



# NLRB VOTE BEGINS IN ATLANTIC FLEET

—Story On Page 3

## Back Lundeberg Conference Bid

—Story On Page 3



**Happy Day** It's good news for the men off the E. J. Henry, an Atlantic Refining tanker, as they learn that the NLRB vote is beginning. The same joy was shown throughout the fleet as the crews got the news of the coming vote. Present plans call for all ships to be voted in Atlantic Coast ports. The men in the fleet look forward to a speedy SIU victory. (Story on Page 3.)

# AFL Dock Gains Mount; NLRB Sets Vote Hearing

With hundreds of longshoremen deserting the ILA outfit every day, the new AFL-ILA continues to make steady progress on the docks. As pledge cards continued to pour in and more locals joined the new AFL union, the National Labor Relations Board took preliminary steps to hold a port-wide representation election for New York longshoremen. The US District Court also took action to protect longshoremen against intimidation by Tony Anastasia and his lieutenants.

Events continued to happen in rapid-fire order in the five-week-old drive by the new AFL longshoremen's union, which has the solid backing of the SIU and the Teamsters. The NLRB moved rapidly on the new AFL-ILA's petition for a representation election

for longshoremen, calling for formal hearings on the question.

It is expected that the NLRB will begin these formal hearings on the petition within the next 10 days. At these hearings, the discredited ILA, the shippers and the AFL-ILA will have an opportunity to be heard. NLRB will then determine who will be eligible to vote, who will be on the ballot and other technical details before the date is set for the vote.

In another phase of the organizing drive, the NLRB early last week issued a complaint against Anastasia and the old ILA as a result of charges of intimidation filed by the new AFL-ILA. As a result the US District Court issued an injunction against Anastasia and the mob to prevent any further attempts to intimidate or threaten the men.

The injunction prohibits Anastasia and the mob from preventing longshoremen from going to work, from threatening any longshoreman with loss of his job, from threatening any longshoreman with loss of welfare or pension rights, from checking the books of men reporting for work, from making men work in separate gangs or separating men from the rest, from threatening to shut down any shipping line or stevedoring firm because it employs AFL longshoremen, and also prohibits them from hindering longshoremen in any

way from organizing the new AFL union to represent them.

### May Extend Ban

The original injunction issued is a temporary injunction. However, the US District Court will begin hearings Monday on whether it should extend the injunction.

The ranks of the new AFL union continued to swell as two more ILA locals swung over to the new AFL-ILA. Local 968, comprised of about 800 general longshoremen working in New York Harbor, and Local 1398, which takes in all longshoremen and terminal workers in Bridgeport, New Haven and vicinity, have both voted to join the new AFL longshoremen's union. Hundreds of pledge cards poured in every day from individual longshoremen all over the port.

The AFL-ILA also filed unfair labor practice charges with the NLRB against the New York Shipping Association, as the old ILA and the shippers resumed their contract negotiations. The new AFL longshoremen's union sent a telegram to the shippers telling them that if the shippers want to negotiate a contract for longshoremen, it should begin negotiations with the new AFL-ILA.

An AFL-ILA spokesman stated, "We are not going to let the old ILA mob 'negotiate' any more sell-outs. The longshoremen have

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Longshoremen get the news in their own newspaper as, top, AFL-ILA organizers prepare to distribute The New York Longshoreman to dock workers. A group of longshoremen, bottom, catch up on the waterfront news and the AFL campaign to organize a decent Longshore union.

## Yarmouth Heads South For Winter

The SIU-manned passenger ship Yarmouth is going south for the winter, and according to present plans, will remain in operation through the winter months. The vessel, owned by the Eastern Steamship Company is being bareboat chartered to the SIU-contracted P&O Steamship Company.

The vessel is expected to leave Boston at Christmas to make the trip south. She'll stop off in New York on the way down, and will then begin her operating schedule out of Miami on January 25. She will make regular weekly cruises between Miami, Haiti and Jamaica. The company said that the cruise schedule is designed to "meet the wishes of the many people who desire short winter cruises."

The planned schedule calls for departures from Miami at 5 PM every Thursday. The vessel will visit Haiti and Jamaica and then return to Miami at noon the following Thursday. The vessel will carry a crew of about 150, and in addition to carrying passengers, will also have accommodations for automobiles.

# SIU Celebrates 15th Year

With a host of shipping companies under contract, a large and militant membership and almost \$6 million in assets, including welfare reserves, the SIU A&G District celebrates its 15th birthday Sunday. In the 15 years since the Union started in operation with literally a few pennies in the treasury and rented offices, the SIU has made amazing forward strides.

Most noteworthy during the past year, has been the winning of completely rewritten standard freighter and tanker contracts, with greatly improved working rules and condi-

tions, increases in pay and overtime. In addition, during the past year the Seafarers' Sea Chest, as the answer to a long-standing problem of seamen, began supplying the ships with slopcheats of quality merchandise at low prices. The

Union's organizing machinery has been in full-swing. Several new companies have been signed, and great progress has been made in organizing the men in the Atlantic Refining Company fleet, with an election now under way.

Four Seafarers' children were awarded the first \$6,000 college scholarships under the new Seafarers' Scholarship Plan. In addition, the 5,000-member Marine Firemen, Oilers and Watertenders Union of the Pacific voted to affiliate with the SIU. The SIU has also been asked by the AFL to take a leading role in helping the new AFL longshoremen's union get organized, and the Union led the successful fight to save the Savannah and Detroit USPHS hospitals, and is now leading the fight to save USPHS medical service for seamen.

Officially, the actual birthday of the SIU was October 15, 1938, when the AFL convention issued an international union charter to Harry Lundeberg, secretary-treasurer of the Sailors Union of the Pacific, which had been operating independently. Then, the SUP became the West Coast district of the new international, and the A&G District was started with members who transferred from the AFL Seamen's Union, a group which had been operating under a Federal local labor union charter, affiliated directly with AFL headquarters.

It wasn't until November 1, 1938, however, that the A&G District actually started functioning. At that time, the odds were stacked 50 to 1 against the new Union. The shipowners were determined to smash it before it got started. The powerful waterfront apparatus of the Communist Party, which had



Eager Seafarers mill around him as the dispatcher calls out the jobs from a slate shipping board in the old SIU hiring hall on Stone Street. With the hall and trappings changed, the Union employs the same rotary hiring system that it did in the old days.

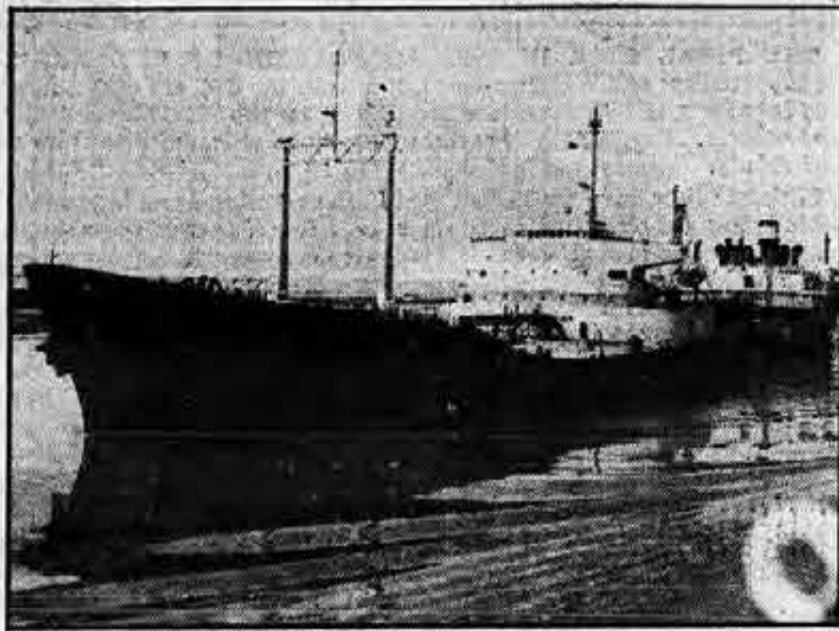
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# Atlantic Fleet Voting Begins



Typical of the ships whose crewmen are voting in the NLRB representation election is the Atlantic Navigator, one of three super-tankers operated by the Atlantic Refining Company in its 23-ship fleet. Voting began this week.

## Solid SIU Majority Seen In 23-Ship Tanker Fleet

With every prospect of an SIU victory, Atlantic tankermen have begun voting in the long-awaited National Labor Relations Board election. The 14-months-old organizing drive by the SIU came to a climax last week when the Labor Board issued a long-awaited order for an immediate election in the fleet.

As soon as the order was issued after three months of waiting, the Labor Board moved speedily to get the voting underway. The first ship voted was the Atlantic Traveler, which balloted today in Stapleton, Staten Island. Other ships will vote as soon as they come into the balloting area.

For purposes of the balloting, the NLRB will vote the ships in any port they touch at north of Cape Hatteras. For practical purposes, that means most of the voting will be done in and around Philadelphia. Men at Atlantic Refining's head-

quarters, the Anchorage, will be voted next Tuesday. Three ships out foreign will be voted as soon as they return to the States.

### Could End in Month

With the rapid fire voting of the ships, it is possible that the voting could be completed within a month. That, of course, depends when the ships on foreign articles get into port.

A total of 975 men are eligible to vote, including 70 men now in the Armed Forces, bosuns, shore gang men on vacation, and leadermen. The Labor Board did not follow the precedent set in the Cities Service case as in that instance it did not permit bosuns and stewards to be part of the voting unit. In the Atlantic election the bosuns will be able to vote but the stewards will not on the grounds that they are the heads of their department.

The Armed Forces members, tankermen who have been drafted or enlisted in service, can vote on the grounds that they are still on the company's payroll. The company pays a small sum to each of its employees who go into service. In order to vote, however, the men in the Armed Forces will have to appear at one of the polling places, either at the Anchorage when it is voted, or on the ships themselves.

Those men who were fired by the company and have unfair labor charges pending against Atlantic will be permitted to vote, although their votes will be challenged.

### Men Congratulated

As soon as word of the election came in, the news was flashed to all the Atlantic ships congratulating the tankermen on their long-sought opportunity. "You have

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## A&G Backs Lundeborg's Bid For Sea Union Conference

The SIU A&G District has heartily endorsed a proposal by Harry Lundeborg, president of the SIU North America and secretary-treasurer of the Sailors Union of the Pacific for a conference of all AFL and CIO maritime unions on a variety of issues affecting seamen and the maritime industry.

The proposal for a conference was described by SIU Secretary-Treasurer Paul Hall as "a timely suggestion in the best interests of all seamen."

"We are happy," he added, "that the president of the SIU of North America has taken the initiative

at this time to bring the maritime unions closer together in their programs and policies."

Word of the proposal was communicated to the SIU A&G District from President Lundeborg, calling for action on several matters affecting the jobs and welfare

of all American seamen. Accordingly, the A&G District will notify Lundeborg that it would participate in such a conference.

The A&G District holds that co-operative effort in the interests of all seamen could lead to noteworthy accomplishments in their behalf. As an example, there was an exchange of correspondence earlier this year between Lundeborg and NMU President Joseph Curran on the subject of union welfare and pension benefits.

The Lundeborg-Curran exchange of information, along with the SUP's investigation and study in other areas enabled the SUP to get a broad view of pension problems for seamen. Consequently, the SUP was able to establish the best pension system in the maritime industry.

Among items proposed as possible subjects for discussion are the attempts to close the US Public

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## Sea Chest Expansion Boon To Ship Service

Just seven months after it first started putting slop chests aboard ships in New York harbor, the SIU Sea Chest has moved into new office and warehouse facilities that make for more efficient operation and better service to the ships.

Further, the new Sea Chest headquarters in New York are but one part of a string of similar facilities in major Atlantic and Gulf ports.

As a result of this more extensive set-up, every SIU-contracted company, with the exception of the Ore and Calmar Lines, is taking aboard Sea Chest-supplied slop chests on a competitive basis. And both crewmembers and shipowner representatives have expressed their satisfaction with the prices and services provided.

### Ample Storage

The new Sea Chest headquarters, located at 18th Street and 4th Avenue in Brooklyn, is a large one story building containing 5,000 square feet of floor space, in addition to the offices of the Sea Chest corporation. Built out of Sea Chest funds, it provides easy access to the waterfront, ample storage space for a wide selection of branded merchandise, and rapid-fire loading and unloading of supplies.

Sea Chest trucks can be driven right into the warehouse building to take on their supplies for the ships. The operation is far more efficient than curbside loading with consequent saving of expense.

In the outports, warehouses are currently functioning in New Orleans, Mobile, and Baltimore, with between 2,400 and 10,000 square

feet of floor space available for storage and stock purposes.

The new warehouse set-up in the ports is a far cry from the

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Loaded with slop chest material for an SIU-manned ship, a Sea Chest delivery truck leaves the new warehouse-offices that serve as New York headquarters for the Sea Chest.

## MFOW Gets Charter, Malone On SIU Board

The Marine Fireman, Oilers, Watertenders and Wipers Union of the Pacific has become an official member of the Seafarers International Union of North America with the issuing of an SIU charter to the MFOW.

The MFOW's membership designated Vincent Malone, MFOW president, to serve on the SIU Executive Board as an SIU vice-president. This SIU vice-presidency was left open for the MFOW at the last SIU convention by Paul Hall, SIU A&G District secretary-treasurer.

The presentation of the charter was made at the MFOW's headquarters in San Francisco during a regular membership meeting. The charter was issued after the 5,000-man MFOW held a 90-day, secret ballot, union-wide referendum on whether to affiliate, in which membership voted 2 to 1 in favor of joining the SIU. The presentation of the charter made the MFOW the 45th union to become a part of the SIU.

### Militant Representation

Founded in 1883, the MFOW has long had a reputation as a militant and progressive union. At the last SIU Convention, when the question of the possible MFOW affiliation with the SIU was discussed, Hall told the convention, "... we are very gratified that this much progress on the question of affiliation has been worked out... we say to our delegates, we will be most fortunate if this affiliation carries... and to the MFOW, we think you too will be most fortunate if this vote goes on the 'yea' side."

Hall, in describing the MFOW in his speech to the convention, stated, "... the MFOW is an anti-Communist union... the MFOW is an honest union... there are no racketeers and no racketeering in

the MFOW... that leadership in that union take care of their rank-and-file very, very well on the question of contracts.

Late in the convention, Hall stepped down from his position as an International vice-president, and declared that, "any second position we may have held on the Executive Board be left open until affiliations that are now in question are finished."

Hall told the convention that the A&G District wanted to give up one of its two vice-president positions on the International so that the MFOW could have a representative on the International Executive Board once they had affiliated. Stating that he was giving up his post as vice-president, he declared, "Brother Chairman, the reason there has been no nomination by the A&G District at this point is that this position on the Executive Board should be held open in the event of affiliation by the MFOW, so they can designate a man to fill this spot."

## 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: November 4, November 18, December 2.

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

# Largest Prop Is Delivered By Sea Route

The largest cargo ship propeller ever made in this country is going to have to travel by sea—because it's too big to be delivered by truck. It was found that the propeller is too big to travel by truck, as originally planned, between Bethlehem Steel Company's propeller plant on Staten Island and its shipyard in Quincy, Mass.

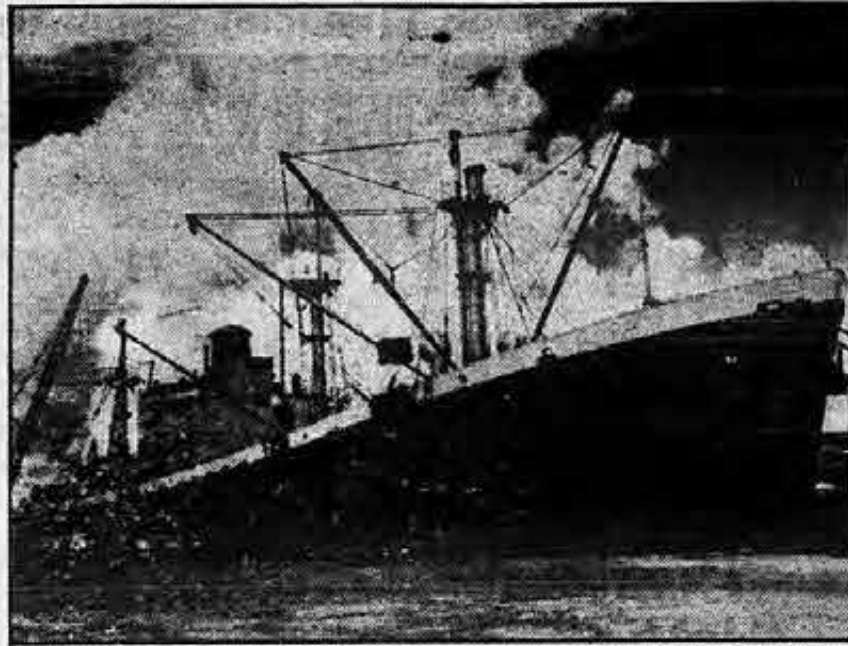
The 66,930-pound propeller, which has a diameter of 22½ feet, was originally scheduled to make the trip by truck. It was planned to make the 300-mile trip in short daylight steps, with the aid of police all along the route. The size of the propeller would have meant that it would block at least two lanes of any road it travelled, and would thus need special permits and police cooperation.

### State Blocked Trip

The propeller left Staten Island on the back of a huge trailer truck, but never got past Secaucus, N.J., because the New York State Department of Highways told the company it wouldn't permit the heavy load to travel over New York State roads.

The company then considered taking the huge screw to Connecticut by barge, and then taking it the rest of the way by truck, but this was abandoned because of the large expense of transferring the large cargo to and from the barge and onto the truck.

Instead, the propeller is going to have to hitch a ride as deck cargo on a ship going up to Boston, and will then travel by water to the shipyard. The propeller is destined for the largest cargo ship ever built in the US, a 45,000-ton tanker that is under construction for World Tankers Co.



Liberty-type vessels, such as the John B. Kulukundus, would be converted into faster cargo ships capable of 15 to 18 knots, under a suggestion made to the Senate committee.

# Suggest Gov't Program For 18-Knot Libertys

Liberty ships that could do 15 or 18 knots an hour and compete with the best of post-war designs have been seriously proposed by Hugh Gallagher, president of the Propeller Club and veteran shipping man.

Furthermore, Gallagher's proposals are based on recommendations made by prominent naval engineers and architects.

The proposal calls for remodeling the forward one-third of the Liberty ship for speedier lines, and providing new propulsion machinery capable of providing the necessary power. This would be much cheaper than scrapping the reserve fleet of Libertys and building new ships to replace them.

### Proposes Experiment

Testifying before the Merchant Marine Sub-Committee on Maritime Subsidies at the committee's recent San Francisco hearings, Gallagher suggested that the Gov-

ernment might experiment with two or three ships out of the reserve fleet along these lines and see if the idea is workable in actual practice.

He pointed out that if a reasonably-cheap reconversion program could be worked out for Libertys, it would be possible to sell or charter them to American operators who are reluctant to invest the huge sums required to build brand new ships.

Gallagher cited many other instances in the past of successful conversions by which old ships had been made over into serviceable vessels. These conversions usually involved installing new engines and strengthening and altering hulls.

According to engineers who have looked into the problem, the Liberty's shell-plating, frames and deck edges on the forward third of the ship would have to be partially removed and the length increased by about 34 feet. New machinery would then have to be installed to provide greater horsepower ratings.

While conversion is going on, it would be possible to provide larger and more comfortable crews' quarters, additional 'tween deck space and more cargo gear.

Aside from the commercial value of such conversions, Gallagher points out that the Government could establish a reserve fleet capable of doing 15 knots or better in convoy during a war-time emergency, a very important factor in the success of emergency operations.

## Speak Your Mind At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their mind.

Fletcher, former vice-chairman of the Atlantic Maritime Employees Union, who dealt a body blow to that company-dominated outfit when he switched to the SIU. Frank is 30 years old and a native of South Carolina, although he now lives in Philadelphia. He's proud of his SIU book which he got in New York last July. Frank served as reading clerk at the meeting.



Fletcher

The other ex-Atlantic tanker man was Frank Bernotas, who was the recording secretary at the Philadelphia session. Bernotas is a Pennsylvania native all the way, being born there in May, 1927. He got his SIU book in New York last March.

Another Parker got in his licks as meeting chairman in the tanker port of Lake Charles, Louisiana. This one was James H. Parker of Georgia. He's been a union member for 2½ years, joining up in the port of New York. He sails on deck and calls Moultrie, Georgia, his home town.

The recording secretary at the Lake Charles meeting was John Mitchell out of Houston, Texas. Mitchell was born in the Lone Star State 25 years ago and joined the Union in Galveston on October 24, 1947. He sails in the engine department.

# BROTHER CHAIRMAN!

The fish down in Mobile Bay breathed a sigh of relief when two of the area's most avid Izaak Waltons took time out to run the SIU Mobile port meeting. The chair was capably handled by Dolphin L. Parker, known affectionately to his friends as "Jughead."

Parker, who usually sails as bosun, likes to spend his spare time trolling for shrimp in his little outboard runabout. He's been a member of the SIU since 1940, joining in the port of Houston in May of that year. He's married and makes his home in Mobile.

The other fisherman on the job in Mobile was L. C. (Connie) Knowles. Connie also generally sails as bosun, but right now he is working on the Alcoa shore gang. Knowles is a hook and line man himself when it comes to chasing the finny creatures.



Knowles

The 36-year-old Seafarer, (he just recently celebrated his birthday) became a member of the Union in Mobile on August 15, 1943. He's married and has two children, and lives in Crichton, Alabama.

A couple of former Atlantic tankermen were chosen by their Union brothers in Philadelphia to help run the last meeting in that port. One of them was Frank

# As I See It . . .

Paul Hall



THE FINAL STEP IN THE AFFILIATION OF THE MARINE Firemen, Oilers and Watertenders Union with the SIU of North America was taken out in San Francisco recently when the MFOW received its SIU charter. Your Union is certainly happy to welcome them into the SIU family.

For some time now, the MFOW had been operating as an independent union. But they realized after their experience, that it was tough to go it alone, and that any union is better off when it has the backing and cooperation of other outfits in the same industry. Consequently after finding that they would be welcomed into the SIU of North America they asked their membership to vote on the question by secret ballot. The result was a solid pro-SIU vote.

With the endorsement of the membership on the record, the MFOW has now completed all steps of the affiliation procedure and is a member of the SIU of North America with the same status as the A&G District, SUP, Canadian District or any one of the other autonomous groups that makes up our international union.

With the MFOW solidly lined up with us, both we on the Atlantic and Gulf Coast and our brothers in the SUP know they can count on the support of over 5,000 men in the black gang on West Coast ships. That certainly can make quite a difference in any beef. But the advantages of having the MFOW in the SIU works both ways. It helps the SIU and the MFOW.



THIS SUNDAY, NOVEMBER 1, IS THE 15TH birthday of the SIU A&G District. It was 15 years ago, on November 1, 1938 that we in the SIU got our charter and were set up as a Union.

There are still quite a few brothers actively sailing with our Union today who still remember how things were at that time. As has been pointed out many times, none of those who were in that group expected that the SIU would accomplish as much as it has in 15 years, or 50 for that matter.

### Astonishing Progress

That is the most important fact about the history of our Union. The SIU has been able to make that kind of progress, which is astonishing by any standards, because of the kind of membership it has been able to attract and hold through the years. Many of the seamen—hard-working, militant and union-conscious men—who helped found this Union and see it through its earliest days, were lost to us during the years of World War II. Still the SIU was the kind of a Union that was able to replace those severe losses, as new membership equally militant, came into the organization.

But throughout the membership, whether new or old, your Union has found that there has been a willingness to go all out on any issue that affected the well-being of the Union. It is your Union's secret weapon. The reason the membership has been willing to make special efforts on behalf of the Union, is, we believe, the great degree of membership participation in all phases of Union activity which is encouraged at all times.

As long as your Union rests on such a solid base, it can look forward to another 15 years that will be as successful as those that have gone before.

IT'S BEEN A FEW MONTHS NOW THAT YOUR UNION HAS BEEN placing 50-book libraries aboard SIU-contracted ships. Apparently the idea has met with general satisfaction, judging from the response we have had up until now. Since Seafarers have had a good opportunity to observe the way the library service has worked, we would like to hear suggestions from them on ways that the service could be improved, if any.

If there are any titles or types of books that are in demand, Headquarters would like to hear about them. Every effort will be made to get them aboard for the satisfaction of the crewmembers.

SEVERAL ITEMS HAVE APPEARED IN THE SEAFARERS LOG recently about men in the various US Public Health Service hospitals getting movie service and projectors donated by your Union. The latest hospital to receive this kind of service is the one in San Francisco, where all the patients will have an opportunity for a little recreation and entertainment to pass away the days until they are fit to ship again.

The SIU has always tried to see to it that the men in the hospitals are assured of the best possible service from their Union. This is the type of service that makes being sick a little easier to bear. And it certainly helps your Union in the minds of men from other Unions who benefit equally from extras like these.

Certainly, these services have been most welcome both by the patients and the hospital staff who of necessity, have to be concerned first with the medical condition of the men. They find it difficult to provide recreation for the patients as well.

Even when it comes to medical matters, your Union has been able to help out by providing blood donors for the Seafarers in any emergency that may arise. Seafarers in the hospitals can always be sure that their brothers will come forward not only for them, but for members of their family as well, as has happened many times in the past.

There have been many instances recorded where Seafarer-donors have filled the bill after all other sources of aid had been exhausted or had proved fruitless. Seafarers can be proud of the fact that quite a few lives may have been saved in the process.

It's this kind of response on the part of the Seafarer that goes a long way toward explaining why the SIU is so highly regarded both by its own membership and by people on the outside.



# Senator Proposes New MSTs Curb, Subsidies

The Senate will hear recommendations for brand new shipping legislation to curtail MSTs activities and to subsidize US coastal and intercoastal shipping, Senator Charles E. Potter, Republican of Michigan, has predicted.

Potter, who is chairman of the special Senate sub-committee on Maritime Subsidies has been traveling around the country with his committee, holding numerous public hearings on the American merchant marine. There is only one more hearing planned, for New Orleans in December, but he said this may be cancelled.

### Widespread Complaint

Potter promised that he would personally recommend that MSTs be curtailed. He said that his committee has heard widespread complaints about MSTs competition with private shipping, and said he will propose that MSTs be limited strictly to carrying only military cargo and personnel.

Commenting on subsidies for coastal and intercoastal shipping, Potter said that his committee doubted whether such subsidies were possible, but Potter said that he feels that construction subsidies for such operators are possible.

"I think you will see, too," Potter said, "some constant prodding of the State Department to act on

known cases of discrimination against American flag shipping."

The Senator also predicted that his committee would recommend lower Panama Canal tolls for American-flag intercoastal vessels as another method of helping this part of the maritime industry.

The subcommittee, which also includes Senators Warren G. Magnuson, Democrat of Washington, and John M. Butler, Republican of Maryland, has been holding hearings on all coasts, hearing testimony and suggestions from various representatives of shipping companies, unions, ship repair men, shipbuilders, and ship chandlers.

### Panamanian Problem

Among those testifying at the West Coast hearings was Harry Lundeberg, secretary-treasurer of the SUP, who suggested subsidies for coastal and intercoastal shipping, lower Panama Canal tolls, allowing shippers to charter Government-owned ships at a token rate of \$1 per year, allowing no Panamanian, Liberian or other run-away flag ships to carry American military or aid cargoes and forbidding any American built vessels from transferring to foreign flags. Lundeberg also suggested that no form of Government aid should be given to companies which operate both American flag vessels and foreign flag ships.

### Liberty Conversion

Senator Potter announced that his committee has been "impressed" by a suggestion from the Propeller Club for conversion of Liberty ships. The suggestion was made that the Liberty ships could be converted, through some structural changes and the installation of new engines into cargo carriers capable of making 18 or 19 knots.

According to Potter, all these recommendations will be made at the next session of the Senate, and the Senator said that he expects Congress will act on many of the recommendations that are to be made.

# AFL Asks Curbs On TV Deception

The AFL called upon the Federal Trade Commission to adopt trade practice rules designed to give the public greater protection against deception in purchasing radio and TV sets. The union took particular issue with dealers who sell second-hand sets under the names of "floor samples" and "demonstrators," or described as "rebuilt" when it has not been completely dismantled and all defective parts replaced.

In addition, the AFL wants the consumer protected against misleading claims that a black-and-white set is readily adaptable to color reception in all cases.

# Union Financial Committee Meets



The SIU quarterly financial committee is shown here consulting with Union auditor Al Siegel on Union financial records. Around the table, reading from left to right, are Maurice Whale, Edward Hansen, Alexander Dudde, Joseph Malone, James Lippincott and Joseph Pilutis. The committee is elected by the headquarters membership.

# Scholarship Exams Nearing, Can Apply For '54 Grant Now

With the next SIU scholarship qualifying examination coming up on December 5, 1953, Seafarers applying for scholarships, or children of Seafarers, are urged to get their applications in now for the 1954 scholarship awards. Four successful applicants will receive four-year scholarships worth

\$6,000 for study in any field at any recognized college and university in the US.

Meanwhile, the trustees of the Welfare Plan are keeping in close touch with the four winners of the 1953 awards. Regular reports on their work are being received from the schools they are attending, since one of the conditions of the award is a requirement that the winners maintain a satisfactory level of performance.

### Three Years' Sea Time

The basic qualification for Seafarers or children of Seafarers is a record of three years' sea time on SIU ships. In the case of the children, of course, the sea time record will be their father's. Applications for the scholarship have to be accompanied by a transcript of the applicant's high school record to show that they finished in the upper third of their high school class. Three letters of reference, one from the high school principal and two others from residents of the applicant's home town must accompany each application. The letters should deal with the candidate's interests, activities and personal character and abilities.

Every qualified candidate will take one of the standard College Entrance Board examinations that are given at regular intervals in hundreds of major cities and towns throughout the United States and its territories as well as in some foreign countries. The December 5 examination is the next one, but other exams will be coming up on January 9, March 13, May 22 and August 11. Where the applicant lives more than 75 miles from a city in which the test is given, special arrangements will be made to give the examination at a nearby high school or college. All exams will be graded by the Educational Testing Service which conducts the College Entrance Examination program.

### Performance Counts

The winning candidates will be selected by a group of college administrators on the basis of their performance on the college entrance board tests as well as on their past records. Then they will be free to enter a college or university of their choice and specialize in any field of study.

The only limitation based on the

candidates is that they be under 35 years of age at the time of their application. It was the feeling of the trustees of the Welfare Plan that the cut-off age was desirable in order that scholarship winners be young enough to profitably apply their studies in later life.

Since the Scholarship Plan is administered by the SIU Welfare Plan, all applications should be mailed in to the Welfare Plan office at 11 Broadway. To date, the Plan reports, a limited number of candidates have replied so there is plenty of opportunity for those who have not yet made their bid. The time that the application is received or the test taken has no bearing on the selection of the candidates.

Winning 1953 candidates and the schools they are now attending are: Miss Elizabeth Lomas, daughter of Seafarer Arthur Lomas, attending Barnard College, NY; Charlene Holden, daughter of Seafarer Stanley Holden, attending Richmond

Professional Institute; Robert Goodwin, son of Seafarer Eugene Goodwin, the University of Oregon Dental School; and Alma Iris Jimenez, daughter of Seafarer Pedro Jimenez, attending the medical school of the University of Puerto Rico.

# Report Lost Baggage Check

Seafarers who lose baggage checks for gear checked at any SIU baggage room should notify that particular hall right away so that no one can improperly claim the baggage with that check. Headquarters officials advise you to do this immediately to avoid loss of your gear and/or trouble claiming it later on. Make sure you notify the hall where the baggage was checked as soon as you find out you've lost the check

# YOU and the SIU CONSTITUTION

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

From Article XIII, Section 6 "All reports by committees and the Secretary-Treasurer under this article, except those of the Polls committees, shall be entered in the minutes of the port where headquarters is located. Polls Committee reports shall be entered in the minutes of the Port where it functions."

As part of the permanent record, headquarters, as well as the other ports, maintains complete reports of all committees and officials. On file in headquarters and the SIU port offices are records of all reports made in the Union.



# Badger Mariner Crews Up, Fifth Assigned To Union

PHILADELPHIA—Seafarers from the Philadelphia hall this week went aboard the fifth of the new Mariner-class vessels to be assigned to an SIU-contracted company.

The SIU crew took over the Badger Mariner at the Sun Shipyards, in preparation for taking her out on her first MSTs voyage, destination unannounced. The vessel is one of the 35 Government-built, post-war freighters that are being built. The new, speedy ships which can make speeds "well above" 20 knots, are the only cargo ships that are building or are under construction for US registry, and actually are the only new freight ships that have been built for US registry since the end of the war.

The Badger Mariner has been assigned to South Atlantic. Previously, Seafarers have crewed up the Keystone Mariner (Waterman), the ill-fated Cornhusker Mariner (Robin), the Magnolia Mariner (Mississippi), and the Hoosier Mariner (Isthmian).

The large new freighters boast

comfortable and roomy crew's quarters. Most foc'sles have only two men, while some foc'sles are provided for only one man. Each foc'sle has a private shower, or else shares a shower with the adjoining foc'sle. Built-in-drawer and locker space, inner-spring mattresses, wash basins in each foc'sle and roomy accommodations are found on each of the vessels.

Last week, Seafarers in Boston crewed up the new 29,000 super-tanker Orion Comet, which is the first of four such super-tankers ordered by the Colonial Steamship Company. Colonial also has applications for six more super-tankers now pending with the Government. These six would be built under the construction subsidy provisions of the Long Range Shipping Law that was passed at the 1952 session of Congress.



Extra high tides caused flooded streets and piers all along the coast. Here, Boston's famous "T-Wharf" is covered by water. Boats moored at the wharf float even with it, and a girl working in one of the business establishments on the wharf travels by boat. Other cities along the East Coast, especially New York, experienced similar flooding.

## East Coast Hit By High Tides

Harbors along the East Coast were hit with abnormally high tides this past week, with the vessels berthed in New York Harbor riding up level with the piers. The moon was blamed for the whole thing.

In the New York area, the water rose up and flooded many waterfront streets. It was level with most piers and rose up above some. It was estimated that the rise and fall of the tide in New York covered a range of 6.7 feet, far more than average.

Other cities along the East Coast were similarly affected by the high tides. In Boston, where waters overran the piers, streets near the docks were flooded to knee level and higher, and small boats were brought into play in order to get around.

Tide and weather experts explained that the moon was in perigee—its nearest approach to the earth—and at the same time there

was a full moon. This combination meant that the moon was in a direct line between the Earth and the Sun, and was exerting its greatest gravitational pull on the sea. The moon, along with the gravitational pull of the Earth itself, exerts the greatest single influence upon the tides of the oceans.

The result was that the sea rose up over the coastline in many points all along the coast, flooding street, stopping traffic and flooding the basements of homes near the coast.

The position of the moon, and the resulting high tides occur only about twice a year, according to the Hayden Planetarium, but since

this was coupled with the full moon this year, the results was one of the highest tides seen in over a decade at most points.

## US Recovers Over Half On Ship Subsidy

The Government has recovered about 63 percent of the operating subsidies it paid to shipping companies during the past 14-year period, according to a statement by Rudolph Hecht, chairman of the board of the SIU-contracted Mississippi Shipping Company.

Unlike other Government programs, said Hecht, the subsidy agreements in the shipping industry call for repayment when the companies earn enough to do so. "Sixty-three percent of all Government operating payments for terminated accounting periods through 1951 were recovered by the Government," he said.

At the same time, however, Hecht denied that subsidized lines pass wage increases to the Government. Writing in an article in the "Maritime Affairs," a bulletin published by the subsidized shipping companies, he declared:

"There is no other Government aid program to industry," he said, "that contains this significant pay-back feature. Consequently, when shipping managements negotiate a wage increase with a union, they do so with the knowledge that the company, not the Government, may have to pay all or part of any such increase."

### Quitting Ship? Notify Union

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

## SIU COMMITTEES

### AT WORK

Recently in the port of New York there were two membership trials heard by the same committee that had unusual twists to them. One of them dealt with the rarely-used charge of dual unionism. In the other case, the trial was balked because the accusers failed to show up for the proceedings.

The first instance dealt with an SIU member who had shipped through the NMU hall for three trips on an NMU contracted vessel, staying on the ship for several months. While it's not unusual to find SIU men on ships of other unions and vice versa, these are usually the result of getting emergency replacements and are a one trip only proposition.

In this case, the fact that the brother had shipped as a regular crew member for three voyages appeared to be a clear indication that he was attempting to hold membership in a dual union.

Accordingly, after all the evidence was presented, the trial committee recommended that he be expelled from the SIU on the charge of aiding and abetting dual unionism. The committee that

heard the charges consisted of Ed Robinson, Stanley Schuyler, A. Gonzales, A. H. Anderson and Henry Herkenheims.

This same committee heard another case dealing with a common enough charge but ending in an unusual way. The accused Seafarer in question had been fired by the steward on the grounds that he had left the ship on sailing day without permission. The steward, thinking that the man had quit the ship, called the hall for a replacement, but when the replacement arrived, the man had come back.

The net result of the hassle was a charge placed against the original man for quitting the ship without notice. He was notified in accordance with the regular procedure and appeared on the appointed date before the trial committee.

However, his accusers failed to show up. And since nobody can be tried in the SIU without having the opportunity to confront his accusers, the case had to be dismissed for lack of evidence.

Whether right or wrong, you have a chance to speak.



Schuyler



Herkenheims

# SIU NEWSLETTER

## from WASHINGTON

The Maritime Administration had hoped that a number of shipping lines in the foreign trade would be willing to charter Mariner-type ships and thereby obtain necessary practical operating experience, leading eventually to purchase of the vessels.

However, the fact that only one steamship line, the Pacific Far East Line, offered to charter Mariners, when bids were opened recently, leads to the conclusion that the American lines in the long-haul trades are holding off in the hope that the Government eventually will recommend to Congress a lowering of the purchase price, now estimated at about \$4,500,000 each.

PFEL offered to charter three Mariners at a monthly rate of \$32,757 per vessel. The same company already has agreed to purchase three Mariners.

The bulk of American shipping lines feel that the initial capital outlay for purchase of Mariners is too much, but would like to see an atmosphere created where they could purchase them. Failing this, the ship operators prefer to see the Mariners in the reserve fleet rather than going to MSTs because the cargoes they would carry for MSTs otherwise would go to private operators.

Although the Bureau of the Budget and the Public Health Service are studying the possibility of shutting down the free medical program for merchant seamen, medical and dental officers of the Public Health Service will continue their program of furnishing professional services to enrollees of the US Maritime Service Training Stations and to cadet-midshipmen of the US Merchant Marine Academy. In addition, no thought is being given to disturbing the arrangement whereby professional guidance and supervision is given the personnel assigned to emergency rooms at the eight Government Reserve Fleets.

The program authorized by Congress under which surplus US agricultural commodities will be shipped abroad has proceeded at a slow pace. The Mutual Security Act of 1953 provided for the purchase of up to \$250 million worth of such commodities, to be resold overseas for foreign currencies.

Shipment of these purchases will be subject to the 50 percent American-bottom shipping proviso. A check at the Foreign Operations Administration (formerly ECA) reveals that, although the program is not yet in full swing, foreign steamship lines already are actively trying to line up their part of the shipments in order to get their share of the business.

It is anticipated that up to \$130 million in the program will account for commodities to be shipped to Europe, with the remaining going to other friendly nations.

The program for any country will not become firm until the foreign government concerned has submitted a request for acquisition of US surplus commodities, and FOA has approved the program. These submissions by foreign nations are expected to get into full swing in the very near future.

Western Germany plans to reenter the North Atlantic passenger business with the acquisition of the SS Italia of the Home Lines and the SS Gripsholm, of the Swedish America Line. These two large passenger ships will be chartered by the Hamburg American/North German Lloyd Line in order to resume its North Atlantic passenger service via Halifax to New York.

For the year 1952 the marine transportation industry ranked 37th of 40 leading industries in the frequency of accidents. Therefore, the National Shipping Authority believes that its Safety Program has something to offer the shipping industry. NSA hopes that men who have sailed on NSA ships where the safety programs are in existence will help to establish the same procedures on ships where programs never existed before.

In the first 3-month period of this year, 44 percent of the accidents on NSA ships occurred in the deck department, 35 percent in the engine, and 21 percent in the steward department.

Of the accidents on NSA ships reported, 18 percent were the result of slips and falls, 14 percent improper handling of materials, 10 percent improper use of hand tools, 13 percent were in some manner connected with heavy weather conditions, and 28 percent caused by so many varied conditions, that they were grouped under the "miscellaneous" category.

Although the US Government has lifted some of the restrictions on the building of foreign-flag ships in American yards, this comes a little late to be of great benefit to American shipbuilders. Lifting of the restrictions is like locking the barn after the horse is stolen, as the damage already has been done to the American yards, which could have obtained much of the work now being done abroad.

All in all it appears that American shipyards will have to rely practically solely on American flag operators or on the Federal Government for new ship construction orders.

The Department of Defense believes that the most useful merchant ship, from the military and commercial viewpoint, is one having the capacity and characteristics of the C-2 and C-3.

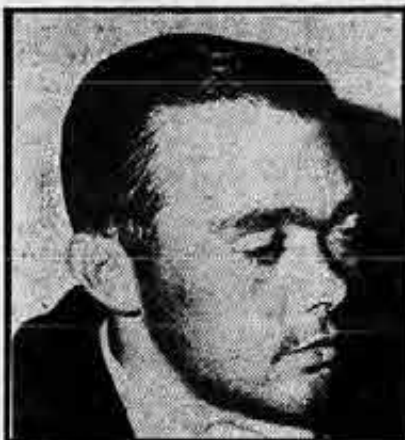
In the matter of tankers, the Defense Department believes that the one most suitable for military purposes would be one of 25,000 DWT, capable of carrying several types of petroleum products. Although tankers of larger DWT capacity can be utilized to a limited extent, Defense does not recommend that the entire replacement of existing tanker tonnage be confined to the "super-tankers" because their use, in the majority of ports, would be limited by their size, draft and maneuverability.

Your SIU Washington Reporter

## Top of the News

**US RAPS ISRAELIS**—In a move calculated to ease tension in the middle east between Israel and her hostile Arab neighbors the State Department announced that it would cut off all monetary aid to Israel until that country ceased its engineering operations in the Jordan River area. Jordan, Syria and Lebanon have charged that Israel is attempting to divert the course of the river to her own benefit. The US had earlier condemned an attack upon Jordan civilians by Israeli forces in an across the border raid.

**PRO-RED POW RETURNING**—Cpl. Edward S. Dickenson, an American POW who had previously declined repatriation, foresook the Communists and returned to American forces in Panmunjom last week. The erstwhile farmer from Big Stone Gap, Virginia, has been held captive by the Chinese for the past two years. Asked his reasons for returning Dickenson replied, "I did not want to stay with the Communists any more. I had enough of their life." He declined to comment on the remaining twenty-two Americans who still refuse repatriation and have stated their intention of living in China. American reaction to Dickenson was mixed. Several former captives of the Chinese were still bitter about Dickenson and all the "progressives."



Cpl. Edward S. Dickenson, POW, who stayed with Chinese, has agreed to be repatriated.

**MORE GOP TROUBLE IN WISCONSIN**—A Republican candidate suffered a resounding defeat in Wisconsin's ninth Congressional district, where a Democrat was elected for the first time in history. This obscure off-year election attracted national attention because observers regarded it as a yardstick of farm vote opinion. Democrat Lester Johnson easily defeated Republican Arthur Padrutt in a district that is 80 percent rural. This election was interpreted as a stinging rebuff to Agriculture Secretary Ezra Taft Benson and the Republican farm policy and brought about demands by both parties for Benson's immediate resignation. President Eisenhower indicated his intention of sticking by the cabinet member.

**LABORITES HIT GUIANA POLICY**—The British Labor party introduced an unsuccessful resolution of censure, denouncing Prime Minister Churchill's government for sending troops to British Guiana and suspending the colony's constitution. This announcement followed a conference between Labor Party leader Clement Attlee and Dr. Cheddi Jagan, deposed Guianese premier. At the same time the Laborites denounced some of the speeches and statements made by Jagan and members of his Peoples Progressive Party.

**BURKE SUCCEEDS TAFT**—Cleveland's Mayor Thomas Burke was named by Ohio Governor Frank Lausche to succeed the late Senator Robert A. Taft. The naming of Burke indicated that Governor Lausche will seek another term as governor, rather than run for the Senate seat itself. The Burke appointment was immediately criticized by Taft Republicans on the grounds that the mayor is a Fair Deal Democrat. Governor Lausche, meanwhile, keeps himself in the spotlight as a potential contender for the Democratic presidential nomination.

**ATOM PLANT TO PRODUCE ELECTRICITY**—The Atomic Energy Commission has announced it will build several plants around the country to produce electrical energy for industrial and home use. It will be the first peacetime utilization of atomic energy. At present, though, all authorities concede it will be much more expensive to produce electricity through an atomic power plant than by burning oil or coal.

## Passenger Uses Grease Gun, Saves Hurt Seafarer's Life

Quick and ingenious action by a missionary doctor who operated on a Seafarer with a grease gun is credited with saving the life of Seafarer James McGhee of the Steel Fabricator (Isthmian). Doctor Charles Bissell, a Presbyterian missionary who was headed for Thailand as a passenger, performed the emergency operation after McGhee injured himself seriously in a shipboard fall.

A Coast Guard rescue plane sent out to meet the vessel and pick up McGhee had a rough landing. The ship had to pick up the plane's crew and the plane was abandoned. However, the doctor and his wife nursed McGhee until the ship arrived in port.

McGhee is now in St. Luke's Hospital in Manila and is given a better than 50-50 chance to recover.

McGhee was working up on the aft part of the officers' deck, when he slipped and fell to the main deck—about 18 feet. On the way down, his head hit the wire rope on a boom, and then hit the metal deck, according to J. L. Gomez, ship's delegate.

Gomez reports that McGhee began bleeding profusely from the nose and mouth, and received injuries to his body, arms and legs. Crewmembers, along with Rev. Alton Wallace and Rev. D. Taber, says Gomez, formed a medical party at once. Dr. Bissell examined McGhee and said he had a fractured skull and extensive internal bleeding.

There were only first-aid kits available as medical equipment, so the doctor had to improvise. He saw that McGhee was choking and smothering because he couldn't breathe through the blood filling his mouth and throat. The doctor got a thin rubber tube, and put that down McGhee's throat so that he could breathe through it. Then Dr. Bissell rigged another thin rubber tube to a grease gun. Using the grease gun, the doctor sucked out the blood as fast as it clogged McGhee's throat, so that he could breathe.

At the same time, Dr. Bissell got a tank of industrial oxygen, tubed it into a jar of water so that it bubbled up through the water so the water would filter and purify it a little, and then rigged a mask so that McGhee would be fed the oxygen to breathe.

Meantime, the captain radioed for assistance and a Coast Guard



Coast Guard rescue team (above) is shown on deck of Steel Fabricator after they crashed at sea in attempted plane pick-up of Seafarer James McGhee. Lifeboat (below) put out with McGhee on littler but had to return to ship when plane crashed.

plane was sent out from nearby Sangley Point, Cavite in the Philippines. "The entire crew kept praying and searching the sky for the plane," says Gomez. When it arrived, however, swells were running five and ten feet high. The plane landed, but the landing was so rough, the plane was damaged and unable to take off.

But a boat had already left the ship for the plane with McGhee

aboard. It had to turn around, but the rough seas had started more internal bleeding in McGhee by the time it got back to the ship, and Dr. Bissell went back to work again with his "special surgical tools."

A second plane was sent to the Fabricator, but by the time it arrived, Dr. Bissell said that McGhee was improving and shouldn't be moved again in the small boat.

# YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

### Don't Get Bilked on Eyeglasses

Whether you are buying eyeglasses for yourself or your family, you can get seriously nicked if you don't understand the facts about how to buy them. In fact, wage-earners have been subjected to overcharges on this item so often, that unions themselves are now sponsoring optical-care centers in New York and Chicago, and in Philadelphia, too, there is an eyeglass co-op (see below).

For example, one working man reported he had paid \$69 for eyeglasses on the installment plan and then found he couldn't wear them. He later found he could have gotten suitable glasses for only \$28. Another man reports one optician charged him \$58 for glasses, and subsequently another optician filled the same prescription for only \$29, using the same brand of lenses.

Why this great variation? Well, the more expensive opticians claim they use only first-quality lenses and take more time in fitting. Those who charge less assert the high-price shops go through an unnecessary ritual in fitting the glasses, and sometimes also kick back to the prescribing doctor.

It is true that there is more than one grade of lense on the market, but the difference in the actual cost of these is small and cannot account for the big difference in retail prices.

Part of the price difference occurs because some op-

ticians do take more care than others in preparing the prescription. But some of the price variation exists only because optical shops that have expensive locations, spend a lot of money on advertising, sell glasses on the installment plan, or that have a low-volume high-profit policy, must charge more.

You are certainly entitled to comparison-shop for eyeglasses as you do for other goods. It's harder, of course, because it's difficult to tell if you are getting first-quality lenses. But getting estimates on a prescription from several opticians will soon show whether anyone is far out of line.

To make sure you are not getting inferior lenses, insist that the optician specify first quality in his price estimate, and have him note it in writing on your bill. An unscrupulous optician may do that anyway, but he'll be more reluctant about it.

You also ought to know that even in first-quality lenses there are two grades. One is called "toric" or simple lenses. In this type the outer edge is generally standard and only the inside ground to prescription. With the more expensive corrected-curve lenses, the outer edges are specially ground too. This provides additional assistance for people with very defective vision, but may not be necessary for less severe cases. If your doctor has prescribed corrected-curve lenses for you, have the optician note that on your bill too.

It's hard to tell whether an optician is kicking back to your eye physician, if you did go to an M.D. for your exam. But if a physician insists that you take his prescription to just one particular optician, that's something to be cautious about.

Be wary of being sold extra features which push up the cost of glasses excessively. Some opticians charge very high prices for decorative frames for women's glasses.

#### As You Get Older

As everyone reaches middle age, the focusing muscle of the eyes grow weaker, and some aid in reading is usually necessary even though there is nothing seriously wrong with the eyes. That's why many people buy so-called "reading glasses" in the five-and-ten for little dough. But even if reading glasses are all you need (and it's impossible for you to be certain of it), you do yourself an injustice by buying them without an eye exam.

#### Union, Co-op Centers

Union and co-op sponsored eye-care centers which give examinations and make the glasses at reasonable charges include:

New York: Union Optical Plan, 152 Fourth Ave. and 39 West 32nd St.

Chicago: Union Eye Care Center, 343 S. Dearborn St.

Philadelphia: Consumer Services Cooperative (check phone book for address).

# Mercy Plane Crashes, Seafarer, 3 Others Die

The fight to save the life of a crewmember of the SIU-manned Stony Creek ended in failure when an Army rescue plane itself crashed in the Gulf of Oman with the loss of four lives.

Seafarers aboard the vessel writing to the SEAFARERS LOG, were highly critical of the captain's behavior both in treating the crewmember and in undertaking rescue operations when the plane crashed.

According to Seafarers J. R. Thompson and R. G. Rustkay, the tanker was on her regular shuttle run between the Persian Gulf and Japan and picked up Maurice Brody in Kuri as a replacement.

After leaving the Singapore Straits, Brody complained to the captain, Thompson and Rustkay report, of being ill. "He told the captain," the Seafarers report, "that he believed he had polio. He had polio once before, and he said that he had the same symptoms.

He asked the captain to wire a certain polio foundation in the States as he had been given instructions by them to do so."

The captain didn't send the message, the man said, and waited until Brody passed out and had to be carried into the hospital. "The captain then wired for medical advice," they say, "but by this time the man's legs were paralyzed and his breathing very labored."

### Got Aspirin

After getting an answer, the captain gave Brody some aspirin and put some ice in his mouth to keep the throat clear for breathing. Then the captain radioed Dahara Air-Sea Rescue Base, and the Army sent a seaplane to the ship.

The plane arrived and Brody was transferred to the plane, via lifeboat. The plane then taxied around on the sea before taking off, and "the ship was standing by all this time," say the men. Thompson and Rustkay also report that, "The chief engineer was screaming all the while about all the steam and fuel that we were wasting."

The ship's searchlight was put on the plane, since it was fast getting dark, and then the plane started to take off "at about one and a half miles from our position, taking off across our bow," report Thompson and Rustkay.

The plane crashed while taking off, but because of the darkness, "nobody knew exactly what happened. We heard a loud noise and then didn't hear the plane's engines anymore."

### Wreckage In Water

"It was 25 minutes later," they say, "that someone was heard hollering in the water. Only then did the captain order two lifeboats over the side as the ship moved 'slow ahead.' We found what we expected. Wreckage was strewn all over the water. The boats picked up four survivors who were kept afloat by their lifejackets."

The men report, however, that "it is a known fact that at least one more of the men was alive after the crash. We searched all night and part of the next day with two lifeboats. The chief mate and second mate stayed out in the boats all of this time with no relief, but the crews were relieved and rotated so we got a break aboard ship before going out again."

# States' Jobless Funds Increase

The Bureau of Labor Statistics reported that state unemployment insurance funds hit nearly \$9 billion on August 31 and the number of workers covered rose to more than 36 million. High levels of employment and a corresponding drop in unemployment claims accounted for the figures.

BLS reported wide variations in the ability of states to meet unemployment claims, with 11 states able to pay from the reserve funds benefits at present rates for the next 15 years, while the reserves of seven other states would run dry in less than five years.

In any case BLS indicates that the funds are sound, provided employment continues at present high levels.

# MD Fee-Splits Found Common

Fee-splitting doctors who recommend operations their patients may not need, have come under fire in an article in Collier's called "Why Some Doctors Should Be In Jail."

Less skillful surgeons, author Howard Whitman said, are most apt to kick back the greater part of their fees to general practitioners in referral cases. Operations on women and appendicitis cases provide the richest gravy for the unethical doctors. Whitman reported after a nation-wide survey. Most prevalent cases were found in the mid-West, with less on the East and West coasts.

Twenty-three states have laws against fee-splitting, with the American College of Surgeons and the American Medical Association condemning the practice. However, top medics feel that the law is as effective as Prohibition, with not a single prosecution taking place in any of the states.



MEET YOUR OLD SHIPMATES AT THE SUE'S OWN

**Port O'Call**

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# SEAFARERS CASH BENEFITS

## SEAFARERS WELFARE, VACATION PLANS REPORT ON BENEFITS PAID

From ..... 10-1-53 To 10-23-53 .....

No. Seafarers Receiving Benefits this Period	1355
Average Benefits Paid Each Seafarer	70.76
Total Benefits Paid this Period	95,882.94

### WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	6,705.00
Death Benefits	12,444.57
Disability Benefits	1,200.00
Maternity Benefits	9,400.00
Vacation Benefits	66,133.37
<b>Total</b>	<b>95,882.94</b>

### WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	388,890.00
Death Benefits Paid Since July 1, 1950*	708,517.49
Disability Benefits Paid Since May 1, 1952*	22,540.00
Maternity Benefits Paid Since April 1, 1952*	178,400.00
Vacation Benefits Paid Since Feb. 11, 1952*	2,666,666.82
<b>Total</b>	<b>3,965,014.31</b>

\* Date Benefits Began

### WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	539,919.63
	Welfare	454,537.73
Estimated Accounts Receivable	Vacation	117,325.00
	Welfare	108,174.00
US Government Bonds (Welfare)		1,976,060.38
Real Estate (Welfare)		416,408.28
Other Assets - Training Ship (Welfare)		109,990.78
<b>TOTAL ASSETS</b>		<b>3,722,421.80</b>

### Comments:

Up to and including the date of this report only four applications have been made for the scholarship benefits for the year 1954. The deadline for all applicants is Feb. 20, 1954. By that date, all applications must be in and fully processed so that the applicants can sit for the last examination which will make them eligible for the scholarship benefits of 1954. Therefore, all applicants are requested to have their applications in the office of the administrator, Seafarers Welfare Plan, 11 Broadway, Room 1060, N.Y. 4, N.Y. by January 1, 1954 to allow the office sufficient time for processing.

Submitted ..... 10/26/53 .....

Al Kerr, Assistant Administrator

## ... and, remember this ...

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



# UNION TALK



By KEITH TERPE

Today marks the beginning of the end of the SIU campaign in Atlantic. With voting of the first ship in the fleet to be polled slated for a few hours from now, the Union's confidence in a full and complete victory in the election is unbroken. Although the final tally in the balloting will not be known until after the last ship is polled around December 1, the outcome has appeared inevitably SIU for some months now.

After checking and rechecking every available record of our contacts with these men and their record of SIU support, we are confident of victory by at least 2-1 margin, and some individual estimates go even higher than that.

The SIU has behind it a record of achievement that talks best on the issues concerning unorganized seamen. That is why we were able to go into Atlantic in the first place; that is why we will win this drive as we have every other one in the past.

This was no wishy-washy campaign. The issues were clear and we hit hard on every one of them. Nothing was hidden; we're not ashamed of the way the SIU operates. We have no reason to be. Our Union has trail-blazed every major gain in US maritime for the past 15 years.

### Comes At Good Time

Indeed, this is a memorable year for the coming SIU victory in Atlantic. The Union is commemorating its fifteenth birthday right now and we can think of no better way to top off our record of past successes than with this one.

News of the vote, which came down from Washington last week, swept through the fleet like wildfire. The tankermen had been eager for it for many weeks now and we can't say we blame them.

They've been living under the thumb of a company that has absolutely no concern over their rights and as little or less concern for their welfare. True, they've had a "union," but what a "union!" An attorney, a non-seaman who knows nothing of the problem of the men he's supposed to represent, calls the shots. The chairman and secretary of this illustrious outfit are "leadermen" in the company's anchorage in Philadelphia; on the company and the "union" payroll at the same time.

### Anchorage—What Is It?

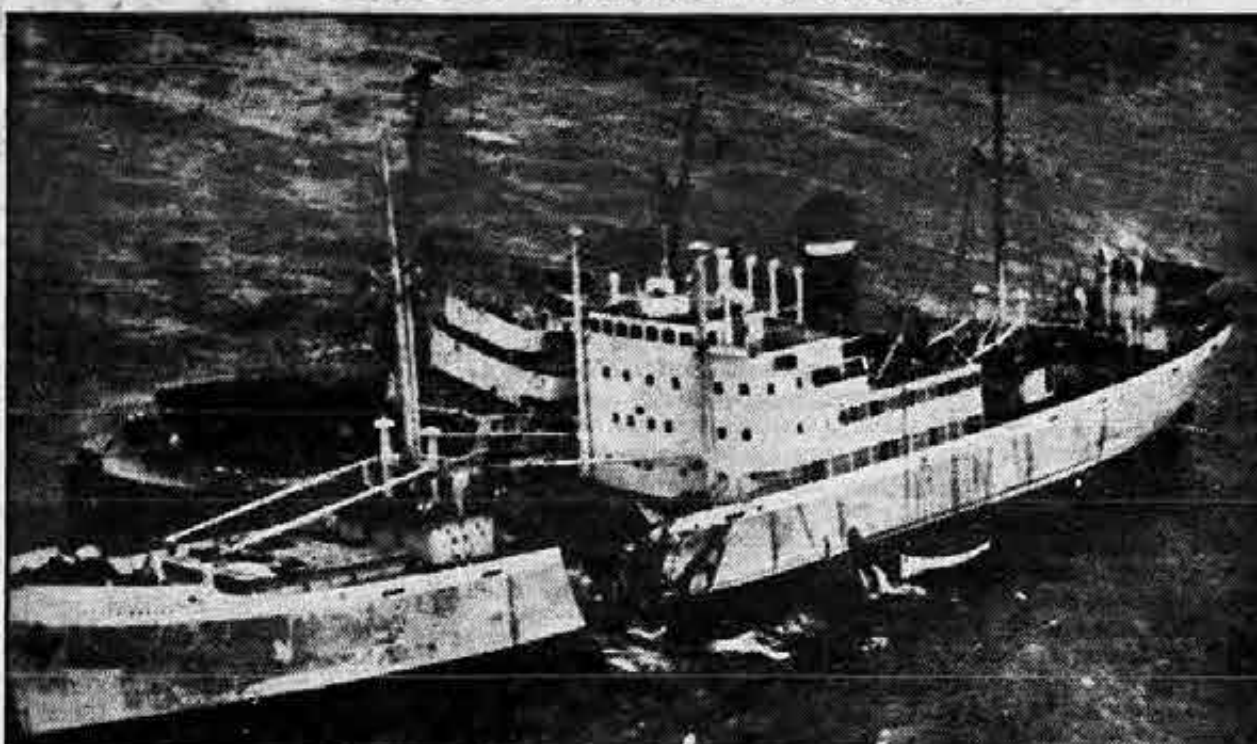
And this anchorage—what is it? Men relieved from the ships awaiting reassignment or those coming back off vacation go in there to wait on the company-paid shipping master's pleasure. He may tap them on the shoulder the same day or a month later to go on a ship. He says "foreign run" and they go foreign. He says "coastwise" and they go coastwise. There's none of this business of picking your job and run the way you want to take them; that's that "phoney rotary shipping set-up" the SIU has is their answer.

Besides that, they don't just sit around in this anchorage—"the hotel" they call it—twiddling their thumbs. They're turned to in the morning and afternoon by these "leadermen" to shift stores, load the ships, do sanitary work, work in the messhall, or what have you. More often than not, some of them wind up getting the call an hour before a ship sails from here to sail with her—after they've been lugging stores aboard her for hours on end.

This is the type of operation we've campaigned against—so the job's been made easier right there. We've proposed many changes in the Atlantic marine operation where it affects the men on the ships and their livelihoods. One of these proposals—and the company is already officially on notice that we'll demand it in our first contract when the election is over and won—is to replace the present shape-up method of passing out jobs with a rotary hiring system the same as we use right in all our halls up and down the coast.

Atlantic tankermen have seen how men ship out of SIU halls and they've agreed—like everybody else who's honest enough to study the way it works—that this is the method they want for themselves. We can't blame them on that. They're in agreement with public and Government leaders of all types who have seen our rotary hiring system in operation and agree to a man that it's the fairest, most democratic way of manning ships yet advised.

## Collision On The St. Lawrence



The Italian freighter Carla Maria G. is shown aground in the St. Lawrence River with a gaping hole in her side, after colliding with the Norwegian vessel Stutgard. The Carla Maria G. was beached after the collision off Port Neuf, Quebec, but later was refloated.

## Shipbuilding Still Declining

The United States has fallen to third in the world shipbuilding nations, dropping behind the rehabilitated shipyards of Germany, according to Lloyd's Register of Shipping, world authority for the shipbuilding industry.

### Meeting in Pittsburgh, Pa.

Meeting in Pittsburgh, Pa., leaders of the CIO Industrial Union of Marine and Shipbuilding Workers said that "not a single order for a seagoing merchant ship has been placed with an American shipyard this year and only one vessel will be launched in 1955," warning the nation that it faces the grave danger of losing its force of skilled shipbuilders and thereby endangering the strength of its merchant marine and its economy. AFL Boilermakers, Machinists and other metal trades unions also have warned of the dispersal of shipyard manpower into other fields. Maritime observers feel it will be difficult to entice these men back to the shipyard.

The IUMSW attacked the Navy's offshore procurement program under which French, Italian and Dutch shipyards are building vessels for the United States. At the end of the third quarter, Lloyd's reported, there were only 55 ships in various stages of construction in US yards for a total of 564,822 gross tons, a decrease of 93,264 tons from the June 30 figure. Great Britain and Northern Ire-

land continued to hold first place with 36.6 per cent of the world's output in the yards, totaling 316 vessels of more than two million gross tons, an increase of 66,764

since the second quarter. Germany had 153 ships under construction late in September for a total of 651,527 tons, an increase of 106,198.

## MFWO Hall Threatened By Highway Construction

SAN FRANCISCO—Proposals for a new high-speed parkway through the downtown area may lead to the razing of the three-year old Marine Firemen, Oilers and Watertenders Union headquarters in San Francisco.

The newest SIU-AFL affiliate which received its charter October 8 after a referendum vote in favor of SIU ties, maintains a modern headquarters building at 150 Broadway in San Francisco. Present plans for the new parkway call for a 40-foot width to be taken off the frontage of the MFWO property.

While the MFWO has a large parking area outside of the building that could be sacrificed to provide the necessary footage for the

parkway, it would mean that MFWO members would be left without a parking lot. There is some question too, just how the parkway will be routed, which may mean that a piece of the building would have to go along with it.

If necessary, the MFWO could sell the building and construct a new headquarters elsewhere in town. However, the beginning of parkway construction is at least two years off so Marine Firemen members will have their old home for some time to come.

## Cartoon History Of The SIU

Victory By Job Action

No. 49



The SIU, once again, led the way by winning a \$12.50 to \$25 increase from Mississippi SS Co. and signing a two-year contract. The NMI, which had been willing to settle for half that amount, immediately began screaming and begging for "parity" with the SIU's gains.



The other SIU-contracted companies did not want to follow the Mississippi pattern, and used every dodge in the book. The crew on these ships resorted to job action, however, and the companies soon signed. It proved that sometimes there's no substitute for direct action.



Just as important as the wage increases and two-year contract, was the winning of a clause that prevented the companies from reducing the manning scale during the contract's life. This insured a high job ratio, and was important at a time when ships were going into the boneyard.

# PORT REPORTS

**Baltimore:**

## Vessels Coming Out Of Lay-Up Boost Shipping

Shipping has been a lot better than just good in this port during recent weeks. We shipped over 250 men in the last two days. However, don't let this be a complete indication of the situation, since the boom was caused by several ships that were idle calling for crews. Now that they've gone, shipping should return to its regular level. Of course, the members have never had any trouble shipping out of Baltimore, and we expect we'll be able to take care of any members who want to ship out of here.

We paid off the Ines, Evelyn and Mae (Bull); the Steel Apprentice, Steel Executive and Steel Worker (Isthmian); The Feltore, Steelore, Oremar, Bethore, Santore, Baltore and Marore (Ore); the Alexandra (Carras); the Government Camp and Chl-wawa (Cities Service); the Massmar and Marymar (Calmar), and the Blenville and Morning Light (Waterman).



Lassister

**Sign-ons**

The sign-ons included: the Fairport, Morning Light and Blenville (Waterman); the Feltore, Oremar, Baltore, Santore, Marore and Steelore (Ore); the Mae, Ines and Evelyn (Bull); the Government Camp and Chl-wawa (Cities Service); the Massmar (Calmar), and the Steel Apprentice (Isthmian).

The in-transits were: the Afoundria, De Soto and Topa Topa (Waterman); the Robin Locksley (Robin); the Alcoa Pointer and Alcoa Roamer (Alcoa); the Suzanne (Bull), and the Steel Chemist (Isthmian).

The new building is coming along very well, and promises to be the outstanding building in this city. Due to the fact that several changes have been made in the plans and improvements added, the work has slowed up a little. But as the membership knows, we want to get the best and now is the time to make the changes. We know that when the building is completed, it will be second to none.

**Enlist Paper's Aid**

We met with the editor of the Afro-American, an influential Baltimore newspaper, and spoke to him about the proposed closing of the USPHS hospitals and ending of medical service for seamen. He told us that he gave the whole thing a big spread in last Sunday's editions, and has said that he will support the fight to save USPHS.

Seafarers were well represented at the funeral of our late good friend, Jeff Davis, who was second vice-president of the old ILA. We had at least 50 men at the funeral and were thanked personally by Mrs. Davis for the flowers sent by the SIU. When Jeff Davis passed away, the longshoremen lost one of their greatest leaders.

We have been attending the Baltimore Federation of Labor meetings regularly, and keeping up to date on what is happening on the labor scene in this area.

**Indian Summer**

One of the oldtimers that we have on the beach here now, is James "Smiley" Lassister. He's just enjoying the Indian summer

we've been having, a resting up before he ships out again. He says he figures he'll be taking one of the long trips when he's ready to ship. A long-time member of the Union, Jimmy has always done a bang-up job, and has served as ship's delegate on many of his ships. Has always been a pleasure to pay off one of these vessels, since Jimmy manages to keep the beefs down to a minimum.

In the hospital here, we have Steve Kolina, Harry Muehes, Henry Miller, Owen Herring, William Mellon, Broxton Conway, Jeremiah McNiece, Norman Tober, Samuel Drury, Robert Lambert, Jessie Clarke, Alex Presnell, Peter Losado, Thomas Ankerson, William Mays, Harry Smith, Jeff Davis, Robert Davis, Wayne Hartman and William Nosta. All these Seafarers would appreciate getting a card or a letter from any of their old friends.

Earl Sheppard  
Baltimore Port Agent

**Norfolk:**

## Two SIU Members Ship Out On Final Voyage

Shipping remains on the slow bell in the Port of Norfolk, but a complete crew was furnished for the Lawrence Victory (Mississippi) which was laid up temporarily in this town. She is headed for the Gulf and the Far East, along with the Southern Cities of Southern.

Things are quiet on the ILA front in this port. The longshoremen in Hampton Roads, Va., can be expected to fall in line with their New York locals when the pattern is definitely established.

**Crossing Bar**

Two local members shipped out on their last voyage recently. Conrad Jensen was taken off his ship in Japan and died enroute to the hospital in Sasebo, from pneumonia and complications. At his wife's request his body was embalmed and enclosed in a glass front casket. It was flown back to Norfolk and interred in the Olive Branch cemetery, Portsmouth, Va., with the Welfare Department of the SIU making all the arrangements. Another Seafarer, William Houston Bellows, was killed in an automobile accident near Richmond. At his request he was buried with full SIU honors, while flowers from the Norfolk branch and his new Union book was placed upon his chest.

Ben Rees  
Norfolk Port Agent

**New York:**

## Four Ships Come Out Of Lay-Up In New York

Shipping for the past two weeks has been a little bit below the usual standard, but still pretty good. We paid off 15 ships, signed on seven and had 17 ships in-transit. During the same period we had five ships go into layup and four ships come out of idle status and take full crews.

Ships paying off were the Del Aires (Mississippi); Alexandra (Carras); Kathryn, Beatrice and Binghamton Victory (Bull); Steel Chemist and Hoosier Mariner (Isthmian); Azalea City and Gateway City (Waterman); Val Chem (Valentine Tankers); San Mateo Victory (Eastern); Lone Jack (Cities Service); Seatrain Louisiana (Seatrain); Robin Kettering (Seas), and Republic (Trafalgar).

Ships signing on were the Hoosier Mariner (Isthmian); Greece Victory (South Atlantic); Del Aires (Mississippi); Wacosta (Waterman); Seavictor (Bournemouth); Amer-ocean (Blackchester), and Binghamton Victory (Bull).

In-transit vessels were the Iberville, La Salle, Gateway City and Antinous (Waterman); Seatrains New Jersey, New York, Texas and Georgia (Seatrain); Alcoa Runner and Alcoa Pointer (Alcoa); Robin Mowbray and Robin Doncaster (Seas); Edith, Elizabeth and Frances (Bull); Steel Worker (Isthmian), and Marymar (Calmar).

**Members Volunteer**

Ships which went into layup included the Golden City and Hurricane of Waterman; Alexandra of Carras, and Eastern's San Mateo Victory. Coming out of layup were the Greece Victory of South Atlantic, Waterman's Wacosta and Bull's Marina and Binghamton Victory.

I would like to thank the membership for its cooperation on the ILA beef. We have needed quite a bit of voluntary work to be performed and the membership has pitched in and finished it up in fine SIU style. We never lacked for anything because the boys were right on the ball when it came to helping out in any situation.

I would like to call the membership's attention to the fact that some of the brothers have been violating the shipping rules and have been brought up on charges for these violations. The membership is on record that the shipping rules must be lived up to by everyone, without exception, and if not, they will have to explain their ac-

tions to a Trial Committee. Adherence to shipping rules will prevent any such situation from arising.

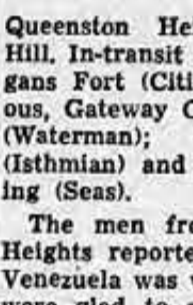
William Hall  
Asst. Sec.-Treas.

**Boston:**

## Seafarers Pleased With Puerto La Cruz Hall

Shipping in the land of the bean and the cod is on the good side. In addition to the good shipping we are having a wonderful Indian summer in this port which almost makes us forget that winter is on its way.

Ships paying off were the W. E. Downing (State Fuel); Winter Hill (Cities Service) and the Queenston Heights (Seatrains); Sign ons included the Barbara Fritchie (Liberty Nav.); Strathport (Strathmore); Orion Comet (Orion); W. E. Downing, Queenston Heights and Winter Hill. In-transit ships were the Logans Fort (Cities Service); Antinous, Gateway City and Chickasaw (Waterman); Steel Apprentice (Isthmian) and the Robin Kettering (Seas).



Canty

The men from the Queenston Heights reported that the hall in Venezuela was very good and they were glad to see Bob Matthews, assistant secretary treasurer, down there. Two boxes of the Sea Chest library books were taken to the marine hospital down there for the use of the hospitalized meff.

On the beach at the moment, enjoying the good weather before shipping, are W. Canty, E. Bayne, D. Gabriel, D. Sheehan, D. Daly, and F. Burns, who is waiting for the Yarmouth to come out of temporary lay-up and set sail on her winter cruise.

Some Atlantic men from the Atlantic Importer were up visiting the Union hall. They are just waiting for the day when they can pick their ships from the SIU shipping board, as they are sure the Union will win the election aboard the Atlantic ships. They also seemed to be fascinated by the new teletype machines and the efficient manner in which inter-port communications are handled.

Men still in the marine hospital include T. Mastaler, F. Mackey, R. Peck, J. Penswick and E. Callahan.

James Sheehan  
Boston Port Agent

**Wilmington:**

## Union Fights Bonus In Articles To Aid Crew

In the past two weeks only one ship in this area, the Arizpa (Waterman), signed on. There were fifteen in-transits.

In-transit ships were the Schuyler Bland, Hastings, Lafayette, John B. Waterman, Raphael Semmes and the Arizpa (Waterman); Alamar, Portmar and Calmar (Calmar); Salem Maritime and French Creek (Cities Service); Captain N. B. Palmer (Dolphin); Omega (Omega Waterways); Trojan Trader (Trojan); Frederic C. Collins (Drytrans) and the Seagarden (Pen. Navig.).

We had a few routine beefs. Before the Arizpa signed on, we were forced to take a position against having the bonus written into the articles. With this set-up, if someone fouled up, he could be logged for the bonus. We felt that Waterman, which is operating the ship privately and paying the bonus, was looking for some way to recover part of it. When Waterman's ships are chartered by a Government agency, the company doesn't care if the bonus isn't written into the articles because, in those cases, the Government pays the bonus. We took our stand to protect the men against the company's scheme to recover money.

We were represented at the Central Labor Council meeting, at which the Council went on record unanimously to support the AFL-ILA.

**Blood Donations**

At the local meeting eight brothers volunteered to donate blood for brother Eugene Plahn, who is in the hospital. The eight are: Wm. Parks, Geo. Reese, Bjorn Granberg, Herb Armfield, Phil Robinson, Wm. Williams, Edw. Reed, and Tex Sorensen.

Also in the hospital is Percy Harrelson. Among the old timers who are around the hall now are Edison Shaffer, Eddy Lane, and Bill Parks. The younger set of "SIU Old Timers" includes Dave Barry, Walter Yerke, Alex Webber, and Wilfred Moore.

**Thinks Plan Tops**

Dave Barry, waiting for an intercoastal ship, stopped long enough to say he thinks the SIU Welfare Plan is the best in the industry. Although Dave hasn't collected a penny from the Plan since it went into effect—he hasn't been sick or disabled, and he doesn't plan to go to college—he's relieved to know that he has the Plan behind him if he should get sick, be disabled, or find himself too old to work, even if he is only 50 or 55 years of age. He's curious to know if there's another Welfare Plan that will support a disabled man with seven years service, even if the man is only 30 years old.



Barry

The other day we read about the Greek government's plans to liberalize their maritime laws in the hope that all the runaway Greek ship owners will again register their ships under the Greek flag. If their plans work out they expect Greece to have the third largest merchant fleet in the world.

John Arabasz

Wilmington Port Agent

# SIU HALL DIRECTORY

SIU, A&G District	
BALTIMORE	14 North Gay St. Earl Sheppard, Agent
BOSTON	276 State St. James Sheehan, Agent
GALVESTON	308 1/2 23rd St. Keith Alsop, Agent
LAKE CHARLES, La.	1419 Ryan St. Leroy Clarke, Agent
MIAMI	Dolphin Hotel. Eddie Parr, Agent
MOBILE	1 South Lawrence St. Cal Tanner, Agent
NEW ORLEANS	523 Blenville St. Lindsey Williams, Agent
NEW YORK	Magnolia 5112-5113 675 4th Ave. Brooklyn
NORFOLK	127-129 Bank St. Ben Rees, Agent
PHILADELPHIA	337 Market St. S. Cardullo, Agent
PORT ARTHUR	411 Austin St. Don Hilton, Rep.
SAN FRANCISCO	450 Harrison St. T. Banning, Agent
PUERTO LA CRUZ	51-51-La 5 51 Collis, Agent
SAVANNAH	2 Abercorn St. Bill Oppenhorst, Rep.
SEATTLE	7700 1st Ave. Jeff Gillette, Agent
TAMPA	1809-1811 N. Franklin St. Ray White, Agent
WILMINGTON, Calif.	505 Marine Ave. John Arabasz, Agent
HEADQUARTERS	675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall ASST. SECRETARY-TREASURERS Robert Matthews Joe Algina Claude Simmons Joe Volpin William Hall
SUP	
HONOLULU	18 Merchant St. Phone 3-8777
PORTLAND	522 N. W. Everett St. Beacon 4338
RICHMOND, CALIF.	257 5th St. Phone 2390
SAN FRANCISCO	450 Harrison St. Douglas 2-8363
SEATTLE	2700 1st Ave. Main 6290
WILMINGTON	505 Marine Ave. Terminal 4-3131
NEW YORK	675 4th Ave., Brooklyn Sterling 8-4671
Canadian District	
MONTREAL	634 St. James St. West Plateau 5151
HALIFAX, N.S.	1234-7 Robt St. Phone: 3-6911
FORT WILLIAM, Ontario	118 1/2 Syndicate Ave. Phone: 3-3221
PORT COLBORNE, Ontario	103 Durham St. Phone: 5591
TORONTO, Ontario	392 King St. E. Empire 4-5719
VICTORIA, BC.	517 1/2 Cormorant St. Empire 4531
VANCOUVER, BC.	568 Hamilton St. Pacific 7224
SYDNEY, NS.	304 Charlotte St. Phone 6346
BAGOTVILLE, Quebec	20 Elgin St. Phone: 645
THOROLD, Ontario	52 St. Davids St. Canal 7-3203
QUEBEC	113 Cote De La Montagne Quebec Phone: 2-7078
SAINT JOHN, NB	177 Prince William St. Phone: 2-3232
Great Lakes District	
ALPENA	133 W. Fletcher Phone: 1238W
BUFFALO, NY.	150 Main St. Phone: Cleveland 7391
CLEVELAND	734 Lakeside Ave., NE Phone: Main 1-0147
DETROIT	1038 3rd St. Headquarters Phone: Woodward 1-8857
DULUTH	531 W. Michigan St. Phone: Marquette 2-4118
SOUTH CHICAGO	3281 S. Bond St. Phone: 2-8416

# PORT REPORTS

## Mobile:

### Election In Atlantic, ILA Beef Chief Topics

Shipping in the port of Mobile has been holding its own. In the last two-week period over 100 men shipped out from here to regular jobs and about that many went on various relief jobs. There were ten payoffs, six sign-ons and three in-transits.

Paying off were the Corsair, Polaris, Partner, Cavalier, Ranger and Pennant (Alcoa); Claiborne and Monarch of the Sea (Waterman); Malden Victory (Mississippi), and Steel Navigator (Isthmian).



Taggart

Signing on were the Alcoa Corsair, Polaris, Partner, Ranger and Pennant (Alcoa), and Steel Navigator (Isthmian).

In-transit were the Chickasaw and De Soto (Waterman), and Lawrence Victory (Mississippi).

#### In Boneyard

So far, only the Malden Victory has been sent to the boneyard from this port. This ship was on charter to the Mississippi Line and was laid up in the Mobile River, where it can be reactivated on 24 hours' notice.

We hope that the Steel Navigator will be regularly paying off in Mobile and that other Isthmian ships will follow that example. There were no serious beefs and all minor complaints were handled by the patrolmen at payoff. If patrolmen are notified beforehand, all beefs can be settled at the payoff with a minimum of delay.

#### Election Talk

Biggest topics of conversation among Seafarers here are the Atlantic election and the situation among the longshoremen. All Union members on ships coming into port here are talking up the AFL-ILA with the longshoremen in Mobile. We think that these longshore locals will swing over to the new AFL union.

Brother Milton Robinson is in the Providence Infirmary in Mobile, after being operated on for a back injury. He would welcome letters or, if possible, visits from old shipmates.

On the beach here are Durwood Dees, R. L. Kelly, R. Sheffield, S. Turberville, E. D. Powell, G. T. Chandler, C. Carlson, G. Menendez, C. Taggart and E. Gaines.

Dropping around the hall this week was Brother Cliff Taggart. He usually sails as steward on passenger ships, but has also sailed as chef, bartender and practically all ratings in the stewards department. He is married and makes his home in Mobile. Cliff thinks one of the greatest advances on the part of the Union is the vacation plan now in effect. Prior to this plan, he says, very few seamen ever managed to accumulate enough time with any single company to collect vacation pay. He likes the Gulf Coast and is a strong Union man.

Cal Tanner  
Mobile Port Agent

## New Orleans:

### Labor Front Activity In Port Of New Orleans

Shipping has continued to be good in New Orleans and all indications are that it will remain that way. There will be at least eight payoffs in the next two-week pe-

riod. There are no boneyard ships due here at present.

Paid off were the Del Norte, Del Oro and Del Santos (Mississippi); De Soto, Schuyler, Otis Bland and Iberville (Waterman); Anniston Victory (South Atlantic); Alice Brown (Bloomfield), and Catahoula (National Navigation).

Signed on were the Del Norte and Del Sol (Mississippi), and Chickasaw (Waterman).

In transit were the Alcoa Clipper, Patriot, Corsair, Planter and Polaris (Alcoa); Steel Navigator (Isthmian); Del Sol (Mississippi); Seatrains Savannah and New Jersey (Seatrains); Alawai, La Salle, Claiborne and Monarch of the Seas (Waterman), and Bent's Fort (Cities Service).

#### Labor Activity

The labor front has been extremely active around this port. The AFL Ship Carpenters, Caulkers and Joiners Union went on strike against the Higgins plant here. The company got an injunction and began to shout that a union contract was unconstitutional. These are the same babies who have their ships under foreign registry. The injunction was thrown out on appeal. Negotiations are going on now and if the ship carpenters aren't happy, the picket line will go up again with SIU support. The Higgins plant is one of the most notoriously anti-union operations in the United States.

#### Sugar Cane

The sugar cane workers have been having a tough time at the hands of the planters, too. This is an old, rotten system that smacks of peonage. The National Agricultural Workers Union has finally started to organize in earnest and a lot of headway is being made. The Godchaux interests and other planters have, of course, been fighting the attempt to organize the workers with everything in the book and some things not in the book. Hundreds of striking workers have been evicted. Hundreds of others have had their utilities cut off. The Catholic Committee of the South has criticized the planters for "denying basic human rights." Again the SIU is standing by to help the cane workers in every way possible.

Local Seafarers express thanks to Harry Goodwin who distributed circus tickets to hospitalized Union members for the second consecutive year.

Paul Berthiaume is recovering from a successful elbow operation. Bill MacGregor, Al Baker and Jimmy Jones are recovering after being hospitalized.

Lindsay Williams  
New Orleans Port Agent

## San Francisco:

### Company Ruse Fails As Union Fights For Men

During the past two week period, shipping has been good, and it is expected to remain so for the coming period.

Payoffs were on the Boulder Victory (Seas); Beaugard and Arizona (Waterman), and The Cabins (Cabins), with the Beaugard signing on again. In-transit ships were the John B. Waterman, Hastings and Raphael Semmes of Waterman and Calmar's Alamar and Calmar.

It seems that Waterman tried to pull a fast one concerning the Fairland in regard to discriminating against our alien brothers. They did not want to take any D-2 aliens aboard their vessels, but when the vessel signed on it had a full quota of aliens after we wagged this back and forth with them awhile and they saw the light of reason.

The following men in the marine hospital would like to hear from their shipmates: I. McCormick, J. L. Somyak, D. H. Boyce, A. F. Smith, J. Asavicuis, J. I. Perreira, R. R. White, W. Timmerman, D. Sorenen, Peter Smith, Olaf Gustavsen and Ho Yee Choe.

Tom Banning  
San Francisco Port Agent

## Seattle

### Members Want Better Meats Aboard Ships

Shipping in this port has been good during the past two weeks. Two ships signed on, eight paid off, and four were in transit.

The ships signing on were the Sea Cloud (Sea Traders), and the Fairisle (Waterman). Those paying off were the Heywood Broun (Victory Carriers), Sea Cloud (Sea Traders); General Patton (Nat'l Waterways); Blue Star (Triton); Fairisle (Waterman); Stony Point (U.S. Petroleum); Brightstar (Triton), and McKettrick Hills (Western Tankers). Ships in transit were the Yorkmar (Calmar), Hastings (Waterman), Beaugard (Waterman), and The Cabins (Cabins).

At the last SIU meeting on October 21, a motion was made by Louis E. Meyers, M-259, and seconded by Michael Haukland, H-164, that the membership go on record to instruct the negotiations committee working out the new contract to enter into negotiations to have Grade A meats placed aboard all SIU vessels instead of the com-

mercial and low grade meats that the port stewards have been putting on these ships. This motion was signed by 14 bookmembers.

A few of the oldtimers on the beach at the time of this report are W. W. Wells, E. Benson, M. Townsend, M. John and L. E. Meyers. Only one man is in the hospital, Bernard L. Royster.

Brother Albert D. Smith, who has always sailed out of the East and Gulf ports, is trying the West Coast for the first time. He likes it here so well that he's thinking of moving to the West Coast for a long stay.



Smith

Brother Smith has been going to sea since 1910 and has belonged to the SIU since 1941. Before that he was a member of the old ISU. He sails as bos'n or AB. He's been in most of the Union beefs and believes that the progress made by this Union has been almost unbelievable. He's especially pleased with what it's done in the Welfare Department and in providing other benefits for the seaman.

Jeff Gillette  
Seattle Port Agent

## Lake Charles:

### Louisiana Port Busy With Heavy Traffic

During the past two weeks shipping has really been booming here. Thirteen ships and a tug passed through the port, taking on quite a few men and giving the shore-side unions plenty of work. As a result, everybody is happy.

The vessels that put in here were the Abiqua, Bradford Island, Cantigny, Logans Fort, Winter Hill, Government Camp, and Salem Maritime (all Cities Service); Val Chem (Valentine Tankers), Steel Ranger (Isthmian), Republic (Trafalgar), Petrolite (Tanker Sag), W. E. Downing (State Fuel), and the tug Commodore.

#### Bang-Up Payoffs

The Abiqua, Bradford Island, Petrolite, and Salem Maritime (Cities Service), paid off. All were a credit to the Union with bang-up crews, clean ships, and no important beefs. The payoff was settled to the crew's satisfaction.

Some of the veterans on the beach at the present time are J. Mitchell, J. F. Mapp, W. Pritchett, and H. Durney.

Leroy Clarke  
Lake Charles Port Agent

## Savannah:

### Shipping Scene Bright In Future As In Past

Shipping ended up fine in the past two-week period in this South Atlantic port. The future continues to look bright and we hope to have lots of ships coming in and out of port here.

The Southstar (South Atlantic) paid off here and signed back on. Also signing on was the Transatlantic (Pacific Waterways).

Ships in transit were: the Seatrains New York and Savannah (Seatrains); Robin Locksley (Seas); Steel Navigator (Isthmian); Wacosta (Waterman); Barbara Fritchie (Liberty Navigation); and Southern States (Southern).

#### Back SIU On ILA Beef

At the last meeting the Savannah branch gave a 100 percent vote supporting Paul Hall in whatever he sees fit to do in the current longshoremen's reorganization.

A typical Seafarer in this port is Brother Walter Brightwell. After putting in four years in the Navy he was discharged in 1926. He went to sea that same year as an AB on the Coldwater of the South Atlantic Steamship Company. Conditions were terrible and Brother Brightwell was fired off several ships for beefing about food and other things, since there was no Union to protect him in those days. He was finally blackballed by South Atlantic and by the Ocean Steamship Company and called it quits in 1930.



Brightwell

When the SIU was organized, Brightwell saw some hope and future for himself in a seagoing job and returned to sea to follow his chosen profession. He saw the Union force the companies to treat the seamen as decent human beings and protect the rights of Seafarers. He is one of our strongest Union men. He is particularly lavish in his praise of the welfare services, which not only assist the seamen, but their families when the breadwinners are away at sea.

In the marine hospital here are J. Littleton, John Duffy, J. B. Farrow, L. McDaniels, R. Huggins, N. L. Gardner, L. Love, R. A. Denmark, S. V. Kilpatrick, F. M. Hansen, C. Kent, K. L. Guthrie, M. MacDonald, John Daniels and Sam Jones.

Oldtimers on the beach here are G. Smith, H. M. Bright, A. W. Mackin, J. R. MacDonald, R. Burnsed and W. Matthews.

### Be Sure to Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered, be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

The Union's word of advice is to insure that all monies paid are credited to your SIU record. Insistence on an official receipt will prevent "can shakers" from soliciting funds for unauthorized purposes, and will bar any foul-ups later on.

## A & G SHIPPING RECORD

### Shipping Figures October 7 to October 21

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	48	17	20	85	19	17	14	50
New York	208	183	159	550	163	137	102	402
Philadelphia	80	60	53	193	43	35	30	108
Baltimore	149	98	83	330	127	99	75	301
Norfolk	28	21	14	63	20	16	13	49
Savannah	21	13	18	52	14	15	9	38
Tampa	11	14	19	44	3	3	4	10
Mobile	46	56	53	155	37	33	33	103
New Orleans	110	78	90	278	111	92	95	298
Galveston	29	68	18	115	52	45	34	131
Seattle	38	38	28	104	34	23	28	85
San Francisco	75	64	53	192	52	44	47	143
Wilmington	19	19	15	53	5	6	8	19
<b>Total</b>	<b>862</b>	<b>729</b>	<b>623</b>	<b>2,214</b>	<b>680</b>	<b>565</b>	<b>492</b>	<b>1,737</b>

# IN THE WAKE

Since the dawn of civilization, peoples who had access to waters devised many ways of catching fish, including how to spear them. Once upon a time men watched the birds who ate fish, and through them learned how to find schools of fish where they could do their own fishing. Later, whales were observed for the same purpose. More recently, submarine detection devices have been brought into play to locate the hideaways of large schools of fish.

Whales once lived on land, and millions of years elapsed before they changed from land animals to marine animals. Whales, porpoises and dolphins are the only species of mammals that bear and rear their young in the water. In 1935 a prehistoric whale skull fossil estimated to be three million years old was discovered in solid rock on Otter Rock Beach, Ore.

Since the greater part of Greenland is covered with ice and snow a more appropriate name for the island-continent would have been "Whiteland." According to a Scandinavian saga, in 985 AD, Eric the Red named it Greenland in the hope of inducing colonists from Iceland to settle in the new country. Evidently the ruse was successful for the Scandinavian navigator had no difficulty in getting followers to go with him when he made his next voyage.

It is common for light racing vessels and ice boats to sail much faster than a wind blowing more or less at right angles to their course. In actual practice light racing sailboats sometimes travel about 50 percent faster than the breeze which propels them. Ice boats have been known to sail twice as fast as the wind driving them across the slippery surface.

It is universally believed by the superstitious that if seagulls are killed, evil will follow, but the gull is held in greatest esteem in Salt Lake City, Utah. If their first crop had failed, the Mormons would have been without seed for another sowing. In May, 1848,

clouds of locusts descended upon the fields and began to devour every leaf and blade. The people prayed, and a curious phenomenon took place. Thousands of gulls came from nowhere, flocking everywhere and gorged themselves on the insects, saving part of the crop. In 1913, the Mormons erected a Sea Gull Monument honoring the miraculous visitation.

Most famous of many swan superstitions is the one that they always sing before they die. "A swan's song" is an expression often used for the final work of a composer, artist, poet or other performer, originating in the Greek legend that the soul of Apollo, the god of Music, passed into a swan. Most species of swans, however, have anything but melodious voices. Some are known as whooping or whistling swans. The trumpeter swans in North America have voices which are said to be so deep-throated that their sonorous calls can be heard two miles distant.

"Fisherman's luck" has come to be dependent upon many ancient practices that stem from the primitive method of calling upon unseen spirits who were believed to be in charge of fishing activities. For instance, the Forked River Tuna Club of New Jersey has a fisherman's shrine, and no member dares to neglect to follow the traditional lucky formula of hanging a fish on a tree before starting out on a fishing trip.

"South Sea" was the original name given to the body of water that we today know as the Pacific Ocean. In 1513 the Spanish governor of Darien, Balboa, first named it "El mer del Sur," but almost immediately, English-speaking people began calling the ocean South Seas, referring to all the waters below the equator. Today, we still use the term South Seas Islands, when we mean the small, primitive islands in the region, but few of us know that the vast Pacific was once known by this name too.

# THE INQUIRING SEAFARER

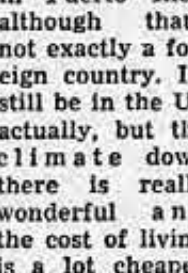
Question: Have you ever considered settling down in a foreign country?

Joseph Miles, AB: No, I've never considered it, and I never will.



I've seen just about every port there is to see, and I still like the US better than any of the places I've visited. I've got all my friends here, and know the country here and feel at home, and that's important. Here's where I want to stay, right here in the States.

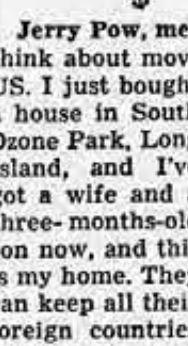
Ahmed Beg, OS: Yes, I have. I've thought about settling down in Puerto Rico, although that's not exactly a foreign country. I'd still be in the US actually, but the climate down there is really wonderful and the cost of living is a lot cheaper than it is here in the States. The dollar goes a long way there.



Thomas Tomlin, chief cook: No sir. My home is in Mobile, Alabama, and I like that place better than any place else in the world. I've seen a lot of countries, but I'm still always glad to be able to get home and take it easy in the old familiar surroundings.



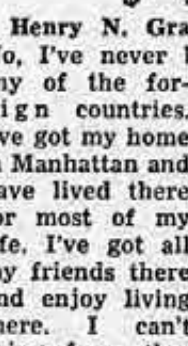
Jerry Pow, messman: No, I never think about moving away from the US. I just bought a house in South Ozone Park, Long Island, and I've got a wife and a three-month-old son now, and this is my home. They can keep all their foreign countries and I'll keep my new house. I'm very comfortable where I am right now.



Jose Carbone, OS: Yes, sometimes I think about settling down over in Italy. That country is so beautiful and sunny and warm, there's no place else like it in the whole world. My mother's family is still over there, and I'd like to live near where they are in the south.



Henry N. Grant, utility mess.: No, I've never been attracted to any of the foreign countries. I've got my home in Manhattan and have lived there for most of my life. I've got all my friends there and enjoy living there. I can't think of any other country I'd like to live in even though I may enjoy visiting them when I'm on a ship.



Seafarer Arnold Reibus at the relatively young age of 38 has spent more than half his life going to sea. The sea has always been a part of his family's life. There were always sailors in the Reibus clan, who were all, like Arnold, native Estonians.

# MEET THE SEAFARER

ARNOLD REIBUS, AB



Brother Reibus was born in the Estonian port of Tallin, where his father was on the management end of the maritime industry, being then a stockholder in a shipping company. After high school, rather than attend the university or learn his father's business, young Arnold decided to go to sea. Shortly after his 17th birthday he caught his first ship, an old four master carrying a load of lumber from Estonia and stopping at Finland, Denmark and England.

This initial voyage dispelled whatever qualms he may have had and he embarked upon his chosen career. For the next four years he sailed from his home port to other ports of Europe. His homeland found itself in the unhappy role of pawn between the two giants of Hitlerite Germany and Soviet Russia. In 1939 Reibus decided to leave Estonia. The Russo-Finnish war had broken out and it seemed to him that it was only a matter of time before Estonia would be swallowed up by one of the powers. Circumstances were to prove him right.

Just about this time, the war in Europe broke out in earnest and Reibus got his baptism of fire on convoy duty between England and European and North American ports. It was in 1940 that Brother Reibus made his first trip to the United States.

Before he was able to fulfill this wish, he was to have a couple of close shaves which made him ponder whether he would survive the war. He was torpedoed on two successive convoys. The first time was aboard the Swedish ship Neva and the second was while a crew member of the Norwegian vessel Akabara. Luckily, both of these attacks took place near the English coast and he and most of his ship-

mates were picked up and brought to safety.

In 1944, his opportunity came and he came to the US in that year. This was the same year in which he joined the SIU. His first American ship was the Waterman Line's Florence Crittenden. He got back to Europe in time to participate in the Normandy invasion. Since the end of the war he has shipped from East Coast ports. His favorite run is from New York to England. He has shipped in all deck ratings.

After the war he applied for resident alien status, prior to applying for citizenship. His application was approved and he has taken out his citizenship papers. Reibus was married a couple of years ago and is the father of a ten month old son. His wife is also a native Estonian. They met in New York. Both are active in the Estonian Society. They live at 3232 Hull Avenue in the Bronx.

This Seafarer is thoroughly sold on the SIU. He has acted as ship's delegate and has always taken an active part in Union affairs. He was particularly pleased with the maternity benefit.

He and his wife are avid baseball fans and often go out to Yankee Stadium to watch their favorite team. Needless to say both were pleased over the outcome of the World Series.

This Seafarer has seen, first hand, the difference between sailing under foreign registry and sailing under SIU contract. He is in a better position to appreciate the advantages of real Union representation. He was amazed at the wages seamen received under the war time risk bonuses and generally good Union wages.

Brother Reibus would, of course, like to revisit his homeland some day and find out what has happened to his family still there. He has not heard from them in some time. International circumstances, however, make a visit in the near future unlikely. He and his family now consider themselves Americans and intend to stay in the Bronx.

# The Seafarers Puzzle

ACROSS	DOWN	16. Period of fasting	35. Audrey Hepburn role
1. What delegate settles	1. Underwater hazard	20. Pretty girl	38. Rio de
5. Island	2. Before	21. Regret	40. Italian money
World War I	3. Crew member	22. Flying clouds	42. Autocrats
8. Where Bandar Abbas is	4. Baby horse	23. Ocean	45. Orchestra
12. River, Italy	5. Exclamation	(Ocean Trans)	46. Isl. in Gulf of
Arab's coat	6. Wind instrument	27. Native of Constanta	Quarnero
14. Sea between Philippines, Borneo	7. Iron hooks for landing fish	28. Pacific island	47. Sight on Sicily
15. Kingly	8. Port in Turkey	30. Stewing, then baking, meat and vegetables	48. Samoan port
17. Preposition	9. Wreck	31. They're served by cook	49. Site of Bing's Nevada ranch
18. Moored	10. Mr. Guinness actor	32. Consider	53. Mountain pass
19. French ship, 44,356 tons	11. Unclothed		54. Summer: French

(Puzzle Answer On Page 25)

1	2	3	4	5	6	7	8	9	10	11
12				13			14			
15			16		17		18			
		19		20		21				
22	23		24		25					
26		27		28		29	30	31	32	
33			34		35		36			
37			38		39		40			
		41		42		43		44		
45	46	47			48		49			
50				51		52		53	54	
55				56		57		58		
59				60				61		

# TEN YEARS AGO

Martial law was declared in Denmark by the Germans . . . Pope Pius in a broadcast appealed for a worthy peace . . . Allied forces invaded the mainland of Italy in the early morning hours of Sept. 3 . . . The Japanese were reported as quitting their central Solomons base at Rekata Bay on Santa Isabel Island . . . The SIU made public a letter from Internal Revenue Commissioner Guy T. Helvering assuring Seafarers that transportation pay would not be subject to Victory tax.

The Fifth Army made further advances and announced that "the battle for crossing the Volturno is over." The Fifth Army also announced that its battle lines now stretched completely across Italy, from East to West coast . . . London announced that British warships off the coast of Norway sank an enemy ship loaded with cement, but allowed one loaded with potatoes to pass . . . The SIU announced that it was planning an organizing drive for Gulf fishermen and towboatmen . . . London announced that a "very small number" of German planes were lost during the last air raid on that city . . . Chanting "Solidarity For-

ever," the Young Communist League of the US was "dissolved" at a special convention in New York. The delegates formed a new organization, the American Youth for Democracy, which, they said, would also take in non-Communist youth.

Two US Navy blimps crashed off the Jersey Coast. One sank, taking eight men with it . . . The Red Army advanced 15 miles nearer Kremenchug and said it was gaining on all fronts . . . Tokyo said that since July its planes had shot down between 100 and 125 Allied planes; made 53 attacks on 17 airfields; sank seven vessels and damaged 11 others, and lost 44 planes . . . British planes staged mass raids on Hanover and Berlin . . . The SIU's Savannah branch won a fight to crew two new vessels named after Georgia AFL labor leaders . . . The United States announced the signing of a new lend-lease agreement in London with the Soviet Union, calling for more supplies to come from the US, England and the Dominions . . . The US announced that its planes had scored direct hits on a Japanese troop transport near the island of Massau, leaving the vessel sinking and . . .

# SEAFARERS LOG

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## The Atlantic Issues

After fourteen months of SIU organizing, the National Labor Relations Board has started polling the crewmembers on Atlantic ships. It is now up to the tankermen themselves to decide, by secret ballot, how they want to be represented in their dealings with the Atlantic Refining Company.

As in other tanker fleets, Atlantic Refining seamen up until now have been represented by a so-called "independent" union, whose independence only thinly veiled the control exercised by the company. And as in other "independent" unions, the intermediary between the company and the tankerman was a lawyer who had made himself a career of "representing" seamen—a lawyer who held office which was not provided for in the "independent" union's own constitution and was in no way voted upon by any part of the membership.

The key issue then, in this campaign, was whether or not Atlantic tankermen should be represented in their dealings with management by a union of their own choosing, run by seamen, or by a dummy organization which had been foisted upon them and in which they had no voice.

All other issues are secondary and derive from this key issue. Because the "independent" union is not independent, but a creature of the company, the tankermen lack every right and privilege that normally would be theirs. They have no protection and security on the job, no voice in the operations of their union, nobody to take up their beefs, no union meetings, no halls or offices. They have an inferior contract with far less take-home pay than provided under the SIU agreement.

It is because of these reasons, because the SIU can meet all the needs that they are now doing without, that SIU organizers are confident of the outcome of this election. It will prove that no paternalism, no matter how benevolent, can keep men from choosing to be represented by a real union of their brothers in dealing with employers.

## A Dangerous Industry

Two recent incidents on SIU ships point up once again the difficulties and dangers of the maritime industry. In one instance an SIU crewmember was saved almost miraculously by the heads-up action of a doctor-passenger who performed an emergency operation using a grease gun. In the second instance a crewman died when a plane that was taking off the ship crashed a few minutes later with the loss of several lives.

In the two instances described above, as in all other cases where seamen need medical care, the desperate measures taken were dictated by a common fact not obvious to shore-side people—the distance of seamen from a place where they can get medical care.

This fact of itself is one of the reasons why maritime is such a hazardous industry, on top of the other hazards of doing a day's work on a bucking, pitching and rolling platform in the middle of the restless ocean.

These are just two of many cases that come up from time to time where men fall ill or are injured and desperate measures are necessary to try to save them. Seamen run these risks daily and take it as part of the normal course of going to sea. It's a condition that should be kept in mind by all those who would dispose of seamen's economic gains through the years.

## Legislative Hopes

Hopes for legislative assistance to the maritime industry are on the upgrade again as the result of Senator Potter's recent statement in San Francisco. The Senator, who has been chairing a series of hearings around the country, has said that he will recommend important aid to the shipping industry including strict limitation of MSTs shipping on Government vessels, and aid for coastwise and intercoastal shipping.

Of course it's a long haul between the recommendations of a subcommittee and Congressional action. The outcome of 1952's legislative decisions on maritime, resulting in the so-called Long Range Shipping Act, are proof of that. Although the law was argued back and forth for many months, it has had no real effect on the shipping industry.

Still it's encouraging to know that some positive proposals will be placed before the next session of Congress. It certainly is time for a real shipping program to emerge from the discussion of the last few years.

# LETTER of the WEEK

## Thanks Unknown SIU Blood Donors

To the Editor:

I would like to thank Brother Tom Banning, agent here in San Francisco for getting me four blood donors. I have no idea who they are, but I want to say this for each and every one: their blood saved my life, as I had a piece of my lung removed. So, again, I say to these boys, whoever you may be, may God look out for you on each and every voyage. I had to write this letter as soon as possible.

The night before my operation the doctor came and asked me if

I was all prepared. When I said yes, he asked me if I knew where I could get some blood donors, as I would need plenty. I said no, but after he left I thought of the Union. I crawled

out of bed and got to the telephone and called Brother Banning, and asked him if he could get some donors. He asked me how many I needed and when I said I didn't know he told me to get back to bed and not to worry as things would be straightened out.

Union Pitches In

An hour later a woman came over to my room, and told me she came from the hospital's blood bank. Tom Banning had called and asked her how many blood donors would be needed and she said at least four. Then she said to me, "Mr. Boyce, you know I couldn't have gotten that many from the whole city of San Francisco." Then she went on to say what a wonderful Union the Seafarers International Union was, where all brothers look out for each other in emergencies.

She hit the nail right on the head with that statement. In the SIU everyone is looking out for the welfare of his brother. It is a kind of "Three Musketeer" idea, all for one and one for all. I am proud to be a member of such a union, the best in the maritime industry.

It would be easy enough for me to find out who the fellows were who helped me out if they did not mind admitting that they did, but that is not the point of this letter. I would like to thank them personally, of course, and I may some day, but I want to thank the membership of the SIU and the Union itself for what they have done for me during this crisis. Naturally I could not thank anyone at all, nor would I be able to do anything else were it not for the blood those four men donated to me in my time of need.

It is easy enough to be a militant union and to fight for rights, both in contract and fringe benefits, but it takes something special to have a heart and really care for the members. That's the way of the SIU. I'm doubly proud to be a member.

Thanks again to Brother Banning and my four unknown blood donors.

Daniel "Blackie" Boyce



Boyce

## 'The Payoff!'



## LABOR ROUND-UP

More than 20,000 members of organized labor thronged the Boston Garden recently in a great tribute to Archbishop Richard J. Cushing as a "friend of the working man." A home for orphans of all creeds, "Nazareth," was \$15,000 richer when the reception ended. The money will be used for teaching a trade to youngsters in order to keep a fresh influx of talent steadily flowing into the labor field.

Local 214 of the Fur and Leather Workers has lost its bargaining rights because one of its officers lied to the FBI when he disclaimed any Communist ties. As a result, the first such action in its history, the NLRB cancelled its certification of the local, which represents 125 workers at the Am-O-Krome Company, Cincinnati, Ohio. The parent union was expelled from the CIO four years ago as Communist-dominated.

Elbert Jackson Textiles, Inc., Montauk, LI, was fined \$300 by US Judge Galston recently for violating the Federal wage and hour law. Federal investigators found several employees worked 12 hours a day, seven days a week, at straight time rates, and one employee worked 88 hours a week. The Government found more than \$2,000 was due seven employees in back pay.

Members of all locals of the Los Angeles Cloak Joint Board of the ILGWU gained a wage increase of \$4 a week for all workers in the major crafts and \$3 for miscellaneous workers effective Nov. 2 under an extension of a basic agreement with employers. They also won an increase in employer contributions to the vacation, health, welfare and retirement funds, to bring the total to 7½ percent of payrolls. Miscellaneous workers won inclusion in the retirement plan for the first time and shortening of their work week.

Wage gains for nearly 4,000 workers at plants organized by the CIO Furniture Workers through strike action, and for more than 1,000 others without resorting to walkouts, were announced by UFWA President Morris Pizer. The principal issue in all cases was the raising of wages, in many cases the first since the abolition of wage

controls. Securing adequate grievance and arbitration machinery was an additional issue in some instances.

The American Federation of Government Employees has won reinstatement and back pay of \$7,000 for Glenn L. Shadrick. A grader operator for the Alaska Road Commission, he was fired 15 months ago, accused of operating equipment in an unsafe manner. The union argued the equipment was faulty. It lost its appeal all the way up to the final board—the US Civil Service Commission—which reversed the regional board and awarded the payments and reinstatement. The union also won a collective bargaining election for non-operating employees of the Alaska Railroad.

Pay increases ranging from \$2.50 to \$11 a week for an average of slightly more than six percent retroactive to May 1 were won by 225 members of the CIO Newspaper Guild on strike against the Seattle Times since July 16. Other contract improvements included upping of severance pay, also payable on an employee's death, and increasing retirement pay.

The CIO United Steelworkers will demand a guaranteed annual wage clause in its 1954 contracts. Increasing layoffs because of production cutbacks in the steel industry have made this clause a major demand, according to the union.

A reporter for a Detroit newspaper, while covering City Hall, came up with an interesting item concerning the pensions paid to retired city employees. The story concerned the pension collected by a Detroit retired city laborer, Starling Thomas, who gets a city pension check of 33 cents per month.

Two of Britain's most powerful unions in the engineering and mining fields are pressing wage demands totaling roughly 40 million dollars and are being met with opposition from employer groups on the grounds that the increase will affect the national economy and cause a sharp increase in prices throughout the nation.



Two crewmembers (above) on the Steel Director (Isthmian) look over wind damage to the "awning" that protected the crew's cots on the fantail and then start repair work.

Aboard the Steel Rover (Isthmian), Eriksson (below), the bosun, takes a minute out from work up on deck to have his picture taken by Seafarer J. W. Broad.



A heavy fur coat and a pipe are in order when a Seafarer takes a stroll up on deck in the Korea area during the winter months. Here, Jasper, AB on the Ocean Lotte, adds a white towel "scarf" just to keep a little warmer as he stands on deck and studies the bleak Korean hills in background. Korean winters are notorious for severe cold weather, sometimes well below zero.



The Steel Age gets a good scrubbing down from L. Ells, AB, and W. Shaw, DM, balancing themselves on a string-piece in this shot by Juan A. Colfe.



The life of a chief steward isn't just giving orders, as Jimmy Telan, chief steward on the Steel Ranger, proves by sitting up on deck and peeling potatoes for the crew mess.



Ray Noe, DM and deck delegate on the Albion, sits in his bosun's chair and slushes the shrouds out in the sun. It's part of a day's work, as well as his delegate's duties.



The crew on the Afoundria is in for some piping hot lasagna as Pete Gonzales, chief steward, gets ready to serve the dish.



Working in the storeroom on an Isthmian ship are Macaraco, Sanchez and Morreale (foreground to rear) sweating it out.



Aboard the Seatrain New Jersey, Stanley V. Johnson, steward; L. Duoly, chief cook, and S. Costa, third cook, (left to right) take time out from their galley duties.



Elliot, night cook and baker aboard the Chickasaw, gets his own "fresh stores" in Tampa by catching some catfish. The boys probably enjoyed the fish fry.



Blackie Bankston supplied this shot of Seafarer Merkel spending some time ashore with the zebras in the zoo. The zebras are posing too.



Seafarers Suall, wiper; Phillips, oiler, and Castelo, oiler (left to right), take a breather up on deck while painting boilers aboard the good ship Steel Rover.



Seafarer J. Deeds manages a happy smile aboard the Albion, with Rijeka, Yugoslavia in the background on the ship's recent trip there. L. Walker was the cameraman on this.

# MARITIME

John G. Pew, Jr., vice-president of the Sun Shipbuilding and Drydock Company, was elected to lead a slate of 60 new officers of the Marine Section of the National Safety Council at its convention in Chicago. Harry Kelly, president of the Delta Line, was named vice-chairman of the Marine Section, which is dedicated to reducing accidents on ships of the US merchant marine and in shipyards. The other new officers represent shipping interests on all coasts, on the Great Lakes and on inland waters. Cleaning of shipboard tanks, a hazard second only to collision, members of the council's tanker safety panel were told, should not be done within one hundred miles of shore. It was reported that engine room personnel suffered 31 percent of shipboard injuries, while the deck crews sustained 55 percent, mainly in the back, hand and head.

West Germany replaced the US as the world's second ranking shipbuilding nation during the third quarter of 1953. Lloyd's Register of Shipping disclosed. The rehabilitated shipyards of Germany had 153 ships aggregating 651,527 tons in various stages of construction at the end of September, an increase of 106,198 tons over the June 30 total. Britain and Northern Ireland, with 36.6 percent of the world output in their yards, continued to rank as the No. 1 shipbuilders. Countries chalking up gains in ship construction were France, Belgium, Denmark and Canada, while the Netherlands, Italy, Sweden, Japan, Norway, Spain and the US recorded decreases. The greatest decline was recorded by Japan.

The development of barge transportation on the Columbia River, part of a natural boundary of the states of Washington and Oregon, has saved farmers along its central stretch more than \$18,500,000 on freight in the last 16 years. . . . The heroine of many sea rescues on the British Columbia coast, the \$750,000 tug Salvage King settled slowly to the bottom of the Victoria, BC, harbor recently after a fire. Only the superstructure showed above water.

A small Italian freighter, a German cargo ship and a transatlantic liner were involved in marine accidents off Quebec last week, with no loss of life involved. The liner was the Cunarder Samaria, bound for Germany with 850 soldiers aboard, whose mooring lines twisted themselves about the propeller as she was being towed from her berth. In the other accident, the Italian freighter Carla Maria G and the German vessel Stuttgart, collided in a dense fog, with the Italian freighter suffering a gaping hole torn in her side. She reached port safely.

A huge welded-steel plate sphere, which will become a bathtub laboratory for an atomic submarine power plant, has been completed after ten months of work. It stands higher than an 18-story building, is 225 feet in diameter and is located in West Milton, NY, near Schenectady. In the atom engine, the splitting of uranium atoms will heat liquid sodium metal, which in turn will be used to convert water to steam. The steam will drive turbines to turn the submarine's propeller shafts.

Admiral Lord Nelson's famous signal, "England expects every man to do his duty," flew in Trafalgar Square last week as officers and men of the Royal Navy gathered to honor the memory of those who fought the battle in 1805 for which the square is named. In the battle, Nelson routed the French and Spanish fleets and ended Napoleon's hopes of invading England.

There were 1,253 privately-owned ships in service in the American merchant fleet at the end of September, according to the Maritime Administration, including 39 passenger-cargo vessels, 770 freighters and 444 tankers. The active Government fleet consisted of 198 ships, among them 18 passenger vessels, 177 freighters and three tankers. Private lines acting as general agents for the Government operate 110 ships. Almost 70,000 seamen are sailing in the merchant marine.

The Queen Elizabeth, world's largest passenger liner, arrived in New York this week with a 20-foot dent in her starboard hull, 15 feet above the waterline. The damage was inflicted at Cherbourg, France, when the 83,673-gross-ton vessel grazed a concrete pier. . . . A 26-foot houseboat tied up in the East River this week completing a 3,600-mile voyage from the Mexican border that began on June 1. It is said to be the longest outboard engine voyage on record.

Representatives of 14 nations met in London to discuss activation of an international maritime body through addition of seven more members to the group which already has ratified the convention of the Intergovernmental Maritime Consultative Organization (IMCO). Twenty-one members are required before the convention comes into force. Attending nations include Great Britain as host, and the United States, Argentina, Australia, Belgium, Burma, Canada, the Dominican Republic, Ireland, France, Greece, Haiti, Israel and the Netherlands.

# SEAFARERS in ACTION

A great many Seafarers on various SIU ships have been taking action on the proposed closings of the US Public Health Service hospitals. They have been sending in quite a few resolutions on the subject, both to the Union and to Congressmen from their home states. It looks like their collective effort is going to make quite an impression when the Congressmen get back to Washington.



Robinson

Certainly, if the US Public Health Service hospitals don't say open, it won't be the fault of the Seafarers who have been making every effort on behalf of these institutions which first began operating in John Adam's administration. One Seafarer who sponsored action on this score is Ed Robinson of the Binghamton Victory (Bull).

Robinson, who sails in the engine department, has been a member of the Union for just nine years now, joining in New York on October 21, 1944. He's a native New Yorker, born in this city 48 years ago, and has his home and family in Brooklyn.

Collecting for a ship's fund is one chore which isn't appreciated by many. On the Hurricane, the job was taken on by Jimmy Williams, night cook and baker, who saw to it that there was enough money in the fund to meet the crew's needs.

Williams is a Newark native, being born in that New Jersey metropolis on September 16, 1914. He joined the SIU in New York on May 5, 1943 and lives with his family here in New York City.

It's a common thing to get raves from SIU ships about the kind of chow that the steward department is putting out. Stuff like that comes in regularly from the good feeders that Seafarers sail. But John Burke, steward of the Del Mundo got an even stronger vote of thanks than most. The crew thanked him for feeding, serving and keeping a clean ship. Speaking of the department they said "they are tops" and consequently all hands aboard are happy.

The best way to keep any crew happy is to feed them some good chow.

Burke started sailing with the SIU out of Mobile joining the SIU there in May, 1942. He's 31 years old and a native of Alabama, who still lives in the Alabama port city.

# On the Job

The effective operation of a ship's boilers depends in great extent on keeping scale, grease, and other foreign matter out of the boilers. Once such foreign matter enters the boiler it greatly reduces the efficiency of the operation and can do great damage to the boiler and auxiliary equipment.

Boiler repairs are among the commonest causes of delay and breakdowns on a ship. Even with the best of care, the boiler will tend to accumulate a certain amount of scale, or there will be corrosion on tubes which necessitate overhaul and replacement.

While it is the prime responsibility of the engineers to see to it that boilers are kept as free of foreign matter as is humanly possible, it's up to the engine room unlicensed men to keep a weather eye peeled for symptoms of foreign matter in the boilers. They should notify the engineers of such symptoms before unnecessary damage takes place.

There are certain obvious things to watch for in a boiler room: water glass, condensate observation tank, and other indicators that will give warning of trouble ahead in time to take care of matters before they cause serious damage, breakdown or in extreme cases, an explosion in the boiler room.

Occasionally grease and oil can get into the boilers, particularly in those power plants that use reciprocating main engines and auxiliaries. Here lubricating oil is supplied to lubricate pistons and cylinder walls. If too much oil is used, some of it travels with the steam into the main condenser and gets into the condensate which is used in the boilers.

### Fuel Oil Heater Leak

Oil can also enter the feedwater through the fuel oil heaters. Sometimes a leak will take place between the oil and the steam side of the heaters with the result that the fuel oil enters the steam side and returns through the drain line to the feed tank with condensed steam.

Where grease or oil gets into the boilers it can cause overheating. A coating of oil in a water tube causes the steel to overheat and lose strength. It can cause collapse of furnaces and leaks in tubes and seams. Or at the worst, it could cause a boiler explosion.

### Observation Tank

If grease or oil does get in the boiler, some of it will show up on the surface of the water in the water gauge glass. The engineer in charge should be notified immediately. Also most systems will have an observation tank in the fuel oil heater condensate drain lines. The tank will be located between the heater and the filter tank. Condensate entering the tank from the heaters can be observed through a glass opening and signs of fuel oil become visible. In this case the condensate is usually drained to the bilge.

Sea water can get into boilers through leakage in the condensers. That's because a vacuum is maintained on the fresh water side of the condenser, where a leak will be sucked into the fresh water. Sea water contains impurities such as chalk, common salt, sulphate of lime, magnesium and silicates. As the impurities pile up from additions of sea water, the water will start to foam and spurt possibly causing damage to machinery. Foaming will be noticed by a jumpy water level in the gauge glass. Remaining impurities will form a hard scale on the steel surfaces of the boiler and eventually lead to overheating of the metal.

It's common practice for each watch to take a sample of boiler water and of condensate leaving the condenser to test for presence of saltwater. Modern plants are equipped with salinity indicators which give warning in the form of a bell ringing or a light flashing where salts are present in the feed and filter tank. That's because salt water is a better conductor than fresh water and will close an electric circuit giving the warning system.

### Fresh Water Has Impurities

Even fresh water contains impurities and some fresh water is very bad for boiler use as it will be so-called "hard" water that is full of minerals. There are several boiler compounds and chemicals on the market that can be injected into the boilers to counteract the impurities in the fresh water. The engineers will analyze the water every day to find out what type of impurity is present and take appropriate action to treat it.

These water softeners operate in much the same way as those used by housewives in "hard water" areas so as to enable them to do their laundry. They usually involve a variety of chemical reactions which tend to absorb or otherwise change the impurities in the water so that they do not tend to form damaging scale on the inside of boilers.

Usually too, the engineer will rid the boiler of a small amount of water each day through the bottom blow-off valve, so that impurities which tend to collect in the boiler will in part be drained out.

The fresh water storage tanks themselves are sometimes subject to contamination. There have been instances where by accident sea water has been admitted to the tanks, or ships have left port to find out a few days later that most of the tanks are empty. This is a commoner accident than might seem possible.

## Burly

## A Bargain's A Bargain

## By Bernard Seaman







A delegation of Seafarers marches in the War Day Parade in New York City in 1942. Shown above is part of the contingent of SIU members who survived enemy torpedoes in the early days of the war. More Seafarers were to be added to their ranks in the war days which were still to come.

## SIU 15 Years Old November 1st

(Continued from page 2)  
control of the NMU, was also anxious to smash the young SIU. Today, the SIU is the recognized leader in the industry. It has its own buildings in Boston, Norfolk, Tampa, Mobile, New Orleans and new headquarters in New York. Work is now under way on a new building in Baltimore. Its assets are impressive, but only reflect the strength of the Union and its membership.

### LOG Began

Overcoming heavy odds, the young SIU made progress in the Gulf and later all along the East Coast. Companies were signed. Strikes were won. In February, 1939, the SEAFARERS LOG began publication as a bi-weekly newspaper. A constitution was drafted and accepted by the membership. Shortly after the SIU came into existence, the war broke out. The new Union met its obligations to provide men for its ships through the hiring hall, and fought Government attempts to pressure and to control the Union and the seamen.

In 1944, the Union, which originally had headquarters at 2 Stone Street, New York, moved to Washington, DC. It then returned to Stone Street, later moved to Beaver Street, and then moved to the new headquarters in Brooklyn. In each case, the move provided enlarged facilities and services for the membership as the Union grew. Some 1,200 Seafarers lost their lives during the war. This included a large number of the original members, and the SIU pushed on with its comparatively new membership.

A far-reaching organizing program was launched, one that

has brought in hundreds of new ships and has not yet finished. In the few years following the adoption of this program over 60 companies have been signed, including major outfits like Isthmian and Cities Service.

Shortly after moving to the new headquarters two years ago, the Union's Welfare Plan began expanding, too. Vacation payments

were started, marking the first time that many seamen had ever collected vacation money. A maternity benefit of \$200 was started. Men who are disabled now collect \$25 per week. Those in the hospital collect \$15 per week for as long as they're hospitalized. A \$2,500 death benefit is now paid, and four \$6,000 scholarships are awarded each year to Seafarers or their children.

## Conference Of Sea Unions Is Proposed By Lundeberg

(Continued from page 3)

Health Service hospitals, investments by American shipowners in foreign-flag vessels, the activities of Panamanian and Liberian-flag ships, foreign shipowner attacks on the 50-50 law, and the prospects of shipping in the post-Korean armistice period.

### Shore Leave Restrictions

Other items such as the restrictions imposed on seamen in foreign ports by the Armed Forces, have been suggested as proper such a meeting.

Summing it up for the A&G District, Secretary-Treasurer Hall declared:

"Lundeberg's approach to the problem is a sound one, in that it will promote a greater degree of cooperation between non-Communist maritime unions. It is the best way to handle seamen's problems and matters affecting the industry.

"Efforts such as these lead to the betterment of all seamen—regardless of their affiliation," Hall

said, "and such relationships between seamen's organizations are to be encouraged. We hope they will continue so that seamen everywhere can benefit thereby."

## Sea Chest Expanding Its Service

(Continued from page 3)

modest warehouse of a few hundred square feet which the Sea Chest began with, and from the kind of storage space maintained by the average waterfront ship chandler.

### Wide Selection

With plenty of space available, the Sea Chest can stock the widest possible selection of merchandise, with a full range of branded items in any one category. The large-scale merchandising operation makes possible a low percentage mark-up and the low costs that are typical of SIU sloopchests.

On the Calmar and Ore Line ships, the skippers have held fast against crew requests that SIU sloopchests be put aboard on a competitive basis. The crews have gained in one respect, since the private sloopchest dealers supplying these ships have marked down their prices considerably with consequent saving for the crew.

However, most merchandise supplied is still of an inferior, no-branded variety so that shopping these sloopchests remains pretty much of a blind operation.

## NLRB Vote Begins In Atlantic Fleet

(Continued from page 3)

done a terrific job which guarantees you an overwhelming SIU victory in Atlantic," the wire read. "The credit for this goes to each and every SIU supporter on all Atlantic ships and we congratulate you on a job well done."

SIU organizers, who have been working steadily in Atlantic for the past 14 months, are still keeping the pressure on the company-dominated Atlantic Maritime Employees Union. Pledges are still being received from men in the

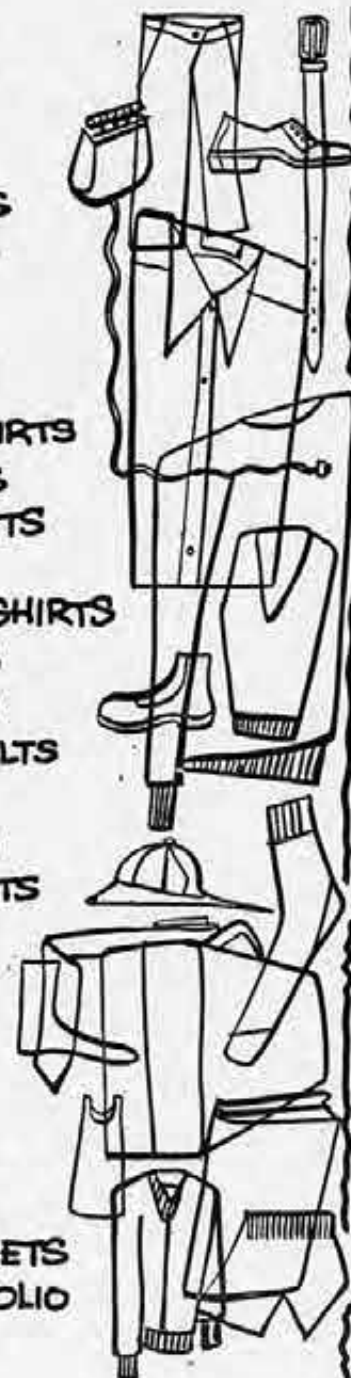
fleet as well as withdrawals from the company union.

The key issues of the Atlantic Refining Campaign have been from the beginning company domination of the AMEU, which is run by an attorney who has never had any connection with seafaring, in the traditional company union style.

The lack of democracy in the company union, complete absence of job security and inferior take home pay have also been brought home with telling effect by both shoreside and shipboard organizers.

## What do you need?

- SUITS
- SPORT COATS
- SLACKS
- TOPCOATS
- DRESS SHOES
- WORK SHOES
- DUNGAREES
- KHAKI PANTS
- KHAKI SHIRTS
- BLUE WORK SHIRTS
- FRISKO JEANS
- HICKORY SHIRTS
- C.P.O. SHIRTS
- WHITE DRESS SHIRTS
- SPORT SHIRTS
- DRESS BELTS
- KHAKI WEB BELTS
- TIES
- SWEAT SHIRTS
- ATHLETIC SHIRTS
- T-SHIRTS
- SHORTS
- BRIEFS
- SWEATERS
- LUGGAGE
- WORK SOCKS
- DRESS SOCKS
- LEATHER JACKETS
- WRITING PORTFOLIO
- SOU'WESTERS
- RAIN GEAR



• ALL YOUR NEEDS CAN BE FILLED FROM YOUR **Sea Chest**

- FROM A SOU'WESTER TO AN ELECTRIC RAZOR. WHATEVER YOU BUY FROM THE SEA CHEST, YOU CAN BE SURE YOU'RE GETTING TOP QUALITY GEAR AT SUBSTANTIAL SAVINGS.

**The Sea Chest**

• UNION-OWNED AND UNION-OPERATED ... FOR THE BENEFIT OF THE MEMBERSHIP.

## AFL-ILA Organizing Drive Forging Ahead On Docks

(Continued from page 2)

been victims of too many of these sell-out contracts that the old ILA mob 'negotiated.' The law prohibits any negotiations to take place while an NLRB election is pending."

"The AFL-ILA has the pledge cards from the thousands of New York longshoremen to prove that it represents the longshoremen, and the NLRB election will prove that the longshoremen want the AFL-ILA to represent them. The

longshoremen have suffered long enough under the old ILA mob. In every case where the men have had a chance to vote in an honest secret ballot, the men have voted overwhelmingly for the new AFL union.

"The mob is afraid of a secret NLRB election, conducted by the Government. They know that they can't phony up the results of an election like that, and they also know that the longshoremen will vote overwhelmingly in favor of the clean AFL-ILA."

# Foul Ball Seaman Bats Himself Out Of Shipping League Lineup

Seafarers have come across some foul balls in their time, writes Seafarer William J. Smith, ship's delegate on the Shinnecock Bay (Veritas), but hardly one to match the troublemaker who shipped aboard the vessel's last trip to the Far East. The character, says Smith, was not a member of the Union, but was an independent foul ball who had fouled himself out of a rival union by missing the brotherhood pitch.

The FWT in question, who shipped out in an emergency to crew up the ship, didn't cause any trouble until the ship reached Nagoya, Japan. After getting gassed up on saki and oriental spices, the foul ball began to compound the crime by taking weekend

watches off without as much as a by your leave. He was amused by his own boldness and told a few of the Seafarers aboard the vessel that they "ain't seen nothing yet" in the way of fouling up. Smith warned him off, but this nuisance from another maritime union took no heed of this smart pitch.

When the ship reached Yokohama, the foul ball pulled out all the stops and took the final cut at breaking the rules. As night had fallen and while the last of the deck cargo was being stored in the No. 2 hatch, all hands were startled to hear a splash coming from the general direction of the gangway. Racing over to the source of the noise, the men peered into the murky blackness and made out a figure treading water in the choppy seas. "Grab hold of the life ring," went up the shout from those on deck, but the clown in seaman's clothes tossed back a taunt in place of the life ring and headed for the distant shore, about five or six miles from the vessel which was anchored outside the second breakwater. Despite the channel swim-

### Fill That Berth

If a crewmember quits while your ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on your part will keep all jobs aboard ship filled at all times and eliminate the chance of your ship sailing shorthanded.

mer's wishes to the contrary, the captain ordered a boat lowered to search for this clown-gone-Florence-Chadwick.

### To The Rescue

Down went the lifeboat into the glowing darkness. Commanded by the second mate, the would-be rescuers had to pull hard to make any headway against the swirling seas. In addition to the lifeboat, Smith, the chief mate and the steward commandeered a liberty motor launch from ashore and searched for two hours to no avail. The channel swimmer, it appeared, had taken to the sub-marine life, for he was nowhere to be seen.

The Captain would not give up so easily, however. After signaling for an hour and a half by blinker light and ship's whistle, the Japanese Coast Guard came to

the rescue. The only trouble was, there was no rescue to take place because the ace No. 1 foul ball channel swimmer was churning up the seas in another direction.

Smith and the Shinnecock Bay crew thought they had heard the last of their ship-jumper, but foul balls always turn up, like collars in the wintertime. When the vessel arrived at Otaru, three-and-one-half days later, the crew got word that the foul ball was found alive on the inside breakwater, a bit water-logged but not much more the worse for wear. He had swum a distance of three-and-one-half miles to reach it. At last report, the foul ball had been taken under observation at the nearby US Army hospital and declared sane. Seafarers aboard the Shinnecock Bay found it hard to believe.

## LOG-A-RHYTHM: The Merchant Seaman

By M. Dwyer

I've seen many sailors  
From here to Japan,  
But none can compare  
With the merchant man.

They live fast and work hard  
This gallant crew,  
None better you'll find  
In all Timbuctu.

Now take these sailors  
With golden braid,  
They'd never admit  
To being afraid.

It's human to fear  
At certain times,  
But if you listen to them  
They'll hand you a line

Of how straight they stood  
While under fire.  
You'll almost feel  
Like shouting, "Liar."

They talk of their ships  
So neat and trim,  
All painted and polished  
And rigged to the brim.

But the merchant man

Does a job well done  
He doesn't intend  
To impress anyone.

So let them brag  
These Navy boys,  
Some act as if they  
Still played with toys.

The merchant man wears  
No fancy dress,  
And calls for no linen  
Napkins at mess.

He's rugged and steady  
And straight down the line,  
Just give me a merchant man  
Anytime.

Yes, give me a  
Merchant man, anytime  
Where the spray is thick  
And the sea's but brine.

Where the wind whips 'cross  
The silent booms,  
And threats of danger  
In the night air looms.

Oh, give me that hardy clan,  
The doughty merchant man.

## Did You Know . . .

That the custom of "scalping" was mainly acquired by Indians from the original white settlers? With the exception of a handful of tribes, this grisly business was started by white settlers who used the scalps as evidence to collect bounties (where these were offered) or to show off as trophies. As early as 1725 the public treasury of Massachusetts offered 100 pounds for any Indian scalp. This was a sizable amount of money in those days and many of the lower-type colonials began to make a business of taking scalps, slaughtering Indians in wholesale lots and showing no mercy to women or children. This legalized murder had become so widespread by 1750 that the Commonwealth reduced the bounty to 40 pounds, while stipulating that the scalps must be taken from males above 12 years old.

That Seafarers in the Gulf area have all the advantages of SIU sloopchest service that is offered in New York? Arrangements have been completed to supply ships sailing from Gulf ports with the same high quality, low price merchandise now being sold on ships sailing out of New York. The Union is gradually expanding this service to all ports that SIU crews sail from. This service will help to keep the seaman from being victimized by the unscrupulous ship chandler, and represents another area in which the Union protects

its members from those who would exploit them.

That in a recent survey it was revealed that men gossip more than women? "This Week" magazine sent out reporters to bars, buses, bleachers, backyards and other spots conducive to gossiping. They found that women did gossip about sex, children, clothes and personal appearance, but that of their total conversation only 13 percent was actual gossip. Their husbands, on the other hand, supposedly tight-lipped, devoted 17 percent of their chitchat to the same subject. In sterner times gossips were publicly silenced. Colonial Virginians, for instance, dunked their gossips in the James River.

That the Klondike is not located in Alaska? The Klondike is actually located in the Canadian Yukon territory, south of the Klondike River. The most important town in the area is Dawson City, which most Americans believe to be an Alaskan city. The first gold in this area was discovered on Bonanza Creek by Kate Carmack and two of her kinsmen, "Skookum Jim" and "Tagfish Charlie." Robert Henderson, known as "Klondike Bob," is often credited as the first to pan gold in the area. The Alaskan-Canadian boundary was finally determined during the administration of Theodore Roosevelt.

## On Shore Leave In Germany



Seafarers Paull Pringl, oller, left, and Joe McLaren, electrician, take time out for a little relaxation in Germany on shore leave from the Del Aires (Mississippi). Lady friends are local frauleins joining in a toast of good cheer to the visiting Seafarers.

## Seafarer Rags—Many A Slip 'Twixt The Cup And The Pic

By E. Reyes



# The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

For its 65th anniversary of camera manufacturing, the Eastman Kodak Company has introduced three new cameras with several new features. Each camera is aimed at a different price and photographic level — the Brownie Holiday at \$4.25 for beginners; the Bantam RF camera priced at \$78.50, with flash and case for amateurs; the Chevron camera priced at \$215 for professionals and advanced amateurs. (Through the Sea Chest, you can get a break on these prices.)

The Bantam RF has a superimposed image type range-finder, a 50 mm Kodak Ektanon f-3.9 lens with click stop aperture settings to f-22 and a flash 300 click stop shutter with speeds from 1/25 to 1/300 second and B. It takes 828 roll film, making 8 exposures. The shutter is synchronized for both types of bulbs. It has automatic film stop, double exposure prevention and a release for intentional double exposure. The viewfinder for eye level viewing is combined with the rangefinder.

To simplify matters the Bantam RF has shutter and aperture setting scales marked with a red dot and red and black numbers. A red 1/50 second marking next to the red dot between f-5.6 and f-8 gives the correct exposure outdoors for an average subject in bright sunlight with Kodachrome film. A red reference mark at f-11 indicates correct exposure under the same conditions for Kodachrome film.

Outstanding feature of the Chevron 620 roll-film camera is the fastest between-the-lens-shutter available, the Kodak Synchro-Rapid 800. It has 10 shutter speeds from 1 to 1/800 second, and Bulb. It is synchronized for both class F and M bulbs and electronic flash at all speeds. The lens on the Chevron is the 78 mm Ektar f-3.5 lens.

Other features are a split-field viewfinder-rangefinder with built-in eye piece suitable for use with glasses; built-in rangefinder pointer for centering on subject; lever-operated film advance system; film type dial indicator; and automatic film stop and counter. The camera with an adapter can be used with 828 black and white or color films.

The Brownie Holiday uses 127 roll film and produces 8 photos on a roll. The single action shutter gives an exposure of about 1/45 second. It has a relatively long base eye-level viewfinder which makes for extreme accuracy in centering on subjects. Margins are clearly defined in viewing. Accessories available for the Holiday are a close-up attachment, no. 13; Kodak cloud filter; and field case. Here are three good cameras to fit any Seafarer's pocket, ability and taste.

## Seafarer Trips Shutter On Trips



On his many trips to the Far East, Seafarer Evaristo Rosa snaps pictures of many activities. Here is one of the Yokohama market place.

# Seafarer Reports Smooth Sailing Through Sea Of Books On Campus

Riding up on the train from New York City to Ithaca, New York, where Cornell is located, writes Seafarer Ed Larkin, I was a bit leery and felt out of place with the thousands of students on the train. Freshmen took me for a professor when I was seen in the Club Car. However, I braved it and continued on. After all seamen go to some unusual places and this was a challenge.

Arriving at the train station, we were met by a band and the official welcoming committees. Five minutes later I was wearing, to my dismay, a freshman hat, a little red beanie with the class of '57 printed on it. During the evening, I was hounded by all sorts of activities, freshman bon-fires, parades, dances, games, sports, and a mad life in general.

### Mistaken Identity

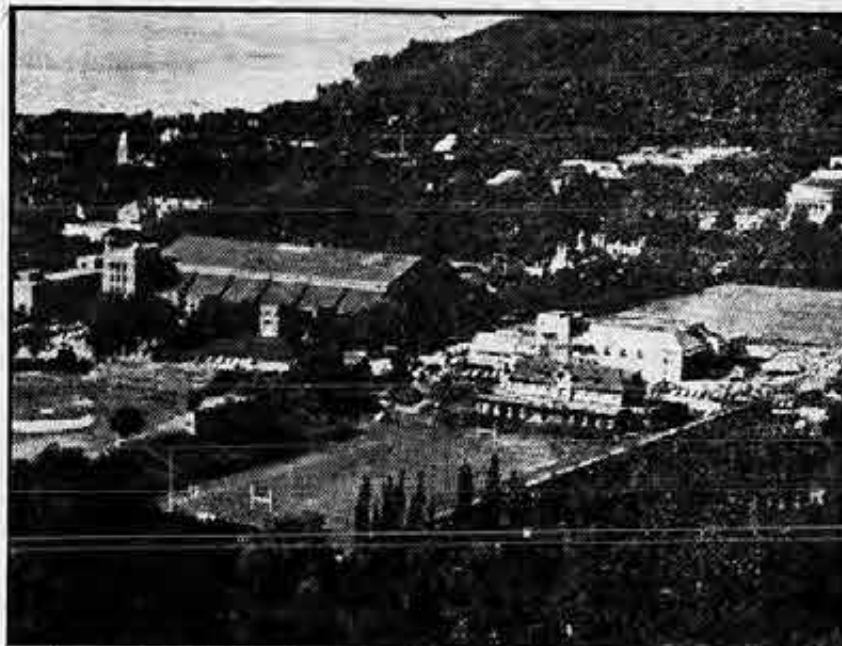
My school gave a tea and luncheon for the parents, students, and professors so they could get together and meet one another. Well by this time I unfortunately lost my frosh hat and was in a corner with some young gal telling a few sea stories, when a professor walked over and asked me if I thought that my daughter would be happy here in Cornell. Needless to say, a crew cut, sport coat and saddle shoes were in order for me the next day.

However, the week of filling out mountains of questionnaires, registering, tests, exams, speeches, indoctrinations and campaigning ceased and hard work was the main topic. Since I was classified as a Merchant Marine Veteran, it made me exempt from ROTC and physical training but the Navy flirted with me trying to woo my license into their clutches.

### Informal Classes

Classes have been very informal up here. We wear anything we please, smoke anytime and call on the professors whenever we feel it is necessary. Every student is assigned one professor as a counsellor, and he helps you get on the track to settle down and will answer any of your questions. Carrying six courses subjects me to 18 hours a week of actual classroom lectures and discussion groups. I am allowed to miss three hours from each, then after that it is probably the Log Book.

We also have the advantage of going on local tours of various industries, mines, special field trips and numerous directors from both industry and labor have given us the opportunity in class to discuss their problems and plans. Occasionally, we had trade



Shown above is air view of portion of the campus of Cornell University, where Seafarer Ed Larkin is studying on a tuition scholarship from the institution. Top left is view of part of Lake Cayuga, one of the Finger Lakes in New York State.

union officials conduct evening lectures; also scheduled are a few men from Government such as Sen. Irving M. Ives who will speak on the "Role of the US in the International Labor Organization."

Then there are University lectures, which are conducted in large auditoriums for the entire population of 9,000 students. To date we have had a Member of Parliament from England and a Professor of History from Columbia University, Messrs. Austin Alvu and Dr. Commager, respectively. The many libraries up here, to those of you who like books, will be a sight to see. Books on every subject imaginable, from the "Construction of the Great Wall of China" to the latest doings of the "Fijis."

### Dates No Problem

Dating up here is no problem. There are gals from every state in the world. The average gal up here will go easy on your allowance and will spring back. For instance, I am taking an unsuspecting young damsel to hear the Boston Symphony Orchestra on Sunday, and, in turn, she has invited me to the messhall at her dormitory for a free supper. Of course there will be a few thousand gals present to make the desert go down that much sweeter. A sailor on the campus certainly has a good time with the gals. At last I have found a group that will believe my sea stories. Here I am practically regarded as a hero because of my

age and experience.

The university has a co-op where one receives a 10% return on anything that he may purchase from school books to sport shirts. Beer is sold in the local bars by the pitcher, bus tickets by the discount and dates by the dutch treatment. Laundromats, student dry cleaners and co-op restaurants are the way of life up here. Then we have the student employment agencies that will find you a part-time job to fill that dent in the pocket. To get around room rent, many of the older students live in the local firehouses in exchange for volunteer fire duty. There it is comfortable, pool tables and TV, but kind of distracting once in awhile. Just like our fire and boat drills.

### Joins Club

In the school of Industrial and Labor Relations there is an "Old Man's Club" which I have been invited to join. We meet every two weeks and have the secretary request a professor to lead an informal discussion group on trade unionism, social security, organizing or labor relations. Most of the profs have accepted and the sessions last until midnight. The SIU is very much respected up here by the students and faculty. They think that we are tops, a bit rugged and militant but nevertheless tops in honesty, democracy, planning and welfare. In the class-rooms I have seen many union and management movies, and just as when I was in Great Britain, I hope to show the gang up here the SIU movies.

# Crew At Sea Over Smokes Situation

Seafarers aboard the Steel Inventor (Isthmian) know what it means to be stranded on a desert island, stuck in the middle of a prairie, or holed-up for the winter in a mountain cabin, writes Seafarer Charles Bedell, all without proper provision for the days ahead.

It all began peacefully enough with the ship leaving Cape Henry, Baltimore, and bound for Houston, Texas. There was no foreboding of trouble, for the men were given a draw in port and all stocked up on cigarettes, but not for the full ten-day trip.

Measures notwithstanding, the supply of cigarets gave out and the ship took on the look of one great treasure hunt for a butt. Casting aside pride in favor of dire necessity, the driven-to-the-wall seamen sniped at any snipes that were left smoldering in ash trays. Tobacco Road, they felt, was never like this. At least it was on land near that favorite fruit.



Bedell

It was not an unusual sight for half a dozen men to be seen in the wake of a seaman smoking a cigaret in the hopes of getting one last drag out of the dregs before it went the way of all ash. Those seamen who were farsighted enough to provide smokes for the full trip were usually seen with a bevy of sailors in tow, passing the cigaret around as carefully as if it were the last payoff. It was quite an event aboard ship to find a butt more than an inch long, calling for something of a celebration. Lengths of cigarets which often were looked upon with disdain in the past, now were held in high favor by the almost tobacco-less crew.

### Tribal Smoke

About mid-way through the voyage some Seafarer struck upon the idea of a communal cigaret, much on the order of the tribal pipe of

peace. Every available butt was stripped in a common pool, with burnt ends cast off until a respectable pile of tobacco built its way up from the messroom table. Adding a piece of brown paper to the brown heap, a few rapid twists around the grains brought forth a cigaret measuring eight inches long. It was a happy crew that spent the next half hour passing the giant cigaret around to eager and waiting hands.

However, the Seafarers were gayer still when the ship reached Houston. Once on the beach they headed for the nearest sign of civilization, a cigaret vending machine. Happy indeed was the crew which queued up in front of the cigaret dispenser, with quarter following quarter down the ways and whole cigarets, for a change, issuing forth from the maw of the mechanical vendor.

# Quiz Corner

1. What son of a former President was an unsuccessful candidate against California Governor Earl Warren, newly-appointed Supreme Court Chief Justice?
2. What former Ivy League coach and All American now have their own television football commentaries?
3. Who was named non-playing captain of the United States Davis Cup tennis team?
4. Who pre-dated Mickey Spillane in the "hard-boiled" school of detective story writing?
5. Which of the following cities is located on the Japanese island of Hokkaido: Sapporo, Nagasaki, Darien, Otaru, Hokodate?
6. Which branch of the Armed Forces has banned showings of movies "From Here to Eternity" and "The Moon Is Blue"?
7. What United States Senator, who headed the Senate Subcommittee on Maritime Affairs, recently died?
8. What former Brooklyn pitcher, now in the Army, was sorely missed by the Dodgers in this World Series?
9. What former Secretary of State recently received the Woodrow Wilson award for outstanding service?
10. Who is Polly Adler?

(Quiz Answers Page 25)

# 'Strange Things Are Happening' Aboard Waterman Ship At Sea

Strange things happen on the sea, but the strangest of all marine occurrences is when a bird, a seaman's best friend and a symbol of good luck since man first started sailing, attacks a sailor. Just such an event took place aboard the Waterman's Yaka recently as reported by Seafarers aboard the vessel.

While the ship was cruising at sea on a clear night, mixed reports assert, a marine flyer of undetermined origin, either an albatross or a gull, caused all the excitement which set the ship buzzing with noise and set the fur flying. It was just another routine watch according to the reports, with the wind blowing and the stars shining down on Tom Lowe, AB, on the wheel. The third mate was on the wing of the bridge and all seemed right with the world.



Lowe

### Strange Sounds

Just then, all Hades broke loose as the third mate started flailing his arms madly through the air and emitting strange sounds uncommon to human and marine life. Lowe, on the wheel, thought the mate had a bit too much sun and was done in.

Of course, the rumor ran the length of the ship that the mate always seemed that way. The allegation was not proven.

As matters developed, the mate, walking on the bridge, had inadvertently kicked the bird in the part of his anatomy which ordinarily goes over the fence last. The bird, irate over this kind of treatment, took matters into its own claws, so to speak, and lashed out at the retreating mate. After about the third dive-bombing attempt upon the mate's head, the battle drew to an end. The mate emerged from the melee thoroughly scratched but undaunted, while the bird came up minus a head, knocked galley west by a belaying pain in the hands of the startled and defending mate.

Which goes to prove that some birds belong on bridges and others behind bars.

## Seafarer Bids Ship Farewell

Oriental spices, wines and condiments flavoring his farewell, Seafarer Ernest H. Ibarra recently left Yokohama, Japan, by air on a return trip to the States after getting off the Jean Lafitte (Waterman). Not, however, before reminiscing on his latest trip to the Far East.

"Say, boysan," said the Seafarer in his reveries, "bring me a pencil and paper and another cocktail with a lot of ice and a slice of lemon. Just one more for the road before heading home."

"I can't help but stare out of the window as I sit here in the maritime club and look down at the mysterious and fascinating port of Yokohama with its narrow streets decorated with large China lamps swinging gently in the soft oriental breeze. Rickshaws, pulled by their energetic owners, race back and forth looking for a fare. The girls stroll under the cherry blossom trees in their kimonos of beautiful, rich colors, blending with their exotic perfumes. They are no less than the walking gardens of the East."

"And over there to one side of the vessel, covered with snow as a queen is covered with ermine, is the girl friend of all the ships which drop their rusty anchors in this port after a tired voyage. Sweetheart to the ships and to the Seafarers who sail them is this stately Mount Fujiama, which welcomes the sailors back from the Korea shuttle run to the shores of Japan."

"Neither binoculars nor imagination is needed to see the Jean Lafitte cutting through the waters, her angry propeller slicing up the surf and kicking back the wake as



Ibarra

she glides into her berth. A good crew and a good ship, manned by experts and led by a captain who goes to sleep wearing his cap and gold braid.

"Oh, there you are, boysan. What, no lemon! Well, I shall have saki instead and a side order of octopus tentacles. Hurry now, for the hour is growing late and I must be off."

## Learns At Sea And In School

Like the celebrated fictional character who jumped on his horse and rode madly off in all directions, Seafarer Lou Cirignano, now retired, finds his interests directed toward many fields.

At the present time, Cirignano is directing his efforts to the separate fields of business and music. Enrolled as a sophomore at the Montclair State Teachers College, Upper Montclair, NJ, the on-again, off-again Seafarer is majoring in business education while tootling the saxophone for his own and friends' pleasure. Cirignano retired his book when he went back to school, but takes it out periodically each summer to keep his hand in the trade, his foot on the sea and his pocket full of dough.



Cirignano

### Sailed With SIU

A veteran of merchant marine duty with the SIU before and after the war, Cirignano made two trips last summer between classes. He signed on for a European run as engine utility man and made the ports of Bremerhaven, Germany, and Antwerp, Belgium, among his ports-of-call. It was old home week for him, for he had been there many times before aboard SIU-contracted vessels.

Returning to the US, Cirignano shipped out once again after a short time, heading for the Gulf aboard a Cities Service scow. He reported that the weather was murderous, but the food aboard ship was delectable, making up in part for the hot and sunny south.

Next year, Cirignano has plans of making a Mediterranean run. He likes to put a change of pace in his studies once in a while, mixing classwork with world travel.

## 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.

# The SPORTS LINE

By Spike Marlin

To nobody's particular surprise Carl "Bobo" Olson, the tattooed man from Hawaii, beat a sound tattoo of his own on the head and middle of Randy Turpin to win the world's middleweight crown. The contest climaxed a dreary elimination tournament which should never have taken place because Olson and Turpin were clearly the class of the division long before the whole thing started.

Now the question remains just how long Olson will keep his newly-won title. Judging from past history it won't be a lengthy span. And the shadow of Kid Gavilan already looms up in Olson's path as a dangerous challenger.

### Comin' And Goin'

Since the end of the war, middleweight champions have been coming and going like a Times Square shuttle train. There was Tony Zale, then Rocky Graziano, then Zale again, then Marcel Cerdan, then Jake LaMotta, then Ray Robinson, Turpin, Robinson again and now Olson. The average champion, it appears, didn't hold his title for more than a couple of months.

That's understandable in a way because the division usually has more class fighters than any other.

None of these was a mediocre fighter, except Graziano. Some of course, like Robinson and LaMotta, were really tops when they had it.

A fight between Gavilan and Olson should be a very interesting affair, provided Gavilan is up to scratch. He looked pretty sick his last time out against an obscure club fighter, Carmen Basilio. More of a line on his shape should come when he meets Johnny Bratton for the second time.

If Gavilan is in good shape when he meets Olson he is going to prove a hard one to shave. Olson does his best fighting up in close. He likes to snuggle his head in on the other guy's chest and hook, uppercut and club him from all angles.

A well-conditioned Gavilan is not likely to get pinned in a corner like Turpin was. With his speed and his solid footwork he could back off Olson all night and drive him crazy with left hooks.

Where Olson might have an advantage is in the fact that he's pressing all the time. Gavilan's habit of resting two minutes and fighting one minute of each round just won't do. He will have to keep moving and punching if he wants to become champion No. 10 in the post-war picture.

## Seafarer Trio Poses In Greenland



Three Seafarer crewmembers aboard the Greece Victory take time out from fishing in Greenland to pose for the photographer. They are, left to right, Garner, MM; Tonney, third cook, and Hall, MM.

# GALLEY CLEANINGS

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

Although Seafarer Solomon Harb has not set foot in his native Egypt in over ten years, his culinary preferences reflect a middle eastern influence. He generally favors lamb over beef and delights in fixing shish-kebabs, stuffed grape leaves, baclawa and the like.

He concedes that crew preferences are often a restraining influence, but when practicing his art unfettered he returns to the gastronomical delights of the desert area.

His adventures in getting to the United States and into the SIU make an interesting story in themselves. One day in 1942 a friend importuned him into going down to a Swedish freighter tied up in port at his native city of Alexandria. The friend proposed that they both make a short trip to Tripoli. Harb was unwilling to make a trip, as he had a good job as chef in a private club in Alexandria. He agreed, however, to go along with his friend as interpreter. Once aboard ship, he reports, the gangway went up and the ship sailed away with Harb and his friend aboard. It was not until the ship reached St. Johns, Newfoundland, that he was able to get paid off. At St. Johns he joined

an SIU manned ship, joined the Union and has been sailing SIU since.

One of his favorite recipes is that for lamb curry. To feed a crew of 38 you use the following ingredients: eight pounds of lamb, one-half head of celery, one dozen medium size onions, one head of garlic, four apples, six peeled tomatoes, six carrots, one can of green peas, four bayleaves, two and one-half tablespoons of curry, and two tablespoons of flour.

First, dice the lamb and blanch. Then drain off water and wash in cold water. Dice onions into quarters and add to lamb. Add garlic and allow to braise over a slow flame. Chop up celery and carrots and add separately. Add tomatoes, bayleaves and salt and pepper to taste. Add water to about one inch above ingredients. Allow to simmer for forty-five minutes. Add curry and flour and stir to thicken. Dice apples and add. Cook for fifteen minutes. The curried lamb is then ready to serve.

## Seafarer Sam Says

WHEN IN DOUBT-SIGN NOTHING!



SOME COMPANIES ASK CREWMEMBERS TO SIGN MEDICAL RELEASES AT THE PAYOFF. IF YOU ARE IN DOUBT AS TO YOUR PHYSICAL CONDITION, DON'T SIGN THE FORM. PROTECT YOURSELF IN CASE YOU SEEK MAINTENANCE AND CURE LATER.

**Captain Forces Bosun To Leave**

To the Editor:  
There hasn't been much going on in Pusan since I wrote to you last, but the Sealiff pulled out last night with a bunch of mournful boys; they had to leave their brother and bosun behind because of a rigged-up deal by the skipper, Captain Kingspoint Bounty Metzger. No name is available for this kind of character. He put pressure on the bosun, Jack Stough, so that he either had to get off or go to the Korean jail. He got off, as he has a family in the States to feed. You can bet your bottom dollar that he had all of the SIU brothers' support in this forsaken port.



Stough

Brothers who have been here are Frenchie Michelet, Kirk (Andy) Anderson, Joe Joe Stuart, McBride, the bosun of the Seacoral; McNeal, chief cook on the Purplestar; Chuck Parady, Ray Queen and many others, a good many of whom I met for the first time. They all make me feel glad to have been an SIU man and to know that I will be one again. I've taken several of them to my club for parties. This is the only way that I can show my appreciation for what the fellows have done for me in this hellhole of a Korea, and I'm hoping to be able to do some more for them in the near future.

Ships I've recently seen include the Seamonitor, Seacoral, Sealiff, Purplestar, Citrus Packer, City of Alma, Keystone Mariner, Ocean Ulla and Choctaw.

Jimmie James

**LOG Is Like A Letter From Home**

To the Editor:  
Today I had the good fortune to find an October 2 issue of the LOG, and it was like a letter from home. John Dellinger, who lives here in Kannapolis, NC, and is insured by my company, gets it regularly. Today, on my collection route I asked if I might borrow it. I've consumed it, even to the ships' minutes and am forwarding a request that it be sent to me also.

Recently I was transferred here, and have handed my resignation in. I'm out of patience, mainly because the local scratch is anti-labor from the word go. Today there's an article running down unions and I must admit they do write of some that the LOG mention once in a while. But they're not just against the bad ones; they like to work a man 35 years and tap him on the shoulder with a simple, "We don't need you any more." One of my associates was a victim of that.

It gets under my skin to see and come in contact with such practices, so please send me the LOG so I can keep my mind off it. Please say hello to all my old shipmates and to the fellows around the Baltimore hall.

John Adams

(Ed. note: The LOG will be sent to you regularly, as you requested.)

**Good Union Men Are Aboard Ship**

To the Editor:  
In my opinion it sure makes a change when a couple of good men come aboard a ship, especially Brothers Carl E. (Red) Gibbs and Charlie Kellogg. Since boarding this ship last trip in the port of Baltimore it has been a pleasure to sail with these good brothers. There has been such a change by having someone on a ship to take the lead in affairs beneficial to our

**LETTERS**

young brothers who are just starting out on Ore ships, especially since it is hard to get any good bookmen aboard. Several joined this ship in Baltimore last trip, which is a good thing, in my estimation.

I have belonged to the Trainmen for the past 38 years and have been past president of Seaside Lodge No. 514 for 10 years. It sure is a big pleasure to have a man like Brother Gibbs address a meeting aboard a vessel, pointing out various things that are beneficial to everybody concerned. I hope in the future to have the opportunity to sail with a lot more good Union brothers who are a credit to the Union and to the ship. Also on board are several more good Union men, like Murphy, the deck engineer from Norfolk and one of the oldtimers.

Joe Woodfin

**Navy Hardtimes Merchant Seamen**

To the Editor:  
I am enclosing my subscription blank for the LOG. The first thing I do when getting back from a trip is to try and hunt up all the back LOGs I can lay my hands on and read up on everything that I've missed. If I have them sent to my home it will make things a lot easier.

I am also enclosing some pictures that I took on my last trip aboard the Robin Mowbray, around the world—Yokohama, Inchon, Pusan, Madagascar, Beira, Lorence Marques, Mozambique and Capetown.

Looting on Cornhusker

We were in Pusan when the Cornhusker went on the rocks. One of the officers aboard our ship had a small runabout and outboard motor with him. He brought the captain, chief mate and chief engineer aboard for dinner several times, and what they said about the alleged looting the Navy fellows did aboard the Cornhusker, didn't sound too good for the Navy. The Navy port commander told our skipper to be careful of Koreans slipping aboard at night and stealing our mooring lines.

They even caught a Navy man stealing the few tools they had in the runabout when they went over to get the old man from the Cornhusker.

Also, the Navy made it so mean, as far as shore leave went at Inchon, that hardly anyone had a chance to get ashore there. It seems the Navy sure has it in for the merchant seamen.

All in all, we had a fine trip with a good bunch of SIU shipmates, and I am proud to be one of them.

Jacob Malenke

**Thanks SIU For Maternity Dough**

To the Editor:  
Many thanks to the SIU for its generous gifts of a \$25 war bond and \$200 in cash as a maternity benefit, all for the birth of my son Miguel Reyes Maldonado. Thank you also for the letter to my son.

You can never know how much happiness you have brought to us. I am indeed grateful to the SIU and its members for all of these benefits and feel highly fortunate to have the privilege of being a member of this splendid organization.

When my son grows up and can read this letter, I know he will feel proud that he is a part of the Seafarers as I am now. May the Union have continued success in the good work it is doing for us seamen and our families. My wife, Miguel and I again join in saying many thanks.

Frank Maldonado

**Swell Crew On Steel Advocate**

To the Editor:  
I have been aboard the Steel Advocate as chief cook for the past four months, and have found one of the best crews in my 13 years of going to sea. A good crew can make a ship run real smooth and take it from me, if any of you fellows ever ride a ship with a crew like ours you would never regret the day you threw in your shipping card. Our steward department is one of the best I have ever worked with in my years of shipping with the SIU.

We stayed in Djakarta for 14 days, where most of the boys hung out at the Radio Bar. While we were there a few other Isthmian ships came in, including the Steel Age, with Leon Odum and Louis Cruz, whom I was glad to see, and the Steel Seafarer, with Rico, Bobby, Bill and Freddie Aron.

I hope that our Union will progress in years to come as we have in the past 17 years. I hope to see Marty, our old dispatcher, back in New York again, and best of luck to all the boys. I hope to see the big city some time soon, even though it isn't so bad here in Colombo, Ceylon, if you like these four-month trips.

Joe E. Thomas



Having a great time aboard the Steel Advocate in the Far East are, left to right, Toben, Joe Thomas and Campfield.

**Good Steward Is Adding Poundage**

To the Editor:  
We the crew of the North Platte Victory, would like to add our voice to the clamor of prafse no doubt evoked by the article in the Reader's Digest commending the SIU and our leader, Paul Hall.

The benefits received by us as members and the improvements in maritime conditions brought about largely through the militant efforts of the SIU, are accepted by us as the normal course of events. Few of us realize that there are unions

that do not have the democratic and honest management that ours has. If the members of these unions were to read our constitution, shipping rules and working agreements, they would be better informed to improve conditions in their industries.

No Mail

We haven't received any mail in over a month, due to sudden changes in our itinerary. Operating under MSTs orders has its drawbacks. The item most missed is our copies of the LOG. All of us are impatient to learn of our negotiating committee's results which, we are confident, will be advantageous. This is a good time to express our confidence in them.

The crew of this ship presents a good example of SIU seamanship. It's one of the finest crews I've ever sailed with. Notable examples are Johnny Reilly, the steward, who deserves more praise than I can deliver. Through his efforts we have received fresh vegetables, milk, meats and ice cream in the Orient. Also, his menus show fine planning and variety. Most of us have added to our waistlines this trip. Backing up such a good steward is chief cook Henry Harz, an artist in the galley, and baker Mel Ketola.

Clean Ship

Now the trip is nearly ended. We return from Okinawa to a West Coast port, most likely Seattle, for a smooth four-and-a-half-month payoff. The only item that could afford much argument is whether or not we get any bonus for the time we spent in Haiphong, French Indo-China.

I forgot to mention bosun Bob Eisengraeber, Chips L. B. Knickerbocker and the bosun's boys, who have also been doing a bang-up job. This is one of the best-looking, cleanest Victories on the seven seas.

J. T. Otto

**Brother Sails In Black Gang**

To the Editor:  
I am very much interested in the SEAFARERS LOG and the great volume of facts on labor that appear in each issue. I have been informed that you will mail me your paper if I write to your office.

I have a brother who is a member of your Union, and I have often heard him praise it, so I decided to get your newspaper, after reading several copies. I believe my brother has been a member of your Union since 1939 or 1940; his name is James T. Lassiter and he sails in the engine department.

Mrs. M. C. Lassiter

(Ed. note: We have added your name to our mailing list; from now on you will receive a copy of the SEAFARERS LOG every two weeks, as published.)

**Taxi Service 'Round The World**



A Durban, So. Africa, rickshaw driver, right, hustles for his next fare in front of a sign of western culture, a Woolworth store, while, at left a "taxi" in Karachi, Pakistan, waits to make the long voyage home. Left pic by Kronmel, right by Rosa.



**Old Pals Meet In New Orleans**

To the Editor:  
It seems as if I will be an outpatient for quite some time, according to the doctors. I am still unfit for duty, back on maintenance and cure again. I have been in and out of the hospital for about four months, ever since I was pulled off the Golden City. The doctors say that the pleurisy that I contracted on my last Far East voyage will eventually go away, but that there is no known cure.

I see where Vic Miorana, Jr., is following in his father's footsteps. Belly robber, jr., is on the Alcoa Clipper.

After being away from New Orleans for quite some time, it was a pleasure



Korolia

to run across three oldtimers that I knew in my boyhood—all on the beach at the same time. These are Percy Boyer, Bob Burton and Moon Kouns. Some other oldtimers

that I met in the hospital here in the Crescent City include Tedd Terrington, Red Cobb, Al Sylera, Jack Bater, Glen Curl.

Before closing I would like to ask all the brothers to get the ball rolling and write to Congress for enough money to keep the USPHS hospitals operating. Let's also ask our families and friends to write in before the next session of Congress.

Spider Korolia

**Company Warns Ships' Officers**

To the Editor:  
Although I took out my retirement card two years ago, I want to thank you for the LOG, because even though it is so long since I have been out it is great reading about the progress being made. Keep it up.

During the summer of 1952 for about four months I was sailing on the Great Lakes while between shore jobs. Since we had just had a son, my wife didn't want me to go to the Coast. I only wish I could make you understand what it was like. Just to give you some idea, I went through two Pittsburgh Steamship Company ships in this time and after the last one my nerves were in such a condition that my wife said, "Next time, you go to the coast."

All working conditions were so bad you wouldn't believe it. During this time the Pittsburgh fleet was voting on a union. I never hid the fact that I was a union man, and this didn't endear me to the company stiffs. The young, unlicensed men used to ask me about the Union and, of course, being an SIU man before getting a license, I told them how it worked.

No Union—Or Else

On one of my last trips down to Lorrain, Potts, the company president, came aboard and got the deck officers together, and then he came aft to talk to the engineers. He informed the officers that if the crew voted for the union the company would hold the ship's officers responsible, and make the officers wish they were ashore, inasmuch as they didn't have a union to protect them.

I am enclosing a change of address for my LOG subscription. Also, since I have moved several times since taking out my retirement card, I seem to have misplaced it, and would like to know how to get another copy of it.

Robert B. Anderson

(Ed. note: We have noted your change of address and passed your inquiry about replacing your retirement card to the proper department.)

### SIU Writer Sees NY Headquarters

To the Editor:

In a recent issue of the LOG I wrote a letter concerning an invaluable book entitled "Oh! For the Life of a Stewardess," written by Rosalie Rodrigue, a retired bookmember of the SIU.

Now, brothers, this former stewardess has been in New York on business and pleasure and during this time I escorted her to see our hall here in Brooklyn. She was amazed and delighted to see all the modern conveniences and comfort we now enjoy. At the same time, she was very grateful to the officials for the courtesy shown her during this time.



Farrell

#### Would Return To Sea

This author lost her husband and only son on an SIU ship during the war and, having great courage, followed the sea herself for many years to stave off the loneliness ashore. However, brothers, she has now written a book chock-full of interest to the Seafarer and his friends and relatives. I'm sure you will be able to procure this book through our new ship's library project, to remind you of your travels in later years. During our talk Rosalie told me that she would be willing to return to the "salt" in any emergency in her capacity as a stewardess. She also had the highest praise for the delicious food and the good service in our cafeteria.

Incidentally, I noticed in the last issue of the LOG that there were trucks for transportation to and from our ships in port. Would it be feasible to have one of these trucks pick up the brothers from the Institute in the morning, about nine, and return them after the last ship's call at four o'clock? Perhaps something along these lines could be worked out.

Paddy Farrell

### Captain Hates OT And Draws

To the Editor:

As deck delegate I thought I would write a line or two about the General Patton. Most of us caught it in Savannah on the 7th of July and went from there to Portland, Me., to load grain. From there the trouble started.

We got a new captain named Hanke, and what a captain he is. He doesn't believe there is such a thing as overtime. He has disrupted a lot of the OT in all three departments—overtime that we all know is good—and has even called some of the guys up and tried to get them to scratch it off, but we just told him we will let the Union straighten it out.

This captain also doesn't believe in putting out a draw. We stopped off in Pedro for bunkers, and after 21 days at sea he got big-hearted and put out a \$10 draw. Then we went from Pedro to Pusan, Korea—23 days. When we got there we were restricted to ship because we hadn't gotten our shots in the States. After three hours, Captain Hanke took us to the Army base, about two miles away, and we got shots, but since we still had no passes we had to go right back to the ship and mess around for about three or four hours more before we got passes—with a \$10 draw.

#### Eight Days, One Draw

We stayed in Pusan for two days then went to Inchon with another \$10 draw. We were there for eight days and then went to Kunsan. On arrival in Kunsan the captain put a notice on the bulletin board stating that there wasn't any agent there and that there would be no draw. However, we raised so much

# LETTERS

noise that he finally put one out, and said that was all. We stayed there eight days but no more money.

All in all we have a good crew on here, and the night cook and baker, Fred Lanier, has kept them happy with his good old southern home baking. He has done a very good job. The chief cook was laid up for ten days and Lanier took over his duties too, and also did a fine job. Other than the old man, it has been a nice trip.

One more word to the brothers of the sea: If you happen to go aboard a ship and the captain is named Hanke, and if he is wearing a pair of khakis that have never been washed, my advice is to call the Union right away and come to some understanding before you leave the States.

Clyde Laseter

### Coe Crew Tops To Liverpool Man

To the Editor:

Just a few lines to let you know how happy I was this week to meet Luis A. Ramirez, here for his third visit to England this year. What made me even happier was that he handed me some back numbers of your paper, and I was surprised to find pictures taken by Luis in one of them, of some of my old friends on the Coe Victory.

Incidentally, of all of the SIU crews who have been here, that was the one I'll never forget. It was the best crew to hit this port that I know about and I should know, for I make my living selling papers on the waterfront here in Liverpool, and don't miss visiting very many US ships that dock here.

#### Pic on Ship

Luis took my picture aboard the Northwestern Victory this time, and I sure would like to have the paper if he manages to get it printed, as he told me he was going to try. If it is not too much to ask, I would like to have you send me the paper, I don't know when I'll be able to send you a donation in return, but I'll ask Luis to do so for me, for when he's in England, I'm his boy.

Ramirez is very well liked here by many of the working people. We all love to read his writing and we like him more when we meet him in person, for he is a man who mingles with everyone with no air of superiority, although this is expected from people who have their names in print so often.

John Kelly

(Ed note: We have added your name to our subscription list; the LOG will be sent regularly every two weeks as issued.)

### LOG Well Read On ARCO Ships

To the Editor:

A friend of mine, a former seaman, would greatly appreciate having the SEAFARERS LOG mailed to his address in Maryland. Due to his present confinement he has no way of keeping track of old friends except through a first-class seaman's paper.

On the Atlantic Importer we receive quite a few copies of the LOG at every port. We look forward to getting our copies and they are well read before the day is over. It is needless to compliment you on such a grand layout of news as your paper is a testimonial to the fine work you are doing.

I thank you for your kind attention and expenditure of effort regarding my request.

Raoul Cabrera

(Ed note: The LOG will be sent regularly to your friend, as you asked.)

### Sees Ore Ships Much Improved

To the Editor:

I joined the SIU in 1938, but in my experiences on ships before the Union was organized, the going was really rough.

We worked like blazes all day long and then some. I remember especially the old Cities Service tanker, Water-town. In those days there was one man on watch and the rest on day work—chipping, painting and other general upkeep. There was coffeetime only if the bosun felt like it and you worked like all get out. Then he would probably give you 10 minutes. But, of course, that all depended on the way he felt.

I am the whip on the Oremar, as the boys on the old Calmar ship, Alamar called me. I was on the Alamar with Captain Nystrom who, in my opinion, was one of the fairest men I have ever sailed under: He was lost at sea during the last world war.

#### Food Is Better

Since I boarded this ship, I would like to point out a couple of things to the brothers. The Ore ships are not so bad. They are feeding much better than they were two years ago, when I was on one. The officers are much better to the crew, but there is still room for improvement. Mr. Collins, the chief engineer, has improved, although he still keeps all the tools in his room or safe. For example, when the deck engineer wants an Alemite fitting, he has to turn in the old one to get a replacement for it, and then only if it leaks too badly.

We have a good captain and chief mate also and according to what the gang from below tells me, the first assistant is pretty good. So, if any jobs on the Ore ships come up on the board, don't be afraid to take them. Come on out and take a trip.

Carl E. (Red) Gibbs

### All Hands Help Injured Member

To the Editor:

We signed on the Marven in Philadelphia this past August 25th, with as good a bunch of SIU men as can be found anywhere. After loading cargo for the Army with no time wasted, we left Philadelphia on the 26th.

After a pleasant and somewhat hot voyage to Panama, we passed through the locks and so into the Pacific. We stopped briefly at Pedro for bunkers and stores and a look to see the town.

After stretching our legs and retrieving a couple of guys from the local gendarmes, we continued on our way with a full crew.

#### Wiper Hurt

On Tuesday, September 15 we left Pedro and on Thursday one of the wipers, George Black, had an unfortunate accident. It would have been much more serious if it hadn't been for Captain and Mrs. Brennan. Mrs. Brennan is signed on articles as nurse and she gave unstintingly of her time and energy to the injured man's care. She sat up most of the night taking care of him and Captain Brennan immediately radioed for aid when he was told of the seriousness of the man's injuries. The



Gibbs

radio operator was untiring in his attempts to contact aid. In fact, the whole crew cooperated.

Sparks finally made contact with an MSTs hospital ship and a rendezvous was made for the next day, to transfer the wounded man. We were at the appointed spot a few minutes before the hospital ship. A very fine job of launching the boat and rowing was done by the crew selected to take the injured man over to the hospital ship. A fine job of seamanship was also displayed by the third mate in handling the boat. The transfer itself was accomplished in very heavy seas and the captain did a fine job of maneuvering the ship. The men in the lifeboat had a terrible sea to battle all the way.

The return trip was even worse and on reaching the ship's side it took every knowledge of seamanship to keep the lifeboat from capsizing and throwing the men into the sea, with a possible loss of life. It was quite some time before everyone reached the vessel's deck safely. Seeing that the boat could not be secured so as to raise it, the captain then sank the boat by pumping several shots into it.

We of the Marven wish God-speed and good luck to our injured wiper, George Black, on his road to recovery. We hope this will be very soon as he is a fine Union man.

George Meltzer

### Rover Food Raves Not Unanimous

To the Editor:

Just a few words to let you know how things are here on the Steel Rover. We read in the last issue of the LOG, on October 16, that this was supposed to be a swell feeding ship, in an article written by the third cook, Lucos. Now, we of the entire deck department would sure like to disagree; in fact, we would like to say in the LOG that she is a real bum feeder.

We hope that all is smooth at headquarters.

Arne "Whitley" Larson

### Gives Thanks To Union For Aid

To the Editor:

I wish to thank you for the wonderful assistance your organization gave to me when I arrived in America on September 4.

I have acute neuritis and walk with the aid of crutches. When I landed at Idlewild Airport in the terrible heat I felt that I would never manage to battle my way through the crowds. You cannot imagine how wonderful it was when your welfare representative met me and took control of the situation from that point on. He was most kind, considerate and helpful.

I would like everyone in the Union to know how much I appreciate your thoughtful service. I have asked my husband to forward this letter to you.

Mary Gontarski

### Thank Union For Its Helpfulness

To the Editor:

The relatives of the late Warner W. Allred, my brother, wish to thank the SIU for all the kindnesses shown Mr. Allred during his 18-month confinement to bed in the USPHS hospital in Savannah, Ga.

The SIU office of Savannah was cooperative and helpful at all times. The doctors, nurses and orderlies at the hospital were untiring in their efforts to ease Mr. Allred's pain and make him happy. They were lovely to him at all times.

Mrs. C. H. Pittman

### Patton's Captain Hoards Stamps

To the Editor:

Before we on the General Patton left Stateside for our trip over to Korea, we had a change of captains, and the old captain put out a \$10 draw—no more. Everybody was mad, for we had more coming, and some of us have families to whom we wanted to send money.

We had a nice trip over, and it only took us about 23 days. One of the boys was sick going over, and when we reached Pusan he asked the new skipper for a hospital slip. The old man refused, saying, "We are all going to see the doctor tomorrow, for the company didn't give us our shots before we left Stateside."

From Pusan we went to Inchon and one of the engine boys fell, or slipped and broke his wrist; he was sent to the hospital and then was all right.

#### Poor Mail Service

We were in Inchon for a week and during that time we asked the old man to get us some stamps. He just got a few, for he claimed that he could not get \$20 worth, as he wanted to, so he rationed them. He said that if we had any mail we wanted mailed, we could give it to anyone going ashore—for he himself was not going ashore again. The MSTs gave us very poor mail service. In fact, it was rotten.

Just as we were going into the harbor at Kunsan the old man sent word down that there would be no draw, for there was no agent in Kunsan. But after we got in, he changed his mind and put one out.

We have a pretty poor steward aboard, and the crew was after him about the menus and the chow, so he promised to change and he did for a while, but then he drifted back into his old routine so we had to tell him about it again.

After leaving Kunsan we went to Kure, Japan, for bunkers. We had a night and a day ashore and were back in civilization, after our Korean run with all the restrictions we had to put up with.

The old man is hell on overtime. He is cutting corners every way he can, and trying to be a one-man crew.

C. A. Yow

### Wants Agreement To Be Clarified

To the Editor:

I have been active in the SIU since 1946, and have sailed with most of our contracted companies. At present I am aboard the Steel Worker bound for the Persian Gulf. I would like to state my views on our working agreement, which, I think, is the pacemaker for the maritime industry.

However, to make for better labor relations and to facilitate the work of the men bound by this agreement, I would like to see clarifications written into the present agreement since, as it stands now, the agreement sometimes can be misconstrued, with resulting dissension and misunderstanding.

John Bowden

### Thanks Brothers Who Gave Blood

To the Editor:

I would like to take this opportunity to thank Mr. Bill Fredericks and the men of the New Orleans hall for the blood they donated for me recently. I am proud that my husband belongs to such a wonderful organization.

Mrs. Jack Procell

# Is Fishing Industry Due For A Revolution?

As more and more people populate this earth of ours, and must be fed, new technological advances come along to try to take up the slack, and sometimes these new methods or inventions can cause a major revolution within a given industry.

Many sources feel that the great fishing industry of our nation faces the possibility of a major revolution within the years to come—a revolution so great that it may do away with the need for the key figure in the industry today—the fisherman.

It may sound strange to talk about a fishing industry without fishermen, but that's just what a man named Hugo Gernsback is doing these days. He claims to have an invention that would do away with the commercial fisherman, and says it operates on the idea of bringing the fish to the processing plant instead of having the men go out to where the fish are. And Gernsback has so much faith in his idea that he has patents pending on the entire operation.

### Suck In Fish

Basically, the idea is to suck in the fish mechanically and then pump them into the processing station. According to Gernsback's idea, a large pipeline would be laid out from the coast about 10 to 25 miles, and this line would end in a large steel funnel that would have its open end a short distance below the surface.

On the shoreside end of Gernsback's pipeline would be a large

plant for processing and canning the fish, for extracting plankton from sea water, and perhaps a plant for extracting minerals from sea water, including the small amounts of gold contained by the sea.

A battery of colored lights would run all around the edge of the funnel to attract the fish to it. A strong suction pump would continually suck water through the funnel, through the pipeline and to the plant on shore. As it sucked in the water, it would also, Gernsback says, suck in the fish swimming near the lights.

The fish, along with the water, would be sucked through the pipeline, and then at the plant, the fish would be mechanically taken out of the water.

This method is Gernsback's way of suggesting a complete revolution in the fishing industry. However, sources within the fishing industry itself are quick to point out that this is "just an idea. It may work, and it may not, but right now it's just an idea."

### 'Weaknesses'

Professional fishermen are quick to point out what they consider to be one weakness in Gernsback's idea, and that is that, "you don't always find fish in one spot. That funnel might never suck in any fish, and then, too, even if there are fish in that area, it may clean them out, and no more fish might enter the area, and a pipeline like that costs a lot of money."

Another fisherman had pretty much the same observation when he said, "The only way we get fish is by following them and going to the places where they are feeding. They are always moving. If we fished in one spot all the time, the way this funnel would have to, we'd never get enough fish."

Gernsback, in a copyrighted article describing his idea, says, "Let

me suggest that if only 10 fish, weighing a pound each, are captured per second, we would take in 432 tons of fish in a 24-hour day."

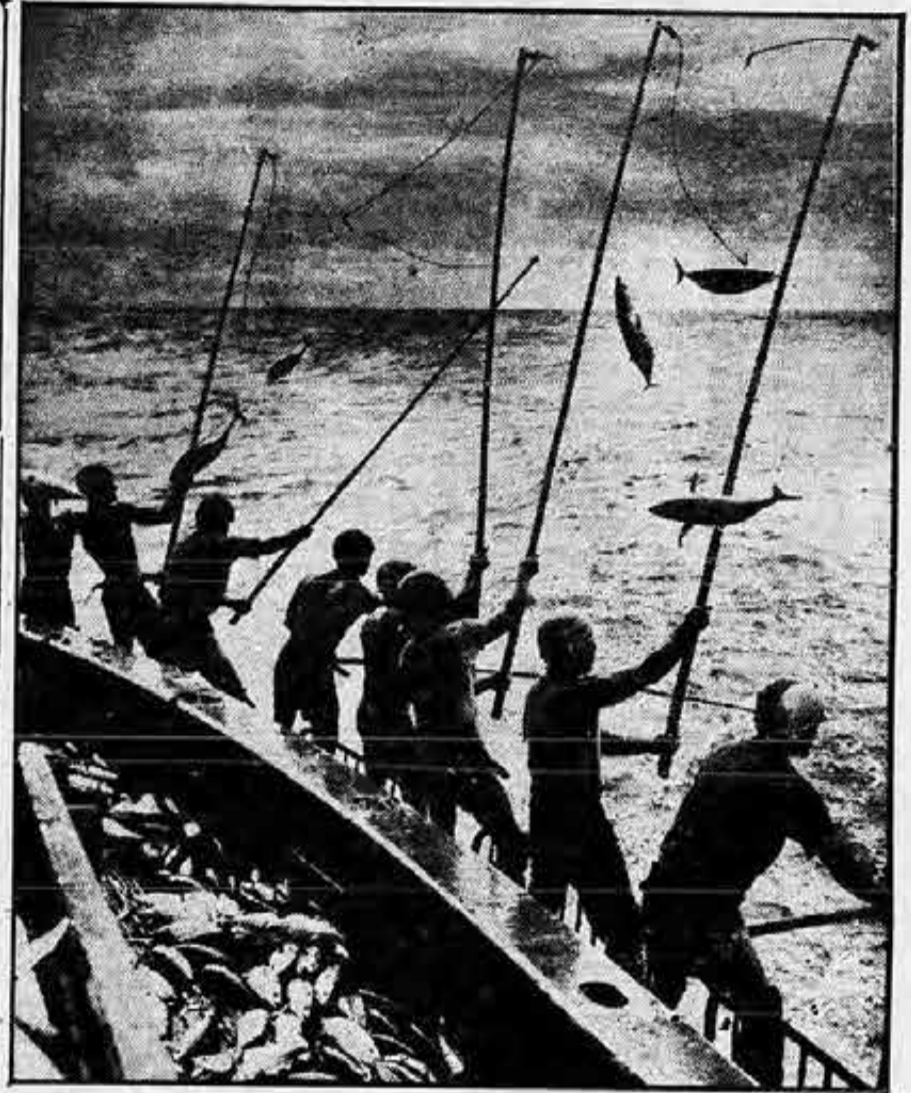
### Big Strides

While there have been big strides made in some of the methods of netting fish, particularly by the trawlers and draggers, for the most part the fishing industry is still using methods that, in some cases, are as much as thousands of years old. For that matter, even the method of netting fish is something that was used long before the fall of the Roman Empire, and long before the birth of Christ.

Fishing has always been one of the occupations that have beckoned to men who lived near water, and it has always been a means of providing food for the human race, no matter how primitive the society might have been.

Spears are no longer used for catching fish, except by the sport fisherman, but the hook and line and the net are still the major methods of supplying fish to the world.

One fisherman put it aptly when he said, "There may be new methods of catching fish, but I don't think things are going to change for a long time, and until they do, I'll be out there going to where the fish are, and bringing them back."



Tuna fishermen, using the line and hook method, hit into a school of tuna. These men range out from the West Coast in the tuna clippers to follow the schools of fish as they travel.

### Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letter or other communications sent in by Seafarers unless the author signs his name. Unsigned, anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request, but if you want it printed in the LOG, put your name on it.



The work of the girls in the canneries, such as these SIU cannery workers on the West Coast, presumably would be the same under the proposed new system, since the fish would be taken out of the water mechanically and then piped right into the cannery.



Even sport fishing, such as this in the surf, may be out if the suggested giant suction lines suck in all the fish in the area. This pretty Pompano was taken on a light line at Bermuda.



SIU fisherman Ton Johnson looks over a couple of oysters that he got the usual way, by going to where the oysters are and digging them up by hand, with a long-handled rake that was designed for the operation. Men have taken oysters this way for generations.

# ... DIGEST of SHIPS' MEETINGS ...

**HASTINGS (WATERMAN), June 21**—Chairman, Nickle; Secretary, Berry. Union will be notified about the man who jumped ship several hours before sailing when the Union hall was not open. Patrolman will be asked about getting fresh milk in Puerto Rico. Discussion was held on getting fresh fruit in season. There is a shortage of towels; steward is to requisition more linen. Patrolman will be asked about inner-spring mattresses for all crewmembers.

**July 12**—Chairman, Nickle; Secretary, R. Perry. Ray Brown was elected ship's delegate. Laundry and washing machine should be kept clean. Motion was passed to donate 50c to the ship's fund. Chief steward will take care of this.

**August 30**—Chairman, W. L. Hammock; Secretary, Ray Brown. Matches and cigarette butts should not be put in the coffee cups. Ship's fund, \$17, will be put in the ship's safe. Ship's delegate will speak to the company and the patrolman about getting new inner-spring mattresses for all hands.

**CAMAS MEADOWS (US Petroleum), August 30**—Chairman, Paul Arthofer; Secretary, Peier Patrick. One man has been creating a division in his department. He refuses to obey direct orders, disobeys orders. This man should be taken off the ship. Suggestion was made that a crewmember who speaks fluent Italian should check in Naples where the captain can obtain US currency for draws.

**STEEL CHEMIST (Isthmian), September 4**—Chairman, M. Keffer; Secretary, Frank Pascucci. Burner tips in the fire-room are not in good order. Patrolman will see the chief engineer about this.



Captain ordered all brothers to stay off the deck going up the river to Saigon, for one unfortunate brother was shot aboard this vessel on July 22nd. Ship's delegate gave a word of thanks to the men who were on the gangways for they did a wonderful job of keeping unauthorized persons out of the passageways. Shower water was too-hot in the tropics. Chief mate in Singapore was asked by the ship's delegate to get a launch for steward department members. He said that the schedule could not be changed so six members of this department paid their own way back to the ship.

**CAMP NAMANU (US Petroleum), September 6**—Chairman, Alex James; Secretary, ne name. Awnings were promised for the next trip. Water tanks will be cleaned and repairs taken care of. One man missed ship, one man went to the hospital and one replacement came aboard. Broken tanks should be brought to the linen room. Magazines should be returned to the recreation room. Recommendation was made that all ships, particularly tankers, provide men with flashlights for emergency use.

**ALCOA PIONEER (Alcoa), September 18**—Chairman, S. Mancini; Secretary, L. P. Maginnan. One man missed the ship in New Jersey. Repairing of the port passageway main will be referred to the patrolman. Officers, especially the engineers, will be asked to clean the washing machine and tub after using it. Linen locker door should be repaired. Door leading from the recreation room to the passageway should be kept closed, as the noise disturbs the cooks when they are resting. The deck gang should be ready to turn to when securing the ship for sea, and not let the responsibility rest on a few men. Each delegate should make out a repair list for the department heads, so that all repairs can be taken care of at sea.

**WESTERN TRADER (Western Navigation), August 7**—Chairman, W. Melton; Secretary, O. P. Oakley. Price list of the slopchest will be forwarded to the Sea Chest for them to check and approve. Everyone is to stop running to the ship's delegate with petty beefs. Go to department delegates. Men should cooperate in keeping toilets and showers clean. Everyone should take care of soap and juice.

**POTRERO HILLS (Mar-Trade), September 15**—Chairman, J. Van Dyk; Secretary, J. D. Wermack. Two men missed ship in Yokohama. This was referred to headquarters. Company will be asked if replacements can be obtained in Japan. Trash should not be thrown on the messhall deck. More cups are needed.

**ROBIN HOOD (Seas Shipping), August 29**—Chairman, Louis D. Guellnitz; Secretary, Edward F. Leahy. Motion was passed to clean and paint the hospital room and steward department rooms and showers. Motion was passed to strike the notation from the last ship's minutes about charges against one man. His work has become very good. Meeting will be held in the messhall before the payoff to confer with the patrolman on beefs.

**CUBORE (Ore), September 13**—Chairman, not listed; Secretary, Chuck Hostetter. One man missed ship in Sparrows Point. Men are trying to get a slopchest from the Sea Chest but the captain refuses to have one. All brothers are to refuse to deal with the captain and his slopchest, and only buy cigarettes. George Mattair was elected ship's delegate. Better food should be obtained.

**MOTHER (Eagle Ocean), June 29**—Chairman, H. O. Mesford; Secretary, Jimmie D. Coker. Refrigerator bell will be repaired and crew's quarters painted out. All fans will be repaired when necessary, and fans will be placed in the recreation room and the messhall. Galley and pantry sinks will be repaired. H. O. Mesford was elected ship's delegate. Repair list will be given to the ship's delegate before arrival in San Francisco. Each man will donate \$1 to buy magazines and an ironing board. Used cups should be

placed in the pantry. All requested repairs will be made during the voyage and in San Francisco. New mattresses will come aboard in San Francisco.

**July 7**—Chairman, John Fisher; Secretary, Jimmie D. Coker. John Fisher was elected ship's delegate; William Welcher will help keep the messroom clean at all times. Shelves will be built in the library. Each department will help paint the library. Washing machine will be repaired.

**MADAKET (Waterman), July 24**—Chairman, B. Prevas; Secretary, A. M. Brancioni. There is \$30.13 in the ship's fund; A. M. Brancioni is ship's treasurer. After repairing the phonograph there is a balance of \$27.15. B. Prevas was elected ship's delegate. Heads back aft are in bad shape. Washing machine is to be repaired.

**September 13**—Chairman, P. C. Adkins; Secretary, M. Oshitzki. There is a balance of \$27.15 in the ship's fund. Four men missed ship and two rejoined. The other two will be reported to the patrolman. Engineers are not cooperating on repairing heads. Extra linen is to be turned in to the steward for inventory. There is no sanitary equipment for deck and engine departments. Washing machine motor is burned out and will be repaired. Donations for the ship's fund will be accepted by the ship's delegate.

**QUEENSTON HEIGHTS (Seatrade), October 5**—Chairman, E. Dakin; Secretary, S. Ciesiak. Motion was passed to buy a timer for the washing machine. Tenderer steaks are wanted.

**STEEL DIRECTOR (Isthmian), September 5**—Chairman, Jack Precelli; Secretary, E. Hughart. Brother Tampal was elected treasurer; there is a balance of \$23.50. Eggs are going bad; steward will order fresh ones in New Orleans. A few additions will be made to the repair list. Discussion was held on buying ball equipment or a record player out of the ship's fund. List for cleaning the laundry and recreation room will be made up.

**October 4**—Chairman, Jack Precelli; Secretary, Chester Hughart. Repairs were not all taken care of—especially fans and vents for heads and showers. Brother Hughart was elected ship's delegate. Laundry has not been kept too clean. All were asked to cooperate and clean the laundry after washing. Steward is to put out a little more night lunch. Vote of confidence went to the steward department for doing a fine job so far. Laundry is to be kept locked in port. There is a limited supply of cigarettes aboard. There is a balance of \$11.50 in the ship's fund. Ball equipment was purchased.

**LONE JACK (Cities Service), October 7**—Chairman, R. Davis; Secretary, D. Fisher. All repairs possible will be done before arrival in port. Malcolm Launey was elected ship's treasurer; \$35.45 in the ship's fund was turned over to him. Coffee cups should be returned to the messroom. Repairs needed on wiper's foc'sle door, washing machine parts, painting of deck department heads and showers, doors, were discussed. Radio in the recreation room needs a volume tube and this should be purchased from the ship's fund.

**OREMAR (Ore), September 24**—Chairman, Carl E. Gibbs; Secretary, Arthur E. Sanders. Arthur E. Sanders was elected ship's delegate by acclamation. Discussion was held on the SIU checkst.

**October 4**—Chairman, Carl E. Gibbs; Secretary, Arthur E. Sanders. Gear of the man who missed ship in Baltimore was listed. Incidental repairs were taken care of. More cooperation is needed in keeping the recreation room clean. Each man will donate not more than \$1 at the payoff. Ship's delegate will see the patrolman about work done without OT and about clarification of some work. Washing machine should be kept clean and not overloaded. Recreation room and night pantry should be kept clean. Steward invited suggestions on food and menus and said that there was no pastry at coffee time and little ham because the stores put aboard by the port steward are inadequate. Vote of thanks went to the steward department for service and effort.

**MAE (Bull), October 4**—Chairman, E. G. Tesko; Secretary, E. Jamison. There is \$22.05 in the ship's fund. Engine room doors will be kept open. Letter will be sent to the patrolman about getting a new coffee urn when the ship reaches



Baltimore. Steward's requisition was cut down by the port steward; patrolman will be notified. Passageways and crew quarters will be painted. Garbage cans with lids are needed for the galley. E. Tesko was elected ship's delegate.

**FAIRPORT (Waterman), September 27**—Chairman, T. M. Henkle; Secretary, W. E. Morse. One man paid off in Miami and one in Jacksonville. One man should be brought up on charges. Slopchest should be checked by the ship's delegate before the ship sails.

**GATEWAY CITY (Waterman), September 4**—Chairman, Bob White; Secretary, Frank Monte. One man missed ship at Moji. Motion was passed to have the water situation investigated in Korea and see if more water can be prepared. Refrigerators and ice machine should be repaired before the ship sails; dry stores should be painted. Day men's room should be turned into a hospital and the hospital into the day men's room. Unsafe launch service in Korea should be investigated, as well as mail service. Fireman and delegate should discuss overtime beef with the patrolman; patrolman should investigate the engineers' attitude to the men under them.

**WILLIAM E. DOWLING (State Fuel),**

## 'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

**June 7**—Chairman, Groseclose; Secretary, Sales. Washing machine should be turned off after use. Men should be properly dressed in the messhall. Washing machine should be cleaned after use.

**October 4**—Chairman, R. Groseclose; Secretary, J. A. Massicot. Slopchest prices will be checked. Disputed OT and repair list will be taken care of by the agent. Inner-spring mattresses will be installed in the ship's hospital instead of donkey food. Plastic agitator should be replaced by an aluminum one. Agent or patrolman should speak to the captain regarding his attitude toward sick men. Agent should check on medical supplies.

**TAINARON (Actium), October 4**—Chairman, Edward Mooney; Secretary, William Oswinkle. A letter was sent to headquarters regarding the wiper who paid off in St. Thomas. Vote of thanks went to the steward department for a job well done, although one man short. All linen is to be turned in before the payoff.

**ALAMAR (Calmar), October 4**—Chairman, Thurston Lewis; Secretary, John A. Sullivan. Charles Taylor was elected ship's delegate by acclamation. One man missed ship. All men are to be properly dressed in the messroom at all times.

**BINGHAMTON VICTORY (Bull), September 27**—Chairman, Daniel Gernerer; Secretary, Robert Fenman. Captain will be contacted about cleaning toilets, messrooms, alleyways and rooms. One man missed ship in Newark; one man was hospitalized in St. Johns, Newfoundland. Letter will be written to the Department of Health, Education and Welfare protesting efforts to close the marine hospitals. New wringer is needed for the washing machine. Toilets in fantail will be used by the longshoremen. Steward department was complimented by vari-



ous brothers for good food and baking.

**ALCOA PATRIOT (Alcoa), September 6**—Chairman, Robert D. Schwars; Secretary, C. M. Coker. There is \$10.64 on hand. New victrola needle will be bought. New pillows are needed. A vote of thanks went to the steward department and to the baker for the hot bread and good service. Men getting off should clean quarters before leaving and turn in keys.

**October 4**—Chairman, E. A. Grady; Secretary, Robert D. Schwars. Motion was passed to paint out the galley and have the ship sprayed for roaches. Crew gave a vote of thanks to the Union for the ship's library. Brother Trawick was asked to look after the records in port. There is a balance of \$10.64 in the ship's treasury.

No date—Chairman, D. W. Trawick; Secretary, D. B. Jordan. There have been too many cold suppers in port and no cold juices when listed on the menu, or hot milk for dinner. Ship's delegate will see the agent about shore gang eating during the crew's regular meal hours. Galley should be painted out.

**HEYWOOD BROWN (Victory), October 4**—Chairman, D. Ramsey; Secretary, E. W. Auser. Most repairs were done, except for those that must be done in the shipyard. Rooms should be cleaned before arrival in port, and repair list completed. New washing machine will be ordered. Mushroom ventilators will be repaired; four new fans are needed. A vote of thanks went to the steward department for work well done.

**STEEL ROVER (Isthmian), October 5**—Chairman, Francisco J. Natale; Secretary, James M. Baxter. One replacement came aboard in New Orleans. Vote of thanks went to the steward department for excellent performance of their duties to crewmembers. Garbage should not be dumped around midship housing, but from the stern. Repair lists should be made up before the ship arrives at Hawaii, so prompt action can be taken. Steward department delegate volunteered to contact the Honolulu newspaper office library to find out the names and addresses of congressmen.

**FAIRPORT (Waterman), August 26**—Chairman, Charles T. Scott; Secretary, W. E. Morse. Men should change their linen promptly on linen day and turn over used linen to the steward. Without this cooperation laundry cannot be counted and bagged and sent ashore to the laundry, and there cannot be clean laundry. No favoritism should be shown on OT. Valves in crew pantry and galley should be fixed. Chief engineer promised

to take care of this promptly. All hands should donate money to buy an automatic timer for the washing machine, so the motor is not burned up. Machine should be turned off after use and should not be over-loaded.

**September 6**—Chairman, T. M. Henkle; Secretary, W. E. Morse. Curry was elected ship's delegate. Cook's room should be rearranged and inner-spring mattresses should be obtained for bunks and deck maintenance rooms. This will be taken up with the patrolman in Baltimore. Cups, glasses, etc. should be returned to the pantry after use.

**STEELORE (Ore), September 27**—Chairman, Albert Schwartz; Secretary, Kenneth McLeob. Bucket used for cold drinks had been used for sougee work. Steward hotly denied charge that dish towels were formerly used on saloon tables. Steward was told not to use the bucket again for cold drinks. There was a shortage of fresh milk on sailing day. Steward was told there should be 40 gallons aboard.

**STEEL ADMIRAL (Isthmian), October 4**—Chairman, A. Rivera; Secretary, C. Hartman. After seeing the chief engineer the water tanks were cleaned. Ship's delegate will take care of the ship's fund and make collections. There is a balance of \$69.32.

**DEL VALLE (Mississippi), September 27**—Chairman, Henry J. Principe; Secretary, Ramon Irizarry. Henry J. Principe was elected ship's delegate by acclamation. Previous voyage's repair list will be posted. Each man should clean water from the passageway after using the washing machine, since man who is on sanitary duty must bail water every day; there is a leak in the washing machine and no proper drainage for water. Machine should also be turned off after use. Messroom and pantry should be kept clean at all times. Library should be kept locked in port. Discussion was held on closing the USPHS hospitals; each man should write a letter to his congressman. Repair list will be made out so it can be mailed in from South America, so that when the ship reaches the states, repairs can be made promptly.

**FAIRLAND (Waterman), October 4**—Chairman, Kaznowsky; Secretary, George Gibbon. Captain will be given a copy of the repair list. A few items were taken care of at sea. Ship's minutes and repair list will be posted. Motion was passed to donate the unused ship's fund to the L.O.C. Laundry has been left in a poor condition several times. Men playing cards in the recreation room should be as quiet as possible. Since the men have been getting colds, the men at the wheel claim that there is a bad draft in the wheel house, and one of the doors should be kept closed or else a windbreaker should be installed.

**CHRISTOS M. (Marine Shipping), September 27**—Chairman, Ben Grice; Secretary, Kocanovski. Some repairs have been done; others are pending until the repair list is drawn up. One man was turned over to the patrolman for leaving the ship at the last minute. Kocanovski was elected ship's delegate. Steward department was commended for their efforts in doing a good job and turning out well food. All hands are to cooperate in keeping the messhall and recreation room cleaner and tidier; all dishes are to be returned to the pantry. Repair list was made up and will be turned over to the captain so that work can be started on repairs immediately. All three departments will rotate the cleaning of the recreation room. Chief engineer asked all hands to cooperate in saving water, so that it will not be necessary to ration it. Captain promised to cooperate in getting the repairs done. Ship is already short of a few articles in the slopchest.

**CAMP NAMANU (US Petroleum), October 3**—Chairman, Alex James; Secretary, Reynolds Bascombe. Captain was notified of repairs needed and replacements. Vote of thanks will be sent to headquarters for their reply to previous letters. Steam should be regulated in the pantry sink to prevent burns. Chief engineer has been notified. Discussion was held on fans for the crew messroom. Radio will be repaired if possible in Yokosuka and games and magazines will be purchased.

**LIBERTY BELL (Tramp-Cargo), September 26**—Chairman, O. K. Jones; Sec-



retary, Richard Palmer. Cliff Prevatt was elected ship's delegate. Each member should help keep the laundry and recreation room clean. \$20 was donated to the ship's fund. A vote of thanks went to the steward department for a job well done.

**DEL NORTE (Mississippi), October 4**—Chairman, Eddie Slough; Secretary, John P. Zimmer. A few brothers were injured and one got off in St. Thomas. Any repairs not already taken care of will be made when the ship goes to drydock after the next voyage. Motion was passed to purchase two punching bags from the ship's fund. There is a balance of \$203.73 in the ship's fund. Suggestion was made to hold an inter-departmental baseball game in St. Thomas.

**WINTER HILL (Cities Service), October 18**—Chairman, A. G. Alexander; Secretary, W. Dunham. B. W. Spears, the newly elected ship's delegate, will take charge of the ship's fund. Discussion was held on the engine department head and shower, which is not being left clean. Better grade of night lunch should be put out. The television antenna is no good, and the old one in good condition that the captain knows of will be investigated. Delegates from each department will collect change from their members

at the payoff for the ship's fund. Door on the dayman's foc'sle needs fixing; new wind chutes are needed.

**HURRICANE (Waterman), September 27**—Chairman, N. Richie; Secretary, D. B. Patterson. One man failed to join the vessel in San Pedro. His book and papers have been sent to Wilmington. There is a total of \$12.46 in the ship's fund. The crew has been commended by the captain and chief engineer. Suggestion was made that men contribute to the ship's fund at the payoff. One man volunteered to take the donations.

**HOOSIER MARINER (Isthmian), September 8**—Chairman, N. J. Wuchina; Secretary, William Janisch. Slopchest is insufficient; SIU will be contacted on the West Coast. All hands were cautioned to take care of the ship's gear. New steward department will be given a chance to get squared away. The steward told the crew he will personally be in the pantry to help the new hands. Soap situation was discussed. Laundry will be cleaned by a different department each week. Overhead lights should be secured better. Crew requested duckboards for showers.

**September 26**—Chairman, Nick Wuchina; Secretary, William Janisch. There should be more variety in the night lunch. The laundry machine was discussed, as well as the lack of mail delivery and the closing of the USPHS hospitals. Keys are to be returned.

**DEL AIRES (Mississippi), September 27**—Chairman, Ernest Mosley; Secretary, John W. Picou. There is \$8.45 in the ship's fund. Motion was passed to give the repair list to the shoreland patrolman instead of the chief engineer, as he was



too smart last trip and no repairs were made. Suggestion was made to get the ship fumigated. Donation should be made to the ship's fund at the payoff. The second cook will get more records for the record player as he did a good job last trip. Suggestion was made to have an arrival pool, with the winner giving \$20 to the ship's fund.

**BEATRICE (Bull), October 12**—Chairman, R. Santos; Secretary, J. R. Smith. Repair list was not fully made out. It will be checked in port and minor repairs will be brought to the patrolman's attention. There will be no discussion on the strike until the ship reaches port and we talk to the patrolman.

**ELIZABETH (Bull), October 13**—Chairman, Clark Inman; Secretary, Norman Plummer. Discussion was held on having a secret vote on keeping the steward aboard. The legality of this will be discussed with the New York patrolman. Chief engineer complained about the amount of time spent at the hospital by men with hospital slips. This was referred to the patrolman. List of discrepancies of the saloon night lunch was made out and read. Complaints and discussions on the menu were heard, as well as the question of why this ship doesn't feed as well as other ships in this Union. Agreement on the quality of milk required was read. Milk was not ordered in New York and Puerto Rico. List of complaints against the steward was made out.

**ROBIN KETTERING (Seas Shipping), July 12**—Chairman, J. Howard; Secretary, I. Pearce. John Novack was elected ship's delegate by acclamation. Every one is to donate \$1 to the ship's fund. Discussion was held on the cleanliness of the foc'sles. Noises in the passageways should be stopped so the watchstanders can get proper rest. New man who just started going to sea should read the agreement and see what is expected. No one but ship's personnel is to be allowed in the passageways.

**August 15**—Chairman, J. C. Howard; Secretary, D. Whitaker. Special meeting was called on one member who has been performing in every port, drunk and disorderly, waking up men off watch and making a general nuisance of himself all around. He has been warned. As he was only making one trip he was given another chance to improve but got worse instead. It was suggested and approved that this man's trip card be taken away and he never be allowed to sail SIU ships, as he will never make a Union man.

**October 4**—Chairman, Frank Young; Secretary, J. C. Howard. Brother Kuchinski was left behind in Belra to have an operation performed. Brother Fondiller was picked up in Lourenco Marques to take his place. Ship's delegate will see the mate about painting the messhalls and foc'sles. Washing machine should be repaired or replaced. Vote of thanks went to the second electrician for showing movies. A locker should be installed for cleaning gear.

**SEATRAN NEW JERSEY (Seatrane), October 18**—Chairman, Mathews; Secretary, Sir Charles. There is \$42.00 on hand. Chief engineer will make all necessary repairs. Heads should be kept clean. Steward will requisition mattresses, baskets and pillows. Electric iron has been fixed. Delegates should give the shipping registration and Union standing of all members to the ship's delegate. Request was made for apple juice for breakfast. Men are not to ask for tea or coffee for men below after messroom hours.

**BINGHAMTON VICTORY (Bull), September 27**—Chairman, Daniel Gernerer; Secretary, Robert P. Reiman. Ship's delegate will continue to work on the problem of securing overtime for no shore leave and for cleaning and painting the messhall, dayroom and corridors. One man was hospitalized in St. Johns, Newfoundland. A new wringer is needed for the washing machine. Toilets will be

(Continued on page 25)



DIGEST OF SHIPS' MEETINGS

(Continued from page 24)

locked to keep shoreside people from using them and dirtying them. One will be left for their use. Bread is crumbling because the knives are dull. Entire crew agreed that the steward department is going a bang-up job.

SEATRIN NEW YORK (Seatriner), October 14—Chairman, Winborn; Secretary, A. Goncalves. Ship's fund stands at \$74.05. Television set will be fixed in New York, and if the cost exceeds the amount in the ship's fund a new collection will be taken up at the next payoff. Company puts 40 gallons of milk aboard at each end of the trip, New Orleans and New York. Washing machine should be turned off after use.

DEL ALBA (Mississippi), August 25—Chairman, Jimmie Tucker; Secretary, M. C. Duet. All repairs were taken care of in New Orleans. Patrolman was aboard and all beefs were squashed away. Patrolman said if any more beefs came up about officers, bring them in next voyage. Steward received 40 gallons of fresh milk for the voyage. Condemned eggs were thrown over the side. Shoreside personnel should be kept out of passageways in foreign ports. Mate agreed to cooperate on this. Ship's carpenter made a shelf for the books purchased by the crew. All portholes and doors should be kept closed in the recreation room when it is not occupied. All books purchased by the crew will be collected from the officers' rooms. Ship's delegate reported to the patrolman that officers have been using the crew's washing machine. All hands should cooperate in keeping non-crewmembers out of the messroom. Deck



department should clean the showers; wipers, the laundry and steward department the recreation room.

DEL RIO (Mississippi), September 27—Chairman, C. Frey; Secretary, A. G. Dumas. Some repairs were not taken care of. Jack Gardner was elected ship's delegate. Men are to be properly dressed in the messroom at all times. Everyone is to cooperate in cleaning the laundry. No shoreside persons are to be allowed in quarters, messroom and passageways.

GEORGE A. LAWSON (Pan-Oceanic), September 12—Chairman, Sanchez; Secretary, J. O'Hare. Washing machine was temporarily repaired by the engineer. If it breaks down again the captain promised to get a new one on Pedro. Each man is to donate \$2 to the ship's fund. If the ship is laid up the money will be donated to some charity. Ship's delegate will take care of the money. New faucet is needed in the steward department toilet.

DEL MUNDO (Mississippi), October 4—Chairman, John S. Burke; Secretary, William Robinson. Patrolman will be contacted about seeing the purser about draws in foreign ports. Men want to know in advance of these will be in US or local currency. Chief mate was asked to have all deck department foci's, passageways sougeed before arrival in port. All hands gave a vote of thanks to the steward and his department for the nice job they did on this ship, in feeding and service and keeping a clean ship. They are tops and all hands are happy. Steward asked all brothers to turn in soiled or spare linen in their foci's, so the ship can go in clean.

BLUESTAR (Traders), October 10—Chairman, C. Ritter; Secretary, H. Mur-

rank. One man missed ship; this will be taken up with the patrolman on arrival. One performer and gashound missed ship in Korea. Crew's radio will be given to the patrolman if the ship is laid up and will be returned when the ship goes back into service, or given to another ship. There was a discussion on the night cook and baker, since the men cannot eat his baking, pudding, eggs and burnt black bacon the whole trip long. Steward says the baker won't listen to him. Baker was asked to explain his mysterious baking. He will be brought up on charges.

SEAMAR (Calmar), October 11—Chairman, J. Barnett; Secretary, J. Straus. Repairs will be taken care of. There is \$10 in the ship's fund. Bill Lee was elected ship's delegate. Washing machine should be turned off after use. Soiled or torn linen should be turned over to the steward. Ship's delegate should see about painting the steward department showers and toilets, as was promised. There should be more water pressure in the steward department faucets in the washroom. The skipper refuses to get Union slopchest aboard. Mate is now running the slopchest, and promises to cut down on prices. We still want a Union slopchest on board.

TROJAN TRADER (Trojan), October 10—Chairman, E. D. Sims; Secretary, Pete Plascik. Messman utility was asked to help serve the meals. The ship needs fumigation. Toilets are being left in an unsanitary condition. Pumps are not working properly and the ship's delegate will speak to the chief engineer about them. Discussion was held on buying a record player for the recreation room. Majority of the crewmembers agreed to contribute and buy the machine at San Pedro.

THE CABINS (Cabins), October 7—Chairman, H. Pedersen; Secretary, J. Walker. All repairs are being taken care of. Bosun complimented the splendid crew we are sailing with. Everything is going smooth.

October 15—Chairman Frank Smith; Secretary, H. Pedersen. Mate was doing seaman's work. After a talk with him he said he would not do it again. More milk will be ordered, and it will be served three times a day. If necessary, patrolman will be contacted. Omlets should be served Friday nights, as fish is quite poor. Meat is very poor, and should be varied more on menus. Steward's orders call for prime meats. Inside painting started last month should be finished. Milk and ice cream are in a bad condition.

ALCOA PEGASUS (Alcoa), October 15—Chairman, Leon M. Kyser; Secretary, H. Starling. Mattresses were not ordered and the ship was not painted out. Patrolman will be contacted on this. Each department will make up a repair list to turn over to the ship's delegate. Steward will order a greater variety of cookies. One man failed to join the ship in Mobile.

STEEL DESIGNER (Isthmian), October 4—Chairman, Steve Thayer; Secretary, Fidel G. Lukban. Tarpaulin will be rigged topside next week. Engine delegate asked the first assistant for goggles but didn't get them. All engine department rooms need sougeeing. More cleaning fluid should be issued. Thomas Snow was elected ship's delegate.

LUCILLE BLOOMFIELD (Bloomfield), September 20—Chairman, A. G. Brown; Secretary, Lyman W. Ange. OT will be settled in port and action will be taken on the chief engineer. Discussion was held on painting engine department quarters. Ship's delegate will contact the captain again. Milk and fruit aren't available. Messman will bring up all conditions before the next meal. Delegates will turn the repair list over to the ship's delegate.

WINTER HILL (Cities Service), September 20—Chairman, William Dunkam; Secretary, Andrew Kusch. Quarters should be cleaned before the crew leaves the ship, foci's and heads should be painted. Patrolman will be told about this. Each delegate will collect money for the ship's fund. Each man will con-

PERSONALS

Ross Hebert Ray Brown Please contact Walter "Speedy" Daspit, in care of Sparling School of Diving, PO Box 965, Wilmington, Calif.

Warren E. Frye Urgent. Contact your family immediately or else phone Sheriff F. M. Cahoon, Manteo, NC, collect, as soon as possible. Phone number is Manteo 42.

Joseph W. O'Neil Please contact your sister, Mrs. Schmidt at 22 Glendal Street, Dorchester, Mass. Your uncle died on Oct. 20, and was buried on Oct. 24.

Sidney L. Wilson Contact your mother. You can write to her in care of General Delivery, Tucson, Ariz.

Albert H. Schwartz Please contact Pauline F. Schwartz in Corsicana, Texas.

Get New Books Through Agents

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

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

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

tribute to get the television fixed. Steward is to get a better brand of soap powder. Recreation room needs cleaning. William Dunham was elected ship's delegate.

DE SOTO (Waterman), September 12—Chairman, A. L. Danno; Secretary, Gordon D. Marbury. Motion was passed to see about getting innerspring mattresses for all crewmembers. Discussion was held on the stores ordered and received. Crew should take care of mattresses and linen and not leave them on the deck. Coats should be taken care of.

ANGELINA (Bull), October 1—Chairman, William Davies; Secretary, J. Dolan. W. Davies was elected ship's delegate. Repair lists will be turned in as soon as possible. New wringer will be ordered for the washing machine. Steward department foci's, messhall and recreation room will be painted this trip. Laundry should be kept clean.

YAKA (Waterman), October 15—Chairman, Walter Cousins; Secretary, Bert Shannon. Chief mate said the laundry would be painted before reaching Baltimore. Discussion was held on starting a ship's fund for emergencies. All hands will help keep the messhall clean.

EVELYN (Bull), September 24—Chairman, Charles Hensley; Secretary, W. Wesley Ehy. There is a \$26 balance in the ship's fund. Harry Reynolds was elected ship's delegate. October 5—Chairman, Harry Reynolds; Secretary, W. Wesley Ehy. Negotiating committee should see if the deck gang could be called a half hour before turning to, instead of 15 minutes.

ALAWAI (Waterman), October 3—Chairman, Al Jackson; Secretary, R. Theis. Curtains will be put up in the messhall. More night lunch is to be put out. Cool drinks will be served at meal times. Pastry and baking is not up to standard. Steward promised to attend to this. Linen will be issued piece by piece.

FAIRLAND (Waterman), October 4—Chairman, Katnowsky; Secretary, George Gibbons. Captain was given a repair list; a few items were taken care of at sea. Unused ship's funds will be donated to the LOG. Laundry is being left dirty, especially the washing machine. Men playing cards in the recreation room are to cut down the noise, as men are sleeping. There have been many colds aboard this vessel and the men at the wheel believe that there is too much of a draft there. Captain will be asked to have one of the doors in the wheelhouse closed or install a windbreaker. Officers and crewmembers donated flowers for the funeral of the mother of George Gibbons, one of the members.

BOULDER VICTORY (Seas Shipping), October 4—Chairman, Joseph Saez; Secretary, William Jenkins. All crewmembers are to be sober at the payoff. All deck department rooms and passageways should be sougeed; mats will be contacted on this. All disputed OT has been typed up for a quick payoff.

ARIZPA (Waterman), September 27—Chairman, Carl Scott; Secretary, Don Collins. A few minor repairs will be taken up at the payoff. Repair list will be turned in before reaching Kure, so it can be mailed to San Francisco. Any additions for the repair list should be given to department delegates. New mattress should be ordered for those who need them. Report on one man who is fouling up will be given at the next meeting, and action will be discussed.

October 11—Chairman, Pat Ryan; Secretary, Don Collins. Minor beefs will be taken up at the payoff. A report on gashounds and foul-ups will be turned over to the boarding patrolman. Water has been dirty; larger hot water heater should be installed in quarters aft. Repair list was mailed in from Kure. Mattresses should be ordered where needed.

CLARKSBURG VICTORY (Eastern), July 25—Chairman, J. E. Williams; Secretary, Monica "Punk" Daniels. Kenneth Roberts was elected ship's delegate. All members were asked to be on the alert for hazardous conditions. Discussion was held on windscoops and on more cooperation from the steward department. Ship's treasury needs reorganization. Sanitary men of each department should show more cooperation. August 4—Chairman, Harry Franklin; Secretary, Monica Daniels, J. E. Williams was unanimously elected ship's delegate. Broken glass was left lying in the alleyway due to someone's carelessness and lack of consideration of his shipmates. Entire steward department was thanked for an outstanding menu.

STONY POINT (US Petroleum Carriers), September 4—Chairman, Karl Gilman

Secretary, Leo E. Brown. E. R. Buckley was elected ship's delegate.

October 4—Chairman, E. R. Buckley; Secretary, Frank M. Stone. Logs were lifted and repairs made out. Salon messman thanked the crew and agents for cooperation on the trip from Japan. Fireman who boarded the ship in Japan complimented the crew for conditions on board.

FAIRISLE (Waterman), October 4—Chairman, Vic Vickerman; Secretary, George B. Dunn. Captain said he would take care of the repair list right away. Ship's fund will be set up; treasurer was elected. Crew is to wait for the patrolman to settle OT disputed before paying off. Repair list will be rewritten more clearly. Patrolman will be seen about fixing port dogs, which the mate refused to do.

JULESBURG (Terminal Tankers), October 4—Chairman, J. S. McRae; Secretary, Edward J. Wright. There is \$12 in the ship's fund. In Singapore, Straits Settlement no doctor was present for examination of the sick men. There have been complaints about the food; some of the meat had to be thrown overboard. There was no launch service in Ras Tanura, Saudi Arabia. Steward put in a requisition for ice, yeast and fresh vegetables, but only received yeast. There was no lookout posted, on many occasions. Captain breaks watches at will and hardtimes the crew, particularly the deck department. Charges will be preferred against him and the chief engineer by one member for abusive treatment in Kure. One man was hospitalized. Hospital instruments disappeared from the ship after it was in drydock in Baltimore. Steward should serve a cold supper once a week. Eggs are bad. There was no launch service in Yokohama.

ROBIN HOOD (Seas Shipping), October 4—Chairman, William V. Glick; Secretary, D. Marcaly. Everything is in good shape with a very good crew. There are no beefs and no disputed OT. As SIU men, everyone should cooperate with the crew messman in keeping the pantry clean and tidy at all times. Electrician will fix the washing machine light. The crewmembers of this ship go on record as backing the strike committee 100 percent and are willing to give anything needed and to help in any way, shape or form.

TOPA TOPA (Waterman), October 17—Chairman, Sam Carlisle; Secretary, Joseph M. Litteral. There is \$11.60 in the ship's fund. Everyone is to clean up the messhall. J. J. Markman was elected

ship's delegate. Galley fan has not been fixed. There were many comments on the attitude of the first assistant. Washing machine and sink are not being turned off. Everyone is to do his part in cleaning the washroom. Light should be installed back aft.

STEEL INVENTOR (Isthmian), October 11—Chairman, Vincent Kuhl; Secretary, Bob Brown. Washing machine was repaired. One man missed ship and the Galveston hall was notified. No one is to turn to before 8 AM without putting in for penalty hour in the future; the Union acts as sole bargaining agent for all unlicensed personnel. Wednesday will be linen day. There should be more variety in the food. All men are to be properly dressed in the messhall. Steward was asked to bring on the cold drinks.

LAWRENCE VICTORY (Mississippi), October 18—Chairman, Robert C. Morrisette; Secretary, Vernon L. Porter. Cecil Saunders was elected ship's delegate. Repair list should be made out as soon as possible so necessary repairs can be made in loading port. New washing machine has been promised and new ice box has been ordered. Steward has \$15.20 balance of the ship's fund and the ship's iron in his possession.

DEL CAMPO (Mississippi), September 4—Chairman, W. G. Hester; Secretary, W. W. Christian. Robert Brown was elected ship's delegate. Suggestion was made to try and get another room for the chief cook or the night cook and baker.

ALCOA PENNANT (Alcoa), September 20—Chairman, E. Kelley; Secretary,



James Pursell. Delegates reported no beefs. Discussion was held on sanitary work leaving bauxite docks. Shoreside personnel should be kept out of crew's quarters in Trinidad. Captain will be asked to post a notice two hours before the draw. Vote of thanks went to the steward department. J. F. Kelley was elected ship's delegate.

October 18—Chairman, Edward Kelley; Secretary, James Pursell. There is a small amount of disputed OT. Ship's delegate and engine delegate will see about getting another room for the black gang, so each watch can have a separate foci's. Library should be kept locked up. Washing machine should be placed on the repair list. Hasp should be put on the recreation room door.

FRANCES (Bull), October 4—Chairman, Raymond Torres; Secretary, L. Capitano. Beef between a man and the engineer will be taken up with the patrolman.

MASSMAR (Calmar), September 13—Chairman, James Chew; Secretary, no name. Ship's delegate consulted with the master about a letter from the SIU slopchest and the master agreed with him and is in favor of SIU quality and prices. Three men paid off on the West Coast. No one is to sign on until the coffee urn is installed. All quarters are to be sougeeing. Washing machine should be moved, to keep the laundry from being flooded. Seattle will contact New York about having a Sea Chest representative meet the ship. Rejects were found in the present slopchest.

BALTORE (Ore), October 10—Chairman, Jim Morin; Secretary, Charles Henshke. Laundry should be kept clean and scupper should not be plugged up with refuse. Coats should be taken care of. Crew was asked not to buy from the captain's phony slopchest but to buy ashore until an SIU slopchest comes aboard.

CANTIGNY (Cities Service), October 18—Chairman, James A. Phillips; Secretary, Thomas J. Moore. Ship's delegate contacted the steward about the poor feeding. Steward said he would do better, however, there is general dissatisfaction with the food, second entrees, repetition of some vegetables. Coffee urn should be cleaned oftener. Steward should come to the crew messhall once in a while and look things over. One man missed ship in Lake Charles. Charles F. Connors was elected ship's delegate. Quarters and messhall need fumigation due to roaches, which are plentiful.

NOTICES

Rings Found Rings have been found belonging to the FWT on the 12 to 4 watch on the Catawaba Victory (Bull) which paid off in San Francisco in June. The rings are being held in the LOG office at headquarters.

Samuel Curtis Your discharge from the Cantigny has been found and is being held for you in the LOG office in headquarters.

E. Mendoza Contact the patrolmen in headquarters.

Frederick Carroll Contact the Welfare Services Department at headquarters as soon as possible.

Drew Gay Sal Lanza left your radio in the baggage room at headquarters. The baggage check has been left for you in the mail room at headquarters.

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

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

NAME STREET ADDRESS CITY ZONE STATE Signed TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below! ADDRESS CITY ZONE STATE

Quiz Answers

- 1. James Roosevelt, son of FDR. 2. Herman Hickman, former coach at Yale, and Dick Kazmaier, former Princeton All American halfback. 3. Bill Talbert. 4. Dashiell Hammet in "The Maltese Falcon" and Raymond Chandler in "The Big Sleep." 5. Sapporu, Otaru and Hokodate. 6. The Navy. 7. Charles A. Tobey, Republican of New Hampshire. 8. Don Newcombe. 9. Dean G. Acheson, Secretary of State under Harry S. Truman. 10. Proprietress of what was New York's most famous bordello and authoress of the best-selling book, "A House Is Not a Home."

Puzzle Answer



**Mother, Baby Receive Union Benefit**



Shown here are Mrs. George F. Mahoney, Jr., and her son, Clyde Leroy Mahoney. The Mahoneys live at 89 Broadway in San Francisco, California. Mrs. Mahoney is shown holding the Union check for the \$200 maternity benefit and the \$25 defense bond.

**RECENT ARRIVALS**

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

**Kent Arthur Terpe**, born September 19, 1953. Parents, Mr. and Mrs. Keith A. Terpe, 527 Cherry Street, Elizabeth, NJ.

**Gloria Louise Drawdy**, born September 18, 1953. Parents, Mr. and Mrs. Herbert L. Drawdy, 1511 East Anderson Street, Savannah, Ga.

**James Edward Alford**, born June 22, 1953. Parents, Mr. and Mrs. Aleck L. Alford, 315 East 47th Street, Pensacola, Fla.

**Kathryn Margaret Hargesheimer**, born September 17, 1953. Parents, Mr. and Mrs. Lonnie V. Hargesheimer, 746 1/2 Louisiana Avenue, New Orleans, La.

**George Ray Petusky**, born August 13, 1953. Parents, Mr. and Mrs. George Petusky, 1441 DeHaro Street, San Francisco, Cal.

**Dawn Patricia Dillon**, born August 8, 1953. Parents, Mr. and Mrs. Willie E. Dillon, Andrews Lake, Frederica, Del.

**Robert Niels Nielsen**, born September 18, 1953. Parents, Mr. and Mrs. Niels Nielsen, 120-42 131st Street, South Ozone Park, Queens, NY.

**Darlene Carol Dawson**, born October 1, 1953. Parents, Mr. and Mrs. James M. Dawson, 2164 Grand Avenue, Bronx, NY.

**Crystal Fern Naylor**, born August 25, 1953. Parents, Mr. and Mrs. George Naylor, 10 Fairmont Terrace, Atlantic City, NJ.

**Sherry Ann Cox**, born September 13, 1953. Parents, Mr. and Mrs. Milton P. Cox, 229 St. Paul Avenue, Pass Christian, Miss.

**Charles Joseph Crane**, born September 5, 1953. Parents, Mr. and Mrs. Harold E. Crane, 18 West Park Place, New Orleans, La.

**Urban Matthew Craddock**, born September 28, 1953. Parents, Mr. and Mrs. Douglas C. Craddock, Box 8, Pearl River, La.

**Suzanne Christine Roberts**, born August 1, 1953. Parents, Mr. and Mrs. Richard F. Roberts, 2626 East Murs Street, Baltimore 13, Md.

**Elizabeth Dianne Brown**, born

September 14, 1953. Parents, Mr. and Mrs. Robert R. Brown, Route 2, Box 68, Independence, La.

**Robert Frank Mayo**, born October 10, 1953. Parents, Mr. and Mrs. Vernon Mayo, 6910 34th Avenue SW, Seattle, Wash.

**Sylvia Ann Massicot**, born August 10, 1953. Parents, Mr. and Mrs. Jules A. Massicot, 700 North Main Street, Marksville, La.

**Neil Guy Morgavi**, born October 4, 1953. Parents, Mr. and Mrs. Isador W. Morgavi, 903 St. Mary

Street, New Orleans, La.

**Jose Enrique Wiscovitch**, born September 29, 1953. Parents, Mr. and Mrs. Jose F. Wiscovitch, 236 Atlantic Avenue, Brooklyn, NY.

**Dianne Carrion**, born September 1, 1953. Parents, Mr. and Mrs. Alberto Carrion, 711 West 179th Street, New York, NY.

**Elaine Marie Armstrong**, born October 4, 1953. Parents, Mr. and Mrs. Paul Armstrong, 305 Vine Street, Liverpool, NY.

**Patients Aid Hospital Fight; Seafarer Circulates Petition**

The Welfare Services Department and individual Seafarers are going all out in an effort to save the USPHS hospitals for seamen. This is part of the growing protest against the closing of these hospitals in a so-called "economy" move by the administration.

So far many individual seamen have written to their Congressmen and Senators protesting the proposed action and many ship's delegates and SIU port agents have attempted concerted action on the part of ships' crews and SIU men on the beach. The protest is now going into high gear and the Union is appealing to its membership and their families and friends to write to their representatives in Washington.

One of the most effective protests is that coming from patients in the hospitals themselves. Letters from hospitalized Seafarers dramatize the situation more graphically than any other appeal. The Welfare Services Department has asked all hospitalized Union members and other patients at the USPHS hospitals to write and protest.

As always the hospital representative is happy to get patients stationery and other needs for letter writing.

In another move to halt the closing, a New York Seafarer and his wife are preparing to circulate mass petitions among families and friends of seamen and business men patronized by these men and their families. The Seafarer attempting this commendable undertaking is Brother Nick Gaylord. Born in Athens, Greece, he is now

a United States citizen. Gaylord and his wife take an active part in civic and political affairs in the Borough of Manhattan.

The plan, as Gaylord and his wife have worked it out so far, is to circulate the petitions throughout the New York area and eventually in other sections of the country where Seafarers reside. Gaylord thinks it possible to reach every member of Congress with the protest petitions. In addition Mrs. Gaylord proposes to organize protest committees of wives and families of Seafarers to call personally on members of Congress to halt the proposed action.



Gaylord

**How to Apply For Birth Pay**

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

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

Processing of all applications can be speeded up by at least three days if photostatic copies of the three documents are sent in. Applications should be made to Union Welfare Trustees, c/o SIU headquarters, 675 Fourth Avenue, Brooklyn 32, NY.

**in the HOSPITALS**

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

- USPHS HOSPITAL NEW ORLEANS, LA.**
- E. L. Bates
  - Tobe Beams
  - Alfred Begg
  - C. Bennett
  - P. Berthiaume
  - E. Bracewell
  - S. Campbell
  - Herman H. Casas
  - Clarence W. Cobb
  - George T. Coleman
  - S. Cope
  - Adion Cox
  - Rogelio Cruz
  - Thomas J. Dawson
  - Joseph L. Dionne
  - N. W. Gardiner
  - Jack H. Gleason
  - J. A. Gomez
  - John Hans
  - C. M. Hawkins
  - John L. Hinton
  - J. H. Jones
  - Leonard Kay
  - Thomas F. Keller
  - John D. Kelley

- BALTIMORE CITY HOSPITAL BALTIMORE, MD.**
- Hinrick Wiese

- USPHS HOSPITAL SAVANNAH, GA.**
- W. W. Allred
  - John Daniels
  - R. A. Denmark
  - John E. Duffy
  - Joe B. Farrow
  - N. L. Gardner
  - K. L. Guthrie
  - Floyd M. Hansen

- USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY**
- Percy D. Allred
  - Claude F. Blanks
  - Julian Cuthrell
  - C. M. Davison
  - Emilio Delgado
  - Antonio M. Diaz
  - John J. Driscoll
  - John T. Edwards
  - Jose G. Espinoza
  - Robert E. Gilbert
  - Bart E. Gurinick
  - Peter Gvozdzich
  - John B. Haas
  - Thomas Isaksen
  - John W. Keenan
  - Ludwig Kristiansen

- VA HOSPITAL BALTIMORE, MD.**
- Wilbert Hughes

- USPHS HOSPITAL BALTIMORE, MD.**
- T. L. Ankerson
  - Jessie A. Clarke
  - Breton S. Conway
  - Robert Cooper
  - Jeff Davis
  - Robert S. Davis
  - Samuel Drury
  - Wayne Hartman
  - Owen H. Herring
  - McConley Jarrell
  - Steve Kolina
  - Robert Lambert
  - Antonio B. Lores
  - Peter Losado
  - Jeremiah McNiece

- USPHS HOSPITAL BOSTON, MASS.**
- Edwin T. Callahan
  - Frank Mackey
  - Theodore Mastaler

- CITY HOSPITAL MOBILE, ALA.**
- Harvis C. Dyas

- USPHS HOSPITAL GALVESTON, TEX.**
- Anthony Adomaitis
  - Georgé Bales
  - T. P. Barbour
  - C. Barboza
  - L. A. Dean
  - W. W. Fassett
  - Howard W. Forbes
  - G. R. Gonzales Jr.

- USPHS HOSPITAL NORFOLK, VA.**
- Joe F. Baer
  - W. R. Hardin Jr.

- JEFFERSON HOSPITAL PHILADELPHIA, PA.**
- Robert Kennedy

- USPHS HOSPITAL SAN FRANCISCO, CAL.**
- Jim Corza
  - Leo Dwyer
  - M. Eurasia
  - I. McCormick
  - C. McLellan
  - Joe Perreira
  - J. Sampson

- USPHS HOSPITAL SEATTLE, WASH.**

- Bruno Barthel
- Harry A. Bishop
- M. E. Newman
- Joseph Newbauer
- John M. Thompson
- N. M. Dorpmans
- John Beckmann
- S. Bell
- Marcie Boyles
- John E. Brady
- William H. Brady
- Cleo Brown
- James K. Cann
- Joseph Caruso
- Gerardo Chao
- Clifford Dammeyer
- Jusus Fernandez
- H. Galantis
- Charles Gallagher
- Frank Gibbs
- Estell Godfrey
- Edward Goodenow
- Anthony Gregoire
- John Hamilton
- Thomas J. Henry
- Paul Jukubekak
- John Johnson
- G. W. Johnson
- Stanley Lesko
- John McStravick
- Filip Madsen
- John B. Molini
- Jerry J. Palmer
- Richard Panerall
- Robert D. Phifer
- John Quinn
- George Rice
- C. R. Robertson
- G. H. Robinson
- Virgil Sandberg
- W. Schoenborn
- Robert Slemore
- John Slaman
- Roy C. Stern
- John I. Tarkov
- Milton Trotman
- B. F. Trottie
- Harry S. Tuttle
- George Vickery
- Frank Walaska
- Albert L. Williams
- C. Mc'Brien
- James Martin
- Austin Diaz
- Earl Bink
- Bomas R. Cheeley

- SEASIDE GENERAL HOSPITAL WILMINGTON, CAL.**
- Percy L. Harrelson
  - Arthur F. Lindsey

- LOS ANGELES COUNTY GENERAL HOSPITAL LOS ANGELES, CAL.**
- Sidney Malin

- BEEKMAN DOWNTOWN HOSPITAL NEW YORK, NY**
- William F. Doran
  - John McInerney

- VA HOSPITAL CORAL GABLES, FLA.**
- George C. Murphy
  - J. C. Villas

**New Resident Of California**



Here is one of the newest residents of the Golden State. The new Californian is Mr. Loyal Lafayette Piker, Jr. He is shown here with his mother, Mrs. Loyal Piker. This family just received the maternity benefit from the Seafarers Union.

# SEEIN' THE SEAFARERS

With WALTER SIEKMANN



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

The hospital representatives have reported a lot of interest and enthusiasm on the part of both patients and staff for the SIU program to keep the USPHS hospitals open. The Union has received praise from many interested parties for efforts to save the Public Health Service. The action on the part of the SIU has goaded the NMU and other interested organizations into action. We have already contacted many Congressmen and other elected officials and we think we are going to bring enough pressure to bear to save free medical care for seamen.

This is the chief topic of conversation around the hospitals. Although the Union itself is acting, we want to urge all ship's delegates to discuss this business at meetings and we would like to have all SIU members get in touch with their Congressmen and Senators and urge them to support legislation which would keep the hospitals open. Seamen should also ask their families and friends to take similar action. If we all act together we can nip this "economy" plan in the bud.



Gregoire

With the Atlantic organizing campaign speeding up, one of the most enthusiastic SIU partisans is former AMEU member John Quinn. Although Quinn never shipped out on an SIU ship, he has collected full Union benefits after being hospitalized with an injured leg. He is still in the Staten Island USPHS hospital and intends to cast a "wheelchair vote" for the SIU when the election is held. Quinn is one of the many Seafarers who give the lie to smears by the company union that the SIU is not playing square with Atlantic men.

Quite a few of the boys were in the Staten Island hospital. John Molini, whose last vessel was the Longview Victory, was in. So was Seafarer Anthony Gregoire, off the Wild Ranger. We are glad to hear that these brothers are improving and hope to be shipping out again in the near future. We wish them both quick recoveries.

### Injured On Great Lakes

Christopher McBrien, last trip on the good ship Stony Point was marred by an injury. He had been treated as an out-patient but was finally hospitalized at Staten Island. Brother Earl Bink, late of the Sea Comet, was also injured aboard ship while in the Great Lakes. He was first hospitalized in Chicago and then transferred to the Staten Island hospital.

Another Seafarer who was taken from his ship to the hospital is Brother Marcie Boyles, who is doing fine. One of the oldtimers we visited with is Brother George Vickery. He had been treated earlier and was readmitted a few weeks ago. He is raring to get out to sea again and we hope to see him sailing again soon.

The Union has received additional compliments from the Staten Island hospital staff on the way the SIU Welfare's hospital representatives look after Seafarers in the hospital. This praise has come from other hospitals throughout the country. Union members who have the misfortune to be hospitalized should feel free to call on the Welfare representatives for any services we can render.



Vickery

# Wandering Laundry Returns

Seafarer John S. Bragg can't be blamed if he blows his top any one of these days. Nor can his shipmates be blamed if they give him a wide berth in the messroom and other close quarters—thanks to a certain inefficient laundry in New York.

Not that there's anything wrong with John personally, it's just that shirt of his. Through no fault of John's, it's the only one he has, thanks to the kind

of laundry service that these shoreside outfits regularly give to seamen.

It seems that Bragg gave three shirts to a laundry representative who came aboard the Southwind while the ship was berthed in New York. He promised faithfully to have the shirts ready the following morning since the ship was scheduled to pull out for Mediterranean ports the next afternoon.

Well, as the morning wore on, with no laundry truck in sight Bragg got a little nervous about the whole thing. With just two hours to go to sailing time, he gave the laundry a call to find out what was going on.

"Oh sure," he was told, "you'll have those shirts in a jiffy, long before you sail."

Well, sailing time came. The ship got up steam and cast off her lines. No laundry truck in sight. She took in her gangplank and took off for the high seas with Bragg looking wistfully shoreward where his three shirts were.

The only thing left to do was to see to it that the shirts arrived someplace safe and sound. So at his first opportunity, Bragg wrote SIU Welfare Services in New York asking them wouldn't they please pick up his shirts and keep them, that is, if they were ready?

Welfare Services could and did. His errand laundry has been located and is now awaiting him in the Union's baggage room at headquarters.

It's understandable that Bragg



feels bitter about the whole thing. "Here I am at sea," he writes, "with one shirt to my name for a trip to the Mediterranean."

"I'm going to spread the word around this ship about that laundry. They won't get on this ship, or any other SIU ship."

Here's hoping anyway, that Brother Bragg's one surviving shirt is one of those nylon or dacron jobs that he can rinse out at night like the ladies soap their stockings.

One of the consumer organizations tested "miracle fiber" shirts on the market. The Sea Chest, Brother Broyg has shirts of this kind.

# Welfare Aids Seafarer And Ill Daughter

Recently heard from was Brother W. E. Swilley from Bogalusa, Louisiana. Pictured here is his little girl, Mary Ann. He writes to thank the Welfare Services for



Mary Ann Swilley

some quick help in an emergency.

Seafarer Swilley has had some tough luck. His little girl was suddenly stricken with polio, crippling her left hip. Swilley appealed to the Union for help at this critical time and it was quickly forthcoming. Writing from New Orleans, where his daughter is being treated, he reports that she is much improved and doing fine.

The Welfare Services Department was established to meet such emergencies as that of Brother Swilley. The SIU is more than happy to be of service in such a case. All Seafarers join in wishing little Mary Ann Swilley a quick recovery.

All Seafarers having business or personal matters in which they desire advice or assistance are urged to get in touch with Welfare. If you are at sea, just write and your problems will be taken care of. All you have to do is notify the office and we will take care of it from there on in.

# Beneficiary Receives Check



Miami Port Agent Eddie Parr is shown presenting an SIU beneficiary check to Joe Cruz, beneficiary of Juan Santalla, ex-crew-member of the Florida.

# FINAL DISPATCH

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

Robert A. Jones, 20: During an accident aboard the Bennington, Brother Jones was fatally burned on April 27, 1953, while the ship was in New York. A member of the engine department, he sailed as OS, messman and wiper, having joined the Union in New York in 1951. He leaves his mother, Mrs. Loretta Jones, 15 Hopkins Avenue, Jersey City 6, NJ.

Joseph Pardo, 49: Brother Pardo died of a liver ailment on September 28, 1953 at St. Agnes Hospital, Philadelphia, Pa. An oiler in the engine department, he had sailed SIU since December, 1938.

Cemetery, North Arlington, N.J. Brother Pardo leaves his wife, Loretta Pardo, 120 Orchard Street, West New York, NJ.

Willard Francis Parks, 32: On October 2, 1953 Brother Parks died of a brain injury at Cuyahoga, O. and was buried at Highland Memorial Park Cemetery, Johnston, RI. He had joined the Union in New York in 1949 and sailed as a member of the deck department.

Harry T. Dunlop: A fatal hemorrhage was suffered by Brother Dunlop, a member of the deck department, on September 11, 1953 at Britcom General Hospital, Kure, Japan. He joined the SIU in New York two years ago. He leaves his mother, Mrs. Florine May Leith, 15 Playter Boulevard, Toronto, Ontario, Canada.

# FAMILY TROUBLES?



THE SIU WELFARE SERVICES DEPARTMENT



YOUR PROBLEM IS OUR BUSINESS

# Don't Send Your Baggage COD

Seafarers have again been warned not to send their baggage COD to any Union hall. No Union hall can accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co. All COD baggage—regardless of the port—goes to the local express office, where it is held by the express company until claimed.

Seafarers who want to be sure of getting their baggage when they want it, can send it to any Union hall provided they prepay the shipping charges.

## 1953 SIU Scholarships NOW OPEN!



Hailed by leading educators as one of the finest scholarships offered anywhere, the SIU Scholarship Plan is now processing applications for the four \$6,000 awards to be made in 1954 to Seafarers or children of Seafarers.

Each successful candidate will receive \$1,500 a year for the four year college term. In most instances this will be sufficient to take care of both tuition and living expenses.

Under the SIU Scholarship Plan, students are free to choose any course of study at any recognized college or university in the US. The Plan imposes no limitations on them other than that they follow through faithfully on their studies and maintain a satisfactory average.

In other words, the Plan is designed to do just one thing, to give Seafarers or their children a chance at a career of their own choosing that they might not have otherwise.

SIU Welfare Plan  
675 4th Ave., Brooklyn, NY

I am interested in the Seafarers Scholarship Plan.  
I am a Seafarer.....  
I am the son (daughter) of a Seafarer.....  
(check one)

Please send me all information on the requirements.

Name .....

Address .....

To qualify for an SIU scholarship each applicant must submit the following:

- Proof of three years' seetime on SIU-contracted ships, his own in the case of a Seafarer-applicant, or the seetime of the applicant's father.
- A transcript of the candidate's high school record.
- Three letters of reference from citizens of the applicant's home community, one from the principal of the high school.

Candidates must be in the upper third of their high school graduating class.