sundry stores, which indicated that new cots weren't ordered. Two new fans were allotted to each department. Crewmembers were asked not to overload washing machine.

ARLYN (Buil), March 24—Chairman, O. Guerro; Secretary, C. Kreiss. Captain asked crewmembers not to throw cigarette butts or any dirt in passageways. Repair lists are to be made out by department delegates and handed over to the ship's delegate before arrival in port. A vote of thanks was given to the baker and third cook for splendid meals put out during absence of a chief cook.

ALCOA PATRIOT (Alcoa), March 5— Chairman, W. Smith; Secretary, T. San-chez. \$15 was taken from the ship's fund for flowers for a brother who passed away. A suggestion was made to make two arrival pools to build up the ship's fund in order to buy a TV set. Ship's delegate will see the chief engineer about buying a new washing machine.

TRINITY (Carras), March &—Chairman,
J. Buselewski; Secretary, M. Reid. A
discussion was held on why the crewmembers couldn't get ashore in one port
in Iran. A hand vote was taken and
everyone agreed to put in overtime for
the restriction to the ship. A sufficient

supply of medical equipment should be put aboard.

ALCOA POINTER (Alcoa), March 13—Chairman, B. McNuity; Secretary, L. Bruce. A special meeting was called to find out why there was not sufficient night lunches put out. The steward replied that if the delegates had come to him they would not have needed a special meeting for this. The steward issued orders to the second cook to dish out more night lunches. more night lunches.

SEATRAIN LOUISIANA (Seatrain), March 20—Chairman, A. Collet; Secretary, G. Kaufman. The report on water which was sent ashore to be tested will be was sent ashore to be tested will be ready when ship returns to New Orleans. Ship's treasurer reported that when he tried to find out why Coca Cola was not delivered to the ship in New Orleans he could see no one but the night foreman, and was given no explanation. Motion made that the ship's delegate contact SiU welfare department, letting them know that \$250 was naid tetting them know that \$250 was paid for machine and to see whether the Coca Cola company can be made to supply a certain number of cases each trip.

STEEL NAVIGATOR (Isthmian), March 12—Chairman, C. Scofield; Secretary, A. Pariseau. Motion made and carried that the ship be subjected to a closed fumigation, because on two separate occasions rats and bed bugs were found. Discussions on situations existing in the standard processing in the standard process. sions on situations existing in the ster ard department pertaining to the quality of some of the stores, lack of variety

(Continued on page 19)

MONEY DUE

The following men have money due in amounts from \$2 to \$152 (average \$20) from South Atlantic Steamship Line, Inc., and can obtain same by contacting the company at the Sayannah Bank Building, Savannah, Ga.:

Dennis H. Brazell, Carl H. Bolton, Sen Chong Chang, Constantin Cyriakldis, L. C. Tai, George H. Burke, Joseph W. O'Neil, Herbert E. Loge, Gerald L. Nance, Theodore R. Correll, Anthony J. Marano, Floyd C. Nolan, Frank B. Sterlitz, William M. Lawton, Ordway D. Scott, Buster Moore, John Dunn, Juan Hopkins, Moodie Willis, Joseph M. Stephens, March Kuzwwda: Willis, J Kuzywda;

Kuzywda;
Egil I. Borgic, Dyorizago Kaziukewicz,
Gaston H. Saillard, John T. Flood, Robert
L. Legg, Wai Young, Winston C. Jackson,
Zenith Payne, Arthur B. King, Joseph
M. Thomas, Vincent S. Kuhl, William H.
Mason, Stanley Stevens, Krekar Balovaian,
Donald W. Turner, Robert Subbert, Henry
Hence, Herbert Parks, Jr.;
Claude J. Hopkins, Homer L. Ringo,
George M. Dackn, Ernest Ramirez, Emery
D. Corwell, Lawrence E. Bartlett, Vin-

D. Corwell, Lawrence E. Bartlett, Vincent Dawson, Robert B. Brady, Rolando Montero, Russell E. Simmons, Elmer Wheeler, Pasquala Dinino, Joseph R. Mar-

Wheeler, Pasquala Dinino, Joseph R. Marcoux, Uno Vilporn, Nicolas Razor, Jounis P. Skoufelas, Anthony L. Scarmato; John J. Gates, Athanaslos Makaratzis, Victor B. Cooper. Cheng Young, James C. Burnette, Willy O. Svara, Cail G. Reinhold, W. H. Walton, W. H. Chadburn, David R. Morraghum, Francis J. Hargney, C. Del Castilla, Peter Smidt, Ralph W. Shands, Arnoldus DeKok, Hubert H. Johnson, John Ballard, Robert J. Wiseman, William B. Salazar;

Johnson, John Ballard, Robert J. Wise-man, William B. Salazar;
Claude F. Carroll, M. J. Mitchell, Vilhelm Richardson, Petros E. Voutsinas,
Johannes Vandes Evde, Joannis Konies,
Curt Starke, B. J. Fanning, G. W. Wohl,
M. Polouis, D. Z. Lutero, L. J. Love, L.
Fitzgerald, J. G. Fredericks, J. J. Luciani,
H. Alexandria, Egbert Palmer, E. Von der
Vliet, D. V. Burchard, W. A. Brooks;
C. T. White, C. Barrineau, W. S. Williams, E. Mathews, J. Ifsits, C. L. Moody,
M. Multer, R. G. Atwell, E. R. Crowell, M. Multer, R. G. Atwell, E. R. Crowell, J. N. Dubose, S. F. Hayes, C. C. Simmons, G. A. Gardner, C. Kumrow, M. J. Lohr, I. Ranew, John A. Cail, G. F. Wilson, G. A. Allen, J. B. Henley, A. R. La Torre, L. M. Allen, E. D. Seims, O. F. Martin, James, Brown, R. R. White.

KERSUA

Nicholas Middlebrook

Please contact John W. Clark immediately at the SIU New York hall concerning an important mat-

* * * Henry L. Childers

Peter Pasinosky, who was shipmate with you aboard SS Donald S. Wright in 1946, urges you to contact him at Campbell Ave., Woodcliff Lake, NJ.

t t t Bernard Jurkowski

Your brother Stanley urges you to write him c/o PO Box 121, Webster, Mass.

John F. Dixon

Please get in touch with your wife as soon as possible at 217 W. Jones St., Savannah, Ga.

G. L. Nance
Please contact your brother Robert at 1134 Rodgers St., South Norfolk, Va., as soon as possible, or call KI -2662.

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DIGEST of SHIPS' MEETINGS

(Continued from page 18) and the practice of saving too many left-overs and serving them at a later meal.

STEEL SEAFARER (Isthmian), March STEEL SEAFARER (Isthmian), March — Chairman, none; Secretary, none. 12-4 oiler feels that since he is a union man and pays substantial dues he intends to be treated and spoken to by officers in a manner befitting his rating and affiliation. Discussions with captain on having quarters painted. A vote of thanks was given to the baker for the goodies at coffee time, and to all delegates.

DEL ALBA (Mississippi), March 20 Chairman, E. Riviere; Secretary, W. Gels. Ship's delegate reported that new pillows were received and ship was fumigated. Beef in steward department in regard to dirty pitchers, but other than this the steward department has been very coop-erative. Motion made and carried that passageways, quarters, galley, messhalls and showers be painted.

Chairman, W. Szczepanski; Secretary, W. Barth. Request for an exterminator to try to get rid of roaches. A patrolman will be contacted about having the fresh water tanks cleaned REPUBLIC (Trafalgar), October 16water tanks cleaned.

GOVERNMENT CAMP (Cities Service), March 28—Chairman, E. Deshotels; Sec-retary, J. Edwards. Engine delegate took up the question of keys with the chief engineer and the chief said the captain would reach an agreement with the ship's delegate. Motion made and carried that the night lunch contain a greater variety of meats. The heating system in some rooms is very poor.

CATHERINE (Dry Trans), March 26—Chairman, J. Ranieri; Secretary, D. Masse. Ship's delegate requested that shipboard slopchest prices be mailed into nearest port. Longshoremen and others outside of crewmembers should be kept out of messrooms and crew's quarters at all times. Steward told membership that in cases of shortages of soap, matches, etc.. cases of shortages of soap, matches, etc., he would be glad to cooperate and supplement. All hands urged to keep laundry room clean.

ALCOA PIONEER (Alcoa), February 27—Chairman, J. Fedesovich; Secretary, J. R. Tilley. The ship's delegate reported that the ship received fresh stores of all kinds in San Pedro. So far there is a dispute about no shore leave in Yokohama and delayed sailing due to repairs of the vessel. Motion made and carried



that crew go on record to ask negotiating committee of the SIU to bring up the possibility of changing the present trans-portation clauses in the agreement to collect transportation from port to port instead of area to area. The washing machine is in a poor condition.

ALCOA CORSAIR (Alcoa), April & Chairman, O. Callahan; Secretary, M. Co fello. Communications were read and accepted. Brother Callahan made a mo-tion to accept and concur in resolutions endorsing stand on CAMU and SIU hiring system, motion carried unanimously

ALCOA PENNANT (Alcoa), April &— Chairman, V. Nash; Secretary, J. Stewart. Headquarters report, communications and resolutions read, discussed and accepted unanimously. Motion made and carried to send a telegram to Harry Lundeberg supporting him on CAMU.

ALCOA PILGRIM (Alcos), April 7—Cheirman, Rihn; Secretary, Turk. Delegates reported no beefs pending and all is in order. Headquarters report was read and accepted with thanks. All communications were read and accepted. Resolutions adopted in support of AFIL action on CAMU and SIU's new hiring set-up. A sincere vote of thanks given SIU representatives for a job well done.

Chairman, J. Rambo; Secretary, C. Brockeff. We, the crewmembers of the SS Alcoa Pointer, vote 100 percent in favor of AFL position on CAMU and SIU's new hiring program.

ALCOA POLARUS (Alcoa), April 8— Chairman, H. Troxclair; Secretary, J. Hannon, Motions made and carried to accept headquarters report and communications. Resolutions carried unanimously. Support voted SIU hiring set-up. A motion was made and carried that a wire be sent to Brother Lundeberg supporting his actions in withdrawing from CAMU.

ALCOA RANGER (Alcos), April 7—Chairman, J. Badoff; Secretary, R. Clymer. A motion was made by R. Smith that crew support CAMU position and SIU's new hiring hall arrangement. Unanimously agreed. A telegram of support was sent to Harry Lundeberg.

ALCOA RUNNER (Alcoa), April 6-Chairman, H. Butts; Secretary, C. Jones Reports, communications and resolutions were accepted 100 percent. Motion made and carried to send a telegram to Harry Lundeberg regarding his stand on Wash-ington walkout. SIU new hiring set-up given full support. Several brothers spoke-on keeping the ship cleaner.

ALICE BROWN (Bloomfield), April 6 Chairman, C. Hill; Secretary, R. Ferguson. A vote was held on resolutions relating to AFL union's stand on CAMU and SIU hiring plan. Carried 100 percent. The crew aboard this ship will back headquarters all the way.

were acted upon and accepted 100 per-cent. A motion was made by H. Brodie to wire Harry Lundeberg, President of the Seafarers International Union, regard-ing support to position on CAMU, car-ried unanimously.

ANN MARIE (Buli), April 5—Chairman, E. Dakin; Secretary, E. Killigraw. Delegates report everything in good condition and running smoothly. A special meeting was called. All reports and communications were accepted. Crew voted full endorsement of AFL position on CAMU and SIU new hiring set-up. Crewmembers request a new toaster. New mattresses are needed for the hospital.

ANTINOUS (Waterman), April 5—Chairman, J. Little; Secretary, J. Murphy. Communications read and accepted. Resolutions on CAMU and SIU hiring program were read and motions made and carried to accept and concur. A motion was made by Brother Ellis that a telegram be sent to Brother Harry Lundeberg con-demning the actions of Joe Curran in seiling out on hiring hall issue.

ARCHERS HOPE (Cities Service), April 6—Chairman, T. Weems; Secretary, I. Swafford. All reports and communications were voted upon and accepted unanimously. Crew backs AFL unions' stand on CAMU. Crew also pledges full support to SIU hiring program.

BEATRICE (Bull), April 4—Chairman, F. Fromm; Secretary, R. Hall. Ship's delegate, F. Froom, reported that the ship pays off in Baltimore. Headquarters report and communications were read and accepted. Motion made by P. Dunphy to accept resolution supporting CAMU decision. Motion made by H. Ricci to accept resolution on SIU hiring set-up. Both carried unanimously.

BEAUREGARD (Waterman), April 5—Chairman, S. Turner; Secretary, J. Cantrell, Jr. Brother Mastin was elected as ship's delegate, Joe Pagola was elected as ship's secretary reporter and John Cantrell was elected to the post of ship's treasurer. Resolutions supporting AFL stand on CAMU and backing SIU new hiring set-up accepted 100 percent. Motion made by J. Cantrell to send telegram to Harry Lundeberg congratulating him on the action he took regarding CAMU. A ship's fund will be started for emergency use and benefit of crewmembers. All crewmembers were asked to cooperate with the newly elected crew representatives. representatives.

BIENVILLE (Waterman). April 4—Chairman, M. Karlovee: Secretary, R. Perry. Motion made by A. Majesky to accept and concur headquarters report, carried unanimously. Communications read and accepted by the crew. Resolutions adopted supporting AFL stand on CAMU and SIU's hiring set-up. Motion made by A. Shellen that the crew wire the president of the International regarding CAMU issue. Carried unanimously.

BRADFORD ISLAND (Cities Service), April 9—Chairman, H. Grant; Secretary, D. Williams. Motion made and carried to send telegram to Harry Lundeberg backing his position on CAMU and giving him crew's support. Ship's treasurer, V. Radcliff reported that there is \$48 in the ship's fund. Discussion on seniority

CALMAR (Calmar), April 5—Chairman, A. Jackson; Secretary, C. Hostetter. Delegates report ship is in good shape with no beefs pending. Headquarters report was read and accepted. Crew voted complete support to AFL unions' position on CAMU. Crew also gave full support to SIU's new hiring system. A motion was made by W. Yerke that a telegram he sant to Harry Lundeberg. gram be sent to Harry Lundeberg.

CANTIGNY (Cities Service), April 7— Chairman, J. Phillips: Secretary, R. Mc-Densid. Resolutions and communications read and accepted. Motion made and car-



backing him on CAMU issue. Crew also voted full support to SIU's new hiring eet-up.

CHICKASAW (Waterman), April 7—Chairman, R. Suckinger; Secretary, M. Patterson. Meeting called to take action on important issues. Crew voted unanimous support to Lundeberg position on CAMU and endorses SIU's newly-established seniority hiring system. A telegram was sent to Harry Lundeberg congratulating him for exposing failure of CAMU.

CHILORE (Ore), April 7—Chairman, S. Fulford; Secretary, G. Marcotte. S. Fulford, ship's delegate, reported that the food is improving. The washing machine was repaired by machinist and is working very well. New ship's officers were elected. Motion made by D. Pontes and carried that a telegram of full support be sent to Harry Lundeberg. Crew voted unanimous support to AFL groups on CAMU action and pledged full support to SIU in carrying out new seniority hiring system. hiring system.

CHIWAWA (Cities Service), April 5— Chairman, J. Merrell; Secretary, E. Ray. Crew voted full support to CAMU posi-tion and SIU's new hiring program.

BALTORE (Ore), no date—Chairman, Jack Wise; Secretary, J. Gibbs. Discus-sion on keeping recreation room clean. New washing machine to be used care-fully. Ship's delegate reports everything

ANDREW JACKSON (Isthmian), April Chairman, P. Gvezdock; Secretary, J. McGill. Ship's delegate will ask the patrons. Written resolutions and motions trolman to take up foreign draws in

American money orders. Will notify patrolman and ask for proper repairs or demand a new washing machine. Padding for doors will be requested so that doors may be closed without waking those members asleep.

OREMAR (Ore), March 16—Chairman, S. Prekepuk; Secretary, W. Anderson, Ship's delegate reported that the SIU library came aboard in Baltimore asked crew to take care of the books, fans in the dayman's foc'sle need repairing. A yote of thanks extended to the steward department for the swell chow they have been putting out.

COE VICTORY (Victory Carriers), March 17—Chairman, L. Hail, Jr.; Secretary, Frank Allen. The ship's articles were backdated ten days on arrival in New York. No port payoff, only a draw given out. Ship's delegate to tell patrolman to demand that the captain make up a port payoff before righting articles. a port payoff before signing articles. Re-frigerated boxes, dry store rooms and lockers, etc., should be cleaned at sea and not in port as has happened on former voyages. The ship will be exter-minated for roaches on arrival. A vote of thanks goes to the steward department for all around good chow.

STEEL TRAVELER (Isthmian), April 3—Chairman, W. Mitchell; Secretary, E. Auer. Ship's delegate gave a talk on the mail situation and will see about working out the best arrangement in each port. Brother King gave a talk on keeping things clean and shipshape in gen-

eral. The crew pantryman was given a vote of thanks for his voluntary care of the crew library. Brother Emerick asked the crew to be careful when using the washing machine as the motor burne

SALEM MARITIME (Cities Service), March 20—Chairman, A. Gowder; Secre-tery, W. Miekle. One man missed ship in Lake Charles. Discussion on SIU pro-cedure. All hands were informed of new SIU seniority hiring system. Crew radio to be purchased in Baltimore.

SANTORE (Ore), March 27-Chairman, C. Stroud; Secretary, G. Prots. Motion made and carried that the ship's delegate see the patrolman about arranging for standbys for those that want them for standbys for those that want them in the shipyard. The ship's delegate will see the mate about keys for the rooms before going to shipyard. The steward turned the ship's fund over to the ship's delegate.

MARORE (Ore), March 27-Chairman, C. Sharp; Secretary, C. Ludwick. More fans are needed in the recreation room. Ice water requested in messroom besides the soft drinks. Men coming off watch say there is no night lunch. Men can't sleep because of loud squeak from the washing machine.

MARY ADAMS (Bloomfield), March 27-Chairman, A. Wile; Secretary, B. Hay. The chief engineer was contacted about the water being rusty, and crew was told that there was not enough water taken

aboard ship at Pusan, and tanks have a sediment on the bottom. Motion made by bosun that a repair list be turned into the delegates. To go on record that a crewmember be brought up on charges for maliciously threatening life of fellow crewman and that such charges be left pending until brother can answer same at Union hall. Patrolman will check on galley range with the chief engineer.

CITY OF ALMA (Waterman), February 13—Chairman, D. Pool; Secretary, R. El-liott. No beefs reported, and everything running smoothly on board. C. J. Nall elected as ship's delegate. March 27—Chairman, H. Scholes; Secre-

tary, R. Elliott. Suggestion made that all repairs be made this trip as they haven't been taken care of for the last two trips. Delayed sailing from Tripoli disputed.

ANTINOUS (Waterman), March 13—Chairman, J. Liftle; Secretary, H. Bjerring. Ship's delegate reported \$22.81 in the ship's fund and trouble between the wiper and first assistant referred to Union. One man fired for abusive language to the chief material for the ship. guage to the chief mate and first as-sistant. Deck delegate and electrician both spoke on cooperation among crewmembers and licensed personnel who are also union men.

LIBERTY FLAG (Dover), March 6-Chairman, Connors; Secretary, A. Fecteru. Ship's delegate reported that money question had been taken up with patrolman. Suggestions were made that library books be returned in their places.

A weekly list will be posted for the cleaning of the recreation and laundry Suggestion made that fresh milk should be saved for Persian Gulf.

MARGARET BROWN (Bloomfield), April 16—Chairman, E. Hunt; Secretary, V. Genco. Motion made and carried to accept headquarters report as read. There was lengthy discussions on the new seniwas lengthy discussions on the new seni-ority shipping system. Crew went on record to adopt the new SIU hiring pro-gram based on seniority; also the reso-lution dealing with the AFL position on

ALCOA PEGASUS (Alcoa), April 16-Chairman, A. Beck; Secretary, A. Gomez. Reading clerk read communications deal-ing with the hiring hall and rotary shipping. Crew took action giving support to AFL on CAMU and to SIU on newly-established hiring system. Motion made by Brother Phillip to draft a telegram



to Harry Lundeberg going along with him on failure of CAMU. Carried.

VENORE ((Ore), April 16-Chairman, S. Day; Secretary, W. Robinson. Motion made by Brother Gilmore to accept and concur in headquarters report. unanimously. Motion made by Brother Robinson to accept and concur with reso-lutions backing AFL on CAMU and supporting SIU's new hiring system, Carried.
A telegram was sent to Harry Lundeberg backing him all the way. It was pointed out that shipboard meetings should be held more regularly for the benefit of all concerned. A vote of thanks was given to the steward department.

MAE (Bull), April 4—Chairman, A. Hiers; Secretary, G. Gage. New delegates elected. Communications were read and carried unanimously. Motion by Ed Carlson to approve new hiring plan. Crew went on record in support of AFL position on CAMU, carried unanimously. Motion by Sid Berger that the crew of the SS Mae wire SIU President Lundeberg on the issue regarding CAMU, carried. on the issue regarding CAMU, carried.

MARYMAR (Calmar), April 6—Chair-man, J. Markham; Secretary, F. Fletcher. Washing machine needs repairing and patrolman will be informed of this at payoff in Baltimore. Communications, payoff in Baltimore. Communications, headquarters report read. Crew unanimously adopted resolutions approving new SIU hiring set-up and endorsing AFL stand on CAMU. Motion made that a telegram be sent to Harry Lundeberg backing him 100 percent in his attempt to keep jobs under our flag.

MASSMAR (Calmer), April 4—Chairman, A. Novak; Secretary, H. Greenwald. Mixing machine sent ashore for repairs. Ice box fixed. Motion made by Edward Crelan to accept and concur in headquarters report. Motion by E. Abad to accept and concur in resolutions on SIU hiring and support of CAMU. Motion made by A. Novak that the crew of the SS Massmar wire the president of the SIU of NA pledging support in CAMU issue.

MOBILIAN (Waterman), April 6-Chairman, J. Burns; Secretary, J. Castro. Mo-tion made and carried to support new SIU hiring system and to back AFL po-sition on CAMU. Headquarters report was read and accepted.

NATIONAL LIBERTY (National Shipping and Trading), April 8—Chairman, F. Gospel; Secretary, F. Anderg. Deck department quarters need painting and other repairs should be taken care of also. Communications accepted as read. Crew voted unanimously to endorse AFL position on CAMU. Resolution adopted giving full endorsement to new hiring system in SIU. LOGs and the Union will be asked to contact the company and make sure LOGs are forwarded to vessel while an expense of the company and make sure LOGs are forwarded to vessel while and vessel while and vessel while and vessel while and vessel while are vessel while and vessel while and vessel while are vessel while and vessel while and vessel while are vessel while are vessel while and vessel while are vessel while and vessel while are vessel while are vessel while are vessel while and vessel while are vessel while and vessel while are vess while on voyage.

NEVA WEST (Bloomfield), April 6 NEVA WEST (Bloomfield), April 6— Chairman, M. Brown; Secretary, A. Whit-mer. Crew voted to adopt a resolution pledging 100 percent support to new hir-ing set-up and AFL stand on CAMU, Communications were read and accepted.

Fascists Quit Ten Years A the summer of 1942. Tank drivers

(Continued from page 2) in the coming months but they were only a foretaste of what was to come in the months ahead.

When war broke out, German subs immediately moved into action off the east coast of the US where unarmed, unescorted merchant vessels made good hunting. Between January and June, 1942, 154 American and Allied ships were sunk along the coast and in the northwest Atlantic. It wasn't until June that coastal convoys began and ships got some measure of protection.

The same was true of Gulf and Caribbean waters, where 167 ships were sent to the bottom in the same period. In the month of May German subs feasted on 31 ships in this area alone. Ships were sunk in the mouth of the Mississippi between Key West and Havana and at the entrances to Texas and Louisiana oil ports. Oil and bauxite carriers were the principal targets.

But the most dramatic and most dangerous run was the trip through icy Arctic waters to Murmansk. In addition to navigational hazards of bitter Arctic Ocean weather, ships had to run a gauntlet of planes, subs and naval vessels based on Norwegian ports. Men who survived the loss of their ship often failed to survive the icy cold and stormy waters on liferafts and boats.

Staggering Losses

The ill-starred convoy PQ-17, known to seamen as the "Fourth of July" convoy lost 22 of its 33 ships after its armed escort left it to shift for itself on July 4. 1942. The losses were heaviest in three days of concentrated attacks during which heavily-loaded ships exploded from munitions cargoes or went down in minutes. Only four SIU ships survived of the 20 US ships in the convoy, most of them manned by Seafarers.

Succeeding convoys, even though well-escorted, bled severely to deliver food and war materials. PQ-18 which followed lost 13 of its 40 ships and up to March, 1943, 32 of 143 American ships sailing this run never saw port again.

But not all the stories of the merchant marine in war were tales of ships lost and men killed. Merchant ships had their successes lands, and the resumption of nortoo, which were reflected in military victories ashore. There was Ten years after, the memory of the SIU-manned Seatrain Texas wartime heroics may grow faint which rushed 180 Sherman tanks but the job of the merchant mato North Africa without escort in rine continues.

of the British 8th Army met the ship at the docks and shortly after put the forces of Marshall Rommel to rout at El Alamein, just 60 miles west of Alexandria. The Robin Locksley, another SIU ship, carried precious supplies of food, munitions and fuel to beleaguered Malta in November, 1942, when the Mediterranean was an Axis lake and Malta was being bombed daily. The Lawton B. Evans delivered gasoline and ammunition to Anzio beachhead in January, 1944, and shot down four bombers while being unloaded.

Seafarer-Hero

Then there were the hundreds of ships which landed 21/2 million troops, 17 million tons of supplies and a half-million trucks and tanks on the Normandy beaches in the first three months after D-Day as well as the hundreds more at the Leyte landings, and at other invasions from North Africa to Okinawa. Among the seamen who manned these ships were men like Gustave Alm, carpenter of the Angelina, who single-handedly kept four survivors of torpedoing from losing their grip on an overturned lifeboat through a stormy Atlantic night. Then when rescue came, Alm caught lines from the ship and tied them around his shipmates who were too weak to help themselves.

There was Joseph Squires of the Maiden Creek who stayed aboard to launch the last lifeboat when the ship went down on December 30, 1942, and George Alther who lost his life trying to save a wounded Naval officer on the Timothy Pickering in July, 1943. Or Holcomb Lemmon of the Henry Bacon who helped load passengers and crew into lifeboats and liferafts and then calmly chatted with the chief engineer as the two went down with the ship.

These men, and others, were awarded the Distinguished Service Medal of the merchant marine, the highest honor available to men in merchant service. More than 20 merchant vessels were subsequently named after Seafarers who lost their lives during the war.

After May 7, 1945, merchant ships turned to the new task of feeding and supplying war-torn mal commerce between nations.

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April 29,

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

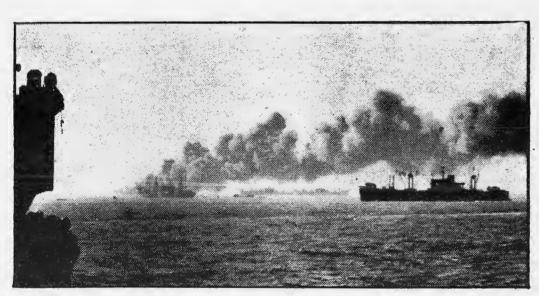
WEDDay

History's greatest land and sea war, World War II, came to an end in the European arena ten years ago next week. It was on May 7, 1945, that a defeated Germany officially threw in the sponge.

The end of the war in Europe also meant the end of an orgy of merchant ship sinkings which cost the US alone over 1,500 vessels and the allies all told 4,770 ships. Six thousand US merchant seamen went down with their vessels, over 1,200 of them members of the SIU. The number of other seafaring casualties from injury, hunger, thirst and exposure ran many times that total.

World War II was fought on a scale that is still hard to conceive ten years after, and made demands on the US merchant marine that stagger the imagination. By VE day, the US had 5,529 merchant ships on duty carrying food, munitions and other supplies to every one of the world's far-flung battle areas.

For the men who braved icy Arctic waters on the Murmansk run, faced torpedoes unarmed and unescorted in the Atlantic in 1942, or ran the gauntlet into the beaches at Anzio, Sicily, Okinawa, Normandy and other landings, it was a grim war indeed. V-E day for them was a memorable day of rejoicing.



In a scene repeated many times over during the war, a merchant ship explodes and goes up in flames after being hit by a German bomber during the 1943 invasion of Sicily.



These Seafarers drifted three days in a lifeboat after a sub pumped 50 shells into their unarmed ship. It was 1942 when ships were unprepared for sub warfare.

10 years ago



Pleased relief showed on faces of Boston residents when they got news that European war was officially ended. Japanese surrender came approximately four months later.



One week after Germany's surrender, U-boat U-858 surfaced off Cape May, New Jersey, and turned itself in. Marines are shown searching U-boat crewmembers.



Two of three survivors of SIU-manned City of Atlanta, Robert Fennell, oiler, and George Tavelle, 2nd mate, smile from hospital beds. Ship was one of first to go down after US entered war.