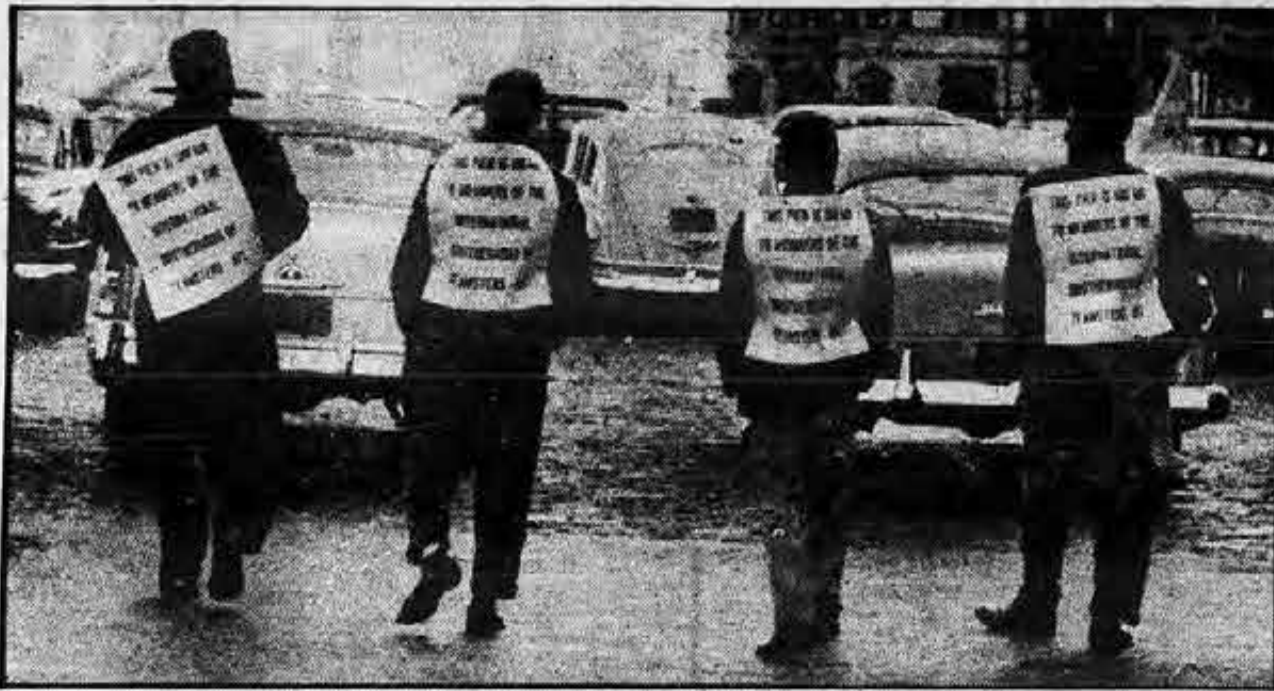




• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •





Demonstrating their unity with AFL longshoremen, pickets from the International Brotherhood of Teamsters (AFL) walk the bricks outside a Manhattan pier to retaliate against an embargo on trucks operated by members of IBT Local 807 called by the old ILA. The dispute began when Local 807 Teamsters refused to deliver goods to one pier where an AFL-ILA shop steward had been fired and AFL pickets were posted. Pickets were withdrawn when the boycott was ended.

# AFL Pier Unity Rocks Old ILA As NLRB Opens Vote Hearings

A last ditch attempt by the old ILA to break up the AFL organizing team on the New York docks, consisting of Seafarers, teamsters and longshoremen, ended in failure last week. The attempt which took the form of a boycott of truck drivers supporting the AFL longshoremen, was upset when the teamsters struck back and picketed the piers.

## Halls In Miami, Pt. Arthur Shut

In a reshuffling of assignments to match shipping needs, the SIU is closing its Port Arthur, Texas, office and the branch hall maintained for the past year in Miami, Florida.

Eddie Parr, who is currently serving as port agent for Miami, will shift his operations to Tampa, where he will serve as joint patrolman for that port. The Miami hall was opened approximately a year ago.

The Port Arthur office, opened during the fall of 1952, had been headed up by SIU representative Don "Moose" Hilton, who was appointed to the post by headquarters in October, 1952.

## SEAFARERS LOG

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Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. HYacinth 9-4600. Entered as second class matter at the Post Office in Brooklyn, N.Y., under the Act of August 24, 1912.

Subsequently, the National Labor Relations Board entered the picture and secured a court order prohibiting the old ILA from continuing its boycott.

### Fired Steward

Touching off the latest dock fight was the firing of an AFL-ILA man who was the shop steward for AFL longshoremen on Pier 32, North River. The firing was at the instigation of the old ILA, and AFL longshoremen threw a picketline on the pier to win his reinstatement. As in other instances, teamsters delivering to the pier respected the AFL lines.

Stung by the tie-up, the old ILA attempted to punish the teamsters by refusing to handle any goods delivered by Local 807 members to various piers in the city. The Teamsters' response was swift and devastating. They, in turn, placed picketlines on all piers where the old ILA had ordered longshoremen to discriminate against truck drivers.

Now that the boycott is over, AFL-ILA men are still maintaining their lines on pier 32 effectively, pressuring for the reinstatement of the fired steward.

It was against this background that a Labor Board examiner opened proceedings on whether or not the December dock election should be thrown out. The AFL-ILA had submitted evidence of beatings, intimidation and coercion at the polls as grounds for discounting the vote and ordering a new election.

Another factor adding to the tension was the assault on one old ILA official, in Brooklyn, Thomas Rubino, allegedly by men who are

## 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: March 10, March 24, April 7.

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

henchmen of Tony Anastasia. Rubino was savagely beaten and left for dead by four men, two of whom were later picked up by police.

Meanwhile, the AFL-ILA went right ahead with its organizing activities on the docks. The election of shop stewards continued without let-up, so that at this time the new union is represented on better than 100 piers in the harbor.

Swearing in of trustees for the new union and other organizational steps are being taken to prepare for the day that the AFL takes over on the docks and becomes official bargaining agent for longshoreworkers.

# Mrs. Hobby Promises Support For PHS \$\$

Another forward step toward full operation of the US Public Health Service hospitals was completed when Mrs. Oveta Culp Hobby, secretary of the Department of Health, Education and Welfare, promised her full support for the USPHS budget request.

Mrs. Hobby went on record in the course of a meeting February 25 with the joint legislative committee representing all non-Communist maritime unions as well as representatives of the shipowners. Her attitude is a direct reversal of her position last year and of her earlier sympathy for a move to shut down the hospitals completely.

Last year, Mrs. Hobby led a fight to shut down several of the hospitals, including the one at Savannah. It was only after vigorous opposition by the SIU and other groups in maritime that the Savannah hospital was kept open.

### Will Go All The Way

This time though, Mrs. Hobby told the union representatives that she would go down the line for a budget request of \$33,000,000, which is slightly under the current year's budget and about \$1 million less than the figure for the previous year. However, she stated that she would not ask for any increase in the Administration's requests that would restore the previous years' cuts.

Mrs. Hobby's decision is considered a further victory for the fight waged by the SIU and the other unions to keep the hospital program going. She, along with Budget Director Joseph Dodge, was believed to be responsible for the original plan to close the hospitals put forth late last year.

Under that plan, the only USPHS hospitals that would have been kept open were the ones at Carville, Louisiana; Lexington, Kentucky, and Fort Worth, Texas treating Hanson's disease (leprosy), narcotics addiction and mental

cases. Seamen, then, would have been denied all general medical care.

### Still Danger

With Mrs. Hobby going to bat for the budget request, union representatives are fairly confident that Congress will approve all funds requested. However, there is still danger that economy-minded Congressmen on the House Appro-



Mrs. Oveta Culp Hobby

priations Committee might take a further slice out of the request.

Since at present the hospitals are operating on a pretty tight spending schedule, further cuts would mean reduction of some essential services for hospital patients.

An SIU headquarters spokesman emphasized that Seafarers should keep on writing to Representatives and Senators in Washington so as to reduce the possibility of additional budget cuts.

# Furuseth's 100th Anniversary To Be Celebrated March 12

The 100th anniversary of the birth of Andrew Furuseth, father of maritime unions, will be observed by unions throughout the US and in foreign countries as well this March 12. To mark the occasion, the Conference of American

Maritime Unions has asked the Post Office Department to issue a special commemorative stamp of Furuseth in connection with the annual Maritime Day celebration, May 22.

Little known outside the maritime industry, Furuseth is recognized by men who go to sea as the one single individual who broke the bonds that held seamen in virtual slavery. His single-minded devotion to the cause of the seafaring worker, extended over half a century, from the time he came to San Francisco to participate in the newly-founded Sailor's Union of the Pacific, until his death in 1938 on the eve of the revival of American maritime unions.

The "Abraham Lincoln of American seamen," as he was known, rested his reputation on his long and successful fight to get seamen's rights written into law and recognized by the industry. The fruits of his labor in Washington and elsewhere over a period of many years were the Maguire Act, the White Act, the Seamen's Act of 1915 and the Jones Act of 1928.

When Furuseth, a Norwegian native, arrived in California in 1886, it was the standard practice

under all flags for the captain to have absolute and unquestioned control over the crew. Crewmembers were compelled by law to complete their voyages no matter how brutal the skipper, or how bad their quarters, working conditions and food. If a seaman quit a ship under pressure of unbearable conditions he was classed as a deserter or a mutineer and severely punished accordingly.

### Bred Buckos

These regulations were natural breeding grounds for the bucko mate, whose reputation rested on the size of his boots and his readiness to use them on the seaman. Beatings, floggings and even torture were not uncommon on ships of those days and seamen were powerless to resist these conditions.

Furuseth was convinced that the only way to improve conditions of seamen was to band together in a union and fight for changes in maritime legislation. He believed that his best chance of doing so rested in the United States. Consequently he settled in the States and fought his biggest battles in Washington.

When he got to California, he

threw in his lot with the infant Sailors Union of the Pacific and soon became its leader and the spokesman for seamen everywhere in their fight for recognition. His initial victory came in 1885 with the passage of the Maguire Act abolishing the desertion law in the coastwise trade. Seamen in that trade were free to pay off a ship if they found conditions were not to their liking. The law made it possible for seamen to hang up a ship if conditions were intolerable and win some improvements for themselves.

As an additional safeguard, the law prohibited crimps from receiving allotments from the skipper. It was the first step in the fight to break the infamous partnership of the crimp hall operator and the shipowner.

Three years later, Furuseth scored another major gain when he won passage of the White Act. This law extended Maguire Act provisions to offshore vessels. It also prohibited beatings and floggings of seamen and gave them the right to draw on their wages at any port of call.

These early successes spurred (Continued on page 17)

# Anti-Union Feeling Rises In US

## Growing Challenge To Security Faced By Unions, Members

Sugar cane strikers evicted, water cut off . . . Strikebreakers quartered, wined and dined in plush Pullman cars . . . hat workers' strike drags on eight months . . . another state outlaws union shop . . . judge issues injunction against strikers . . .

these are the headlines that help make labor news today. In some respects they recall the days of the late '20's and early '30's when the professional fink and recruiter of strikebreakers made a not-so-honest living and almost any judge had a couple of anti-strike injunctions in his hip pocket.

Such developments are a sign of a growing challenge to trade unions and a rising tide of anti-union feeling. That change has cast a shadow over unions and put them distinctly on the defensive.

### Were Outcasts

When union pioneers like Andrew Furuseth, whose 100th birthday we celebrate this week, were starting to organize working men, unions and union men were outcasts looked on with suspicion and scorn by respectable people. It took a long time and a lot of hard work before the pendulum swung the other way. In the 30's and 40's unions and their cause attracted a tremendous amount of sympathy. They could count on a pretty favorable reception in many places, even though there were always areas where "union" was a dirty word. In those years, a lot of employers too, got used to doing business with unions and accepting as a matter of course that the union would be around when contract time came up to get some improvements for its membership.

Now things are distinctly different. The change didn't take place in a few months. It was some time in coming, but became most noticeable recently. Publications that speak to and for employers like "Fortune" and "Business Week" have been quick to spot it. They

talk about a "changed climate" of opinion, a "stiffening of employer resistance" to union demands, a "get-tough" policy. The Government has played a part. So have newspapers, and magazines, columnists and commentators and last but not the least, professional groups and college people who were so prominent among union sympathizers in the 30's.

As far as the feeling towards labor in Washington is concerned, one Senator remarked that the

Administration picked Beeson for the Labor Board "to put the screws on labor as they never have been put before."

Unions are universally being advised to trim or forget demands for improvements even though rents, interest rates and living costs are on the rise and take-home-pay on the decline. If anything it appears that a program to put greater purchasing power in the hands of working people would be in or-

(Continued on page 17)



A group of Seafarers in the NY hall scans a bound volume of the LOG for 1953 after it was announced they were available for sale at the cost price of \$5. Shown (l-r) are: Benjamin Mignano, AB; Jan Mucins, reefer; Frank Gardner, chief steward; John Ferenc, AB, and George Barry, electrician.

## LOG Bound Volumes Available For 1953

Seafarers can now obtain cloth-bound volumes containing all issues of the SEAFARERS LOG in 1953, which are available for sale at the cost price of \$5. They can be picked up on the spot at headquarters or ordered by mail.

The handsome, gold-lettered volume is suitable for addition to a ship's library or home bookshelf and carries all the news and features highlighting the events of 1953, both in the SIU itself and in maritime generally. It contains nearly 800 pages, including the regular 28-page editions of the LOG and those containing special supplements, such as reprints of the Union constitution.

In a companion offer, copies of all bound volumes dating back to 1947, up through and including 1953, may be obtained for the package price of \$25. The price-tag covers nine volumes in all, since for the years 1947 and 1948, a separate volume was issued for the months of January through June, and then another covering July through December.

The latest volume, the 1953 edition just issued, carries, in addition to the regular news and feature stories, the texts of many official Union reports issued during the year, much descriptive mater-

ial dealing with sea lore, news of changing developments and innovations in the industry, as well as many feature items about Seafarers, their families, and jobs.

All volumes, including the set covering 1947 through 1953, can be ordered directly at headquarters or by mail. Although bound volumes of the LOG have been issued regularly for the past 15 years, stocks of those published prior to 1947 have already been depleted.

## US Sea Unions Ask Halt To Further Ship Transfers

Taking steps to halt a wave of ship transfers, members of the joint legislative committee of the conference of American Maritime Unions have asked House and Senate Committees to investigate the moves.

Meanwhile, the Maritime Administration approved transfers of eight Liberty tankers to Panama and Liberia under the new relaxed regulations.

The union spokesmen in Washington renewed their demand for an open hearing on any ship transfers and asked that a stop be put on present transfers until such hearings are held. Particularly objectionable in the present transfers is the fact that the Maritime Administration is not requiring replacement of the transferred tonnage with new American-flag ships.

Among the eight ships transferred thus far, two were under contract to the SIU although they had been in idle status for some time. They are the Seacomet (Colonial) and the Amberstar (Traders). Still under review are transfer applications from seven more ships including the SIU-manned molasses carriers Cathoula and Carrabelle.

It is widely-recognized that the Liberty-tankers as such are obsolete and can no longer operate sat-

isfactorily under the American flag. However, the new regulations mean that there is a net reduction of American-flag shipping under the transfers. The ships moreover, will be free to compete in US trades with American ships.

Opening of the door on transfers could pave the way for further changes by owners of dry cargo ships, particularly those who operate Libertys in the tramp trade. The Tramp Shipowners Association has already asked official permission to go Panamanian.

### Union Has Cable Address

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

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

## PR Extremists Invade Congress, Shoot Five

WASHINGTON—In one of the most bizarre and unusual incidents ever to take place in the halls of Congress, five members of the House of Representatives were wounded by a vol-

ley of shots fired from the visitors' gallery, by members of the Puerto Rican Nationalist Party, an extremist group demanding Puerto Rican independence. The Nationalist Party was the same group that had a hand in the attempted assassination of former President Harry S. Truman on November 1, 1950.

The shootings, which took place without warning Monday afternoon, March 1, were immediately condemned by Puerto Rican spokesmen on the islands and here in the US. Puerto Rican Governor Luis Munoz Marin denounced the shooting as "savage and unbelievable lunacy," an opinion which is shared almost universally by the island's citizens. He pointed out that 82 percent of the island's voters had rejected independence, preferring to stay with the US.

Puerto Rican Seafarers in the New York hall were quick to condemn the shooting incident as an irresponsible act. They say that the Nationalist program does not have the support of anything but

a small segment of the Puerto Rican population.

The five Congressmen wounded in the shooting were Representative Alvin Bentley (Rep., Mich.); Ben F. Jensen (Rep., Iowa); Clifford Davis (Dem., Tenn.); George Fallon (Dem., Md.); Kenneth A. Roberts (Dem., Ala.). Bentley and Jensen were most seriously hurt but are expected to survive.

### Attackers Disarmed

The volley of shots caught everybody by complete surprise at first, but police, House attendants and bystanders moved in quickly and disarmed the attackers. The four were all from New York City. They were, Lolita Lebron, Rafael C. Miranda, Andres Cordero and Irving Flores. Police reported that all except Flores confessed the shootings.

An immediate result of the incident has been a tightening of regulations on visitors to House and Senate galleries. Up to now, the only limit on the public galleries has been that visitors were not allowed in with cameras.

## Waterman Adds 'Coastal Service'

An additional bi-weekly inter-coastal service will be opened next month by the Waterman Steamship Corporation with the sailing of the John B. Waterman from Boston on April 2.

The new service will handle cargo from North Atlantic ports, specifically Boston, New York, Port Newark and Philadelphia, to four states in the State of California.

Philadelphia already is serviced by a bi-weekly run which operates out of Charleston and Baltimore as well.

Pacific Coast ports serviced by the new Waterman run will be Los Angeles, San Francisco, Stockton, Alameda and Oakland.



Representative Kenneth Roberts, Alabama Democrat, is carried from the Capitol on a stretcher after the shooting in the House chamber. Five Congressmen were wounded when Puerto Rican Nationalists fired guns from balcony at Congressmen below.

# Heart Stops, Seafarer Revived

Seafarer Charles W. Gann's heart stood still—literally—for a while last month, but he's still alive, thanks to the skill of a physician in the US Public Health Service hospital in New Orleans. Gann was a successful survivor of the rare but increasingly used heart massage technique which is used in emergencies when a patient's heart stops beating.

Gann was in the New Orleans hospital for an operation on his digestive system. The operation had been completed without a hitch and Gann was being wheeled out of the operating room when his heart stopped beating, apparently from post-operative shock.

### Quick Incision

Immediately Gann was wheeled back into the operating room. The surgeon made a quick incision in his chest, reached into the heart cavity and massaged his heart muscles. After three minutes of work by the surgeon's skilled hands, Gann's heart started beating again. He is now back on the road to recovery.

Under the circumstances, Gann naturally feels very strongly about the Public Health Service hospitals. He is convinced that if it weren't for them "I wouldn't be groping for words to express my gratitude in having my life given back to me; I'd be enriching the soil six feet under."

Being brought back to life, Gann says, has given him food for thought. He notes that all his life he has done nothing but hazardous work in mines, tunnel jobs, as a steeplejack and as a seaman. Several times he narrowly missed a fatal accident through the vigilance of co-workers and in turn saved others. But nothing impressed him as much as his latest escape from death.

"I can only say," he wrote, "the hand of God must have made the move, placed the competent surgeons where their services and years of experience are appropriate and equal to the occasion."

### Slowly Convalescing

Right now Gann is still confined to bed but is slowly convalescing. His weight is still far below nor-



Herman Troxclair, SIU representative, left, listens to happy tale from Seafarer Charles Gann about the "miracle" heart operation that saved the Seafarer's life in the USPHS hospital in New Orleans.

mal since because of his condition he had been unable to keep solid food down for some time.

Gann is looking forward to going back to sea again, but realizes that he has a long haul ahead of him before he will be fit for duty again.

However, he isn't worried about the future for as he put it, with the Union's hospital benefit coming in regularly and with 200 days of vacation pay due him "I will ride with the tide" without having to go back to work right away.

## Galveston Branch Hunting For Bigger, Better Home

A new hall for Galveston Seafarers is in the offing with SIU representatives and membership in that port examining several prospective pieces of property before making a decision on the move. Present plans call for leasing an existing property rather than building an entirely new structure.

The Galveston move is part of a long-range SIU plan to provide

modern, up-to-date halls in all ports. Along these lines the Union renovated the Philadelphia hall last year and is now pushing the completion of a brand new hall in the port of Baltimore that will be superior to New York headquarters.

The Galveston branch reports that they have some likely properties under consideration. Steps are being taken to assure that any lease drawn up will allow full latitude to the SIU to operate all necessary port facilities and make interior changes accordingly.

Present facilities in Galveston have long been recognized as inadequate and a hunt has been on for a new spot, but because of the location of the city, useable property is at a premium. For a while the Union considered moving the branch to the neighboring port city of Houston. However, it's believed that a satisfactory spot can be located on Galveston island.

## 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.

## As I See It . . .

Paul Hall



WHILE CONGRESS IS IN SESSION THERE IS ALWAYS A GREAT deal of interest among seamen and other people connected with the maritime industry about what goes on down in Washington. That's the normal thing because the Government has such a big stake in the merchant marine. Consequently, when your Union was invited to participate with other maritime unions in forming a legislative committee in Washington, it was readily agreed that this could be a very positive development for Seafarers, even though the SIU has always maintained a strong interest on its own in Washington doings.

Up until now, this legislative committee has been working pretty well together and appear to be getting results for all seamen. Just recently this committee had a meeting with Secretary Hobby of the Department of Health, Education and Welfare, which runs the Public Health Service hospitals. The Secretary assured the committee that she would support the appropriation for the hospitals to the hilt. Since it was Mrs. Hobby who has been, up until now, an opponent of the USPHS hospitals, it appears that the committee was helpful in nailing down the Administration in Washington on this issue.

The only possible stumbling block left on this issue would be in the Appropriations Committee of the House of Representatives. The union group is keeping a close watch on developments here and is prepared to take action accordingly should any new threat arise in the House to the continuation of the hospital program.

### Taking Own Action

At the same time, while your Union is participating wholeheartedly in the work of this committee, it's still taking action on matters that are of special interest to Seafarers. For example, the Union's Washington office has won assurances from the Immigration services that alien Seafarers will get their full 29-days shore leave from the date of payoff, and not only from the time a ship first touches a US port. And your Union is still working on the problem of restrictions to ship in various parts of the world.

MENTION OF THE USPHS HOSPITALS BRINGS TO MIND THE unusual experience of Seafarer Charles Gann down in New Orleans. Brother Gann had undergone surgery in the hospital there and was being wheeled out of the operating room when his heart stopped beating. One of the doctors on the staff made a cut in his chest and massaged Gann's heart for about three minutes until the pump started turning over again.

Brother Gann wrote headquarters that as far as he is concerned, the skilled surgeon at the hospital brought him back from the dead. He is convinced that if he had to seek medical treatment elsewhere he might not have had the good fortune to come into the hands of medical men who are as competent and well-trained as the USPHS doctors are.

This situation emphasizes a fact which your Union has pointed out before; namely that USPHS is out in front when it comes to training doctors and technicians and keeping up with the latest developments.

There's no doubt that many a Seafarer around owes his life and good health to the medical services he received at these hospitals, which is a very solid argument for keeping the hospitals open.

THE SIU MEMBERSHIP DOWN IN THE PORT OF GALVESTON is looking around these days to see if they can't find a new hall for themselves in that port. According to reports received in headquarters, they have some promising locations lined up and if all goes well, they will be able to move into a better place in a short while.

The Galveston move is part of your Union's long range plan to provide better facilities ashore for the membership. This is a slow process that extends over a period of years, particularly in those port areas where there is not much room to move around in and property is hard to come by accordingly.

However, your Union has made a good deal of headway along these lines, in terms of housing Seafarers in decent halls all around the country. Whenever the opportunity arises, the SIU intends to step in and take action to improve the shore-side establishment maintained by the union.

IN RECENT WEEKS YOUR UNION'S WELFARE PLAN HAS added to its disability benefits list some more Seafarers who are no longer able to work or go to sea for a living. These brothers, who are permanently disabled, have the assurance now of \$25 a week from the Plan for as long as they need it.

Your Union's disability benefit is unusual in the sense that benefits are paid not according to age but according to their individual condition. Naturally, the majority of brothers in this circumstance will be older men, but it is not unusual to find on the list a brother who would ordinarily be deprived of such a benefit because he wouldn't be old enough.

Recently it came to the attention of headquarters that specialists in this problem have been dissatisfied with the way most plans for taking care of oldtimers work out. They point out that age should not be the basis for judging a man's need. It's his ability to keep on working that's more to the point. If a man enjoys his work, they say, and is in good health there's no reason to knock him off the job and make him accept some kind of payment to live on. At the same time, they point out, those who are in no shape to work at any age are the ones who really need help.

It is exactly this kind of a set-up that your Union has established through the disability benefits. It's encouraging to see that others on the outside agree with our method for handling the problem.



# BROTHER CHAIRMAN!

Scratch a man shipping out of Lake Charles, Louisiana, and more often than not you will come up with a veteran of the Cities Service organizing campaign. At the last Lake Charles port meeting the recording secretary's job was taken over by Alphan Fruge, who earned his spurs in the Cities



Fruge

Service fleet.

Fruge, who sails in the deck department on the tankers, was born in Louisiana on September 22, 1917. He got his SIU membership in the port of New York, and makes his home in Sulphur, Louisiana.

San Francisco's port meeting featured somewhat of a rarity, a Californian who was actually a native of the state instead of a traveler from other parts. Frank Schmiedel was the native Californian who took over the job of recording secretary. The 27-year-old Seafarer, who celebrated his birthday recently, has been a member of the SIU for five years. He and his wife make their home in San Francisco.

The chairman of the San Fran-

cisco meeting, Herbert Knowles, fitted more readily into the West Coast picture, coming originally from New Jersey.

However, he and his family now live in Richmond, California. Knowles is 39 years of age and sails with the galley gang. He joined the SIU in the Port of New York on June 27, 1946.



Knowles

Savannah's last port meeting was run by a trio of Seafarers, James M. Davis, Berry B. Tippins and Carl Lowery. Davis, a native of Alabama, has been an SIU member for about a year and a half. He sails in the stewards department and makes his home in Birmingham. Berry, who also is with the galley gang, was born in Georgia 43 years ago and joined the SIU in the port of Savannah in 1945. He and his wife live in Savannah.

The third member of the Savannah group, Lowery, is also a Georgia native and a resident of Aragon, Georgia. He served as reading clerk at the meeting. Lowery joined the SIU in Tampa in 1949. The 28-year-old Seafarer also sails in the stewards department.



Frank Buscarello, right, enjoys pleasant company during entertainment hour at Staten Island USPHS Hospital. Twenty Seafarers donated blood for a recent operation which he underwent.

## Doctor Praises Men For Blood Donations

The prompt response of Seafarers to the blood needs of hospitalized Union men has won warm praise from Dr. Kenneth R. Nelson, medical director of the Staten Island US Public Health Service hospital. As a result of this response, two Seafarers who needed a rare blood type were provided with the blood they needed by the SIU when the hospital's own blood bank was unable to fill the bill.

In a letter addressed to the Union, Dr. Nelson declared: "May I take this opportunity to express my thanks to the members of the Seafarers International Union who so generously donated blood.

### Needed Rare Type

"Two members of the Seafarers International Union who were ill in this hospital needed a rather rare type of blood which was unobtainable from our usual source of supply . . . the Union was contacted and responded by sending twenty volunteer union members to our blood bank. Fortunately several of the donors had the type of blood needed and both patients have benefitted tremendously from the donations.

"Again I wish to thank you for

the cooperation of your members in this medical emergency."

It's been the Union's practice for some time, through the Welfare Services Department, to supply sufficient blood to meet the needs of Seafarers in the various Public Health Service hospitals, as well as members of their immediate families. The practice has saved lives on many occasions and in other instances relieved Seafarers of the heavy cost of purchasing necessary supplies of whole blood for their dependents.

The value of donations for dependents is emphasized by the fact that most hospitals will charge anywhere from \$30 and up per pint of whole blood unless the patient is able to replace the supply.

The same practice has been followed in the various outposts as well as in New York with Seafarers maintaining their own blood bank at the New Orleans USPHS hospital and making regular contributions, when needed, in other cities.

# Congress To Scan MSTs Cargo, Passenger Traffic

WASHINGTON.—Union protests against the direct competition of the Government-operated Military Sea Transportation Service with private shipping companies in the movement of commercial cargoes and passengers appear to have raised a stir in Congress, with the recent announcement that maritime subcommittees of both the House and Senate will undertake full-dress investigations of the situation.

Representatives of the Conference of American Maritime Unions, including the SIU and all other non-communist sea unions in the US, have already received assurances from Sen. John Butler (R-Md.), the new chairman of the maritime sub-committee of the Senate Committee on Interstate

and Foreign Commerce, that he will do everything possible to throw full light on the problem of MSTs competition.

Later, he revealed that MSTs operations will shortly come under the scrutiny of his sub-committee for a full exploration of the charges against the Government shipping agency. In announcing this step, the Maryland Senator declared that "with private shipping finding it almost impossible to buck foreign competition . . . it would seem unwise to add to the burden by letting Government-supported bottoms also compete for the relatively small traffic available."

Meanwhile, on the House side of Congress, a five-man sub-committee, headed by Rep. Allen of California, was appointed by the House Merchant Marine Committee as one of two investigative groups.

The other will look into the proposed scrapping of the Cornhusker Mariner (Seas Shipping), which ran aground in Korea last year.

### Climax Running Fight

The two investigations climax a running fight between the unions and private shippers and the Government agency. The shipowners have been complaining for some time that MSTs carries passengers and cargo that could be handled by privately-owned merchant ships in the same manner as they handle any other traffic. MSTs in turn, argues that it has to carry some of this traffic because private industry is unable to provide the facilities and kinds of ships that the service needs.

The complaints against MSTs have increased in volume as Government cargoes available to private shipowners have declined.

## Explosives Cargo Regulations Eased

Restrictions on the handling of nitrates and phosphates, imposed after the 1947 Texas City disaster, have been eased off by the Coast Guard. The new regulations will permit the loading of these potentially-explosive materials at any waterfront facility which permits ready access to open water.

Ships loading these cargoes will have to maintain engines ready for instant movement with their bows moored toward seaward. If engines are not ready, tugs will have to be in the vicinity.

The regulations call for the pier facilities to be away from areas of dense population and high hazard. Plenty of water should be on hand for fire-fighting purposes.

The new rules are the product of a study of the Texas City disaster made by a special committee. At Texas City a French freighter loading fertilizers caught fire and blew up. The explosion resulted in considerable damage to both ships in the port and shoreside installations with heavy loss of life.

## New Numbers For Hq. Phones

The telephone numbers of all New York headquarters phones were changed recently by the telephone company. All Seafarers calling headquarters are asked to use the new numbers to get faster service.

The new headquarters telephone number is HYacinth 9-6600.

## US, Isthmian Raise The Caviar Curtain

Americans with a hankering for sturgeon and genuine Iranian caviar will be able to get all they want after a neat pass play between Isthmian Steamship, US Point 4 representatives in Iran and the Iranian government. As a result, the age-old Russian monopoly on caviar has been broken and it will no longer be necessary to go to the Russian embassy to get the stuff in wholesale lots.

For those who may not be in the caviar class, the stuff consists of a very special fish egg that comes from sturgeon in the landlocked Caspian Sea. It is considered a great delicacy and for those who like it goes equally well as an appetizer, or a snack to be taken along with some of the hard stuff.

### Steel Voyager First

The first shipment came aboard the Steel Voyager in the port of Khoramshahr, Iran. It's expected that in all 1,000 tons of the caviar and sturgeon will be imported this year with the shipments to increase in subsequent years to 2,500 tons. For the time being, Isthmian will handle all of the cargo.

It took quite a bit of improvising though, to get the caviar out of Iran. Originally the Soviet Union had a 50-year contract agreement which gave it exclusive rights to fish for sturgeon in the Caspian Sea. Last year the contract expired and the Iranians refused to renew it.

An American firm entered the picture and with the aid of Point 4 representatives, made arrangements for hauling the caviar in refrigerated trucks across the desert to Khoramshahr. However, they hit a snag when they found that the roads were inadequate to handle the trucks. A change in arrangements was made and four refrigerated railway cars were pressed into service instead.

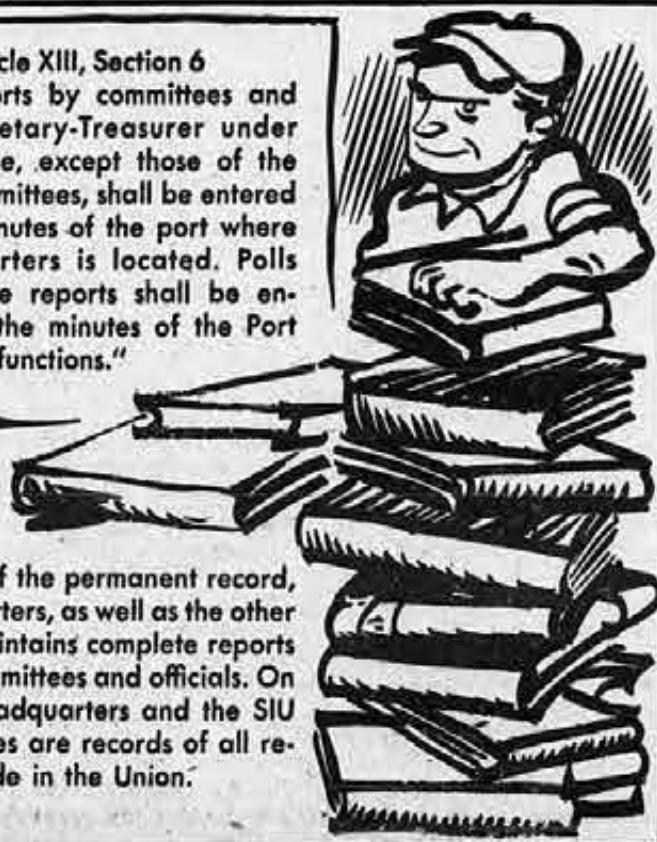
The new trade in frozen sturgeon is expected to bring several million good American dollars into the Iranian treasury and help stabilize the finances of that bankrupt nation.

## 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.



## Japanese Union Leaders Learn About Seafarers Union



Seafarer E. B. McAuley, SIU patrolman, wearing light jacket in center of picture, listens intently to Japanese union leader who visited the New York hall along with other trade union leaders from Japan. Oriental delegation visited SIU ships as well as the hall while on United States tour.

## Seafarers Review Damage After Fire Rescue



Seafarers James Biehl, left, and John Doyle, right, examine fire damage at the shop of Edwin C. Jansen, Jr., center. The Seafarers rescued Jansen's 81-year-old father from flames which broke out when a rubber hose slipped from a gas jet in watch and repair shop. Store is located around the corner from SIU hall in New Orleans.

## Gov't Eases Alien Leave Rule

WASHINGTON—SIU representatives in the Capital have received assurances from an official of the US Immigration and Naturalization Service that the Government agency will stand by its present order relaxing the 29-day shore leave restriction on alien seamen in some instances.

Following a meeting with Allen C. Devaney, Assistant Commissioner of the Service's Inspection and Examinations Division, SIU Washington Representative Bob Matthews reported that Immigration personnel in all ports had been advised to follow the new order affecting shore leave for aliens.

The problem leading to the conference stemmed from situations where non-resident aliens were signed on articles terminating in one US port, but the ship stopped at another US port before it went to the port listed on the articles. Although Immigration had been permitting the aliens shore leave

in the first port, the time ashore as well as the time aboard the ship in sailing to the second port was considered part of the 29-day shore leave to which the alien was entitled under existing law.

### Leave Banned

The effect was that by the time the ship arrived in the second port, the one specified on the articles, Immigration would state that so few days remained of the 29 days allowed by law that the seaman had to be prohibited from getting any further shore leave and also could not be paid off. Thus, the man was frozen on the ship.

The new order relaxes the restriction, however, enabling alien

seamen in such circumstances to also have 29 days ashore in the second port. In the meeting with Devaney, Matthews was accompanied by a representative of the SIU-contracted its Isthmian Steamship Company.

Meanwhile, in other actions on problems affecting alien seamen, the permanent legislation committee of the Conference of American Maritime Unions, including SIU Representative Matthews, moved to press for new legislation in Congress to amend the McCarran Act so as to extend the 29-day shore leave provision as well as to liberalize the naturalization requirements for non-resident aliens sailing aboard US-flag vessels.

### Meet With Congressmen

As a first step in this direction, the legislative committee voted to meet with and seek the advice of members of the Senate and House Judiciary Committee, which have jurisdiction over bills relating to immigration and naturalization. The problem will then be explored further by joint action with shipowner representatives.

## SIU COMMITTEES

### AT WORK

Two trials recently conducted by rank and file committees in New York dealt with pretty much the same subject. They involved crewmembers who abused their shipmates by using real or fancied influence with topside and intimidating that they also had a drag with the Union. In both instances, crewmembers got annoyed with the abuse and filed charges before trial committees which resulted in punitive action.

In the first case, a crewman was accused of asserting his independence of all authority with the exception of the company port captain. He repeatedly declared that he would take orders only from the company's top official as he was a favorite son of the company and didn't have to come to the Union for jobs or anything else.

His trial was held before a committee consisting of M. Whale, E. B. Flowers, V. H. Benner, C. Palmer and A. Campbell. Both the accused and the accuser testified in the case, as did other witnesses,



Flowers

some of whom came from other ports to be present. The accused admitted his behavior had not been up to scratch in many instances. The trial committee found him guilty of the charges and imposed a six months' suspension plus a fine.

### Spied On Crew

In the second case, the crewman was accused by his shipmates of acting as a stool pigeon against the crew and carrying tales to the chief and first assistant. He also spoke darkly about his so-called influence with the Union and threatened permit holders aboard the ship that he would have their cards yanked when the ship got in. Other men were threatened with physical violence.

The committee in this instance consisted of John S. Lukas, Henry A. Anderson, Joseph A. Falasca, Joseph E. Burns and Anderson J. Johnes. They found the accused man guilty on three counts and recommended a two-year suspension.



Johnes

## Hatch Co. Is Sued On Mariner Delay

WASHINGTON—Another hassle is cropping up over the Mariner ship program with the announcement that five shipbuilding concerns are suing the manufacturers of Mariner hatch covers for delivery delays. A suit has been filed for \$6,154,000 in damages against the Seaboard Maritime Corporation, manufacturers of the specially-designed electric hatch covers, and an insurance firm for failure to deliver covers on time.

Construction of many of the Mariners was held up for some time when Seaboard got into production difficulties. A fire at the Seaboard plant later complicated the picture.

Shipbuilding firms involved in the suit are the Newport News Shipbuilding and Drydock Company, Sun Shipbuilding, Ingalls Shipbuilding, Bethlehem Sparrows Point Yards and Bethlehem Steel Corporation.

## SIU NEWSLETTER from WASHINGTON

At the beginning of the year, American ship operators publicly said they were looking to this session of Congress to come up with something constructive to aid shipping. However, as time rolls along, it becomes increasingly clear that the law-makers, being politicians first of all, are concerned more at mending fences at home during this election year.

Both Senate and House maritime subcommittees are beginning to come to life, but current indications are that they will be concerned far more with investigative work than with favorable maritime legislation.

The Randall Commission recently recommended to President Eisenhower that the American merchant marine be sacrificed in order to help foreign-flag shipping. In a strongly-worded speech on the floor of the House of Representatives, Representative Shelley, California, very aptly suggested that the Randall group was influenced by "some starry-eyed people" who continue to say that we need not have a merchant marine, but can depend upon vessels of friendly nations.

Recommendations of the special Presidential Commission clearly show many people in this country have not learned from bitter lessons of the past — namely that we simply cannot depend on foreign fleets in a time of crisis.

"The American shipping industry," Representative Shelley told the House, "should not be asked to supply a transfusion to competitors, no matter how friendly, when it badly needs plasma itself in order to keep afloat."

The US Treasury Department is ready to crack down on narcotic drug users or traffickers aboard merchant vessels. However, before doing so, Treasury needs some more legislation.

A Congressional Committee recently was told that drug trafficking aboard ship is not only dangerous to the safety of life and property at sea but constitutes a potential danger to the security of the nation.

Under existing law, there is no provision to allow the revocation of a seaman's document for such offense, except where the offense is committed aboard ship while the offender is acting in the course of his duties. Treasury believes that the authority should extend to the denial of documents as well as to their revocation.

Further, Treasury wants the law broadened to include users and addicts, as well as persons who have been convicted of narcotic drug offenses. Still another angle Treasury is striving at is to have the law cover convictions of local as well as Federal narcotic laws.

The scramble toward the Maritime Administration seeking authority to transfer foreign is gaining momentum.

Last month, the MA relaxed its transfer policy, but only as to the transfer of Liberty-type tankers—the original dry-cargo ships which had been converted into tankers. However, now Liberty dry cargo owners are seeking to have this relaxed policy apply to them.

As a matter of fact, the American Tramp Shipowners Association, Inc., composed of most of the tramp shipowners, all of whom are using Liberty dry cargo vessels, now openly say that "this right of transfer is our immediate objective."

One of the first things the Eisenhower Administration did concerning the merchant marine, when it assumed office, was to engage in a study of maritime subsidies, to determine whether financial aid was necessary to assure a continuing active fleet. Now, after studying the matter for a year, Secretary of Commerce Weeks agrees that it is very clear that if we are to have a merchant marine, to use the words of Commerce, "we are going to have to pay for it."

However, the big dilemma is that while the executive branch of Government thus realizes the necessity of financially backing the merchant marine, when it comes time to hand out the money, Congress is reluctant to do so, and usually is inclined to provide only the minimum amount necessary to keep the Government maritime agencies going and to meet the subsidy tab minimum each year.

The question of maritime subsidies is always a hot potato in the halls of Congress. Many Congressmen would just as soon throw the whole subsidy program out the window, but are held back by (1) the policy declarations in the shipping statutes, and (2) the few remaining strong merchant marine supporters in Congress. The Commerce Department, the agency which administers the subsidy program through the Maritime Administration, flatly told Congress recently that if we are to have a merchant marine, that it is very clear that some form of Government assistance is going to be necessary to keep the American flag on the seas.

The US is constantly carrying a smaller percentage of the total freight available to shipping. By the end of next year, Government officials predict that we will be at, or close to, the same percentage as we had pre-World War II, which was about 35 percent of the world trade carried in American bottoms.

The Maritime Administration is not convinced that the modernization of Liberty ships is a practical thing but nevertheless will go ahead with its proposal to experiment on four Libertys. The planned conversion of the Libertys, in the experimental job, will cost up to nearly \$2 million for each ship; will require, per vessel, something under a year to finish. The Government will ask for money this spring to go ahead on the test; and the MA will ask for special legislative authority to permit it to operate the converted Libertys, once they are modernized, rather than charter them out.

The major maritime nations, in the post World War II era, have made serious and most successful efforts to restore their passenger fleets to 1939 levels. In 1947 a special Presidential Commission recommended a passenger building program of 46 vessels, to take care of estimated mobilization requirements for troop transport. In the succeeding seven years, only six passenger vessels have been built.

Your SIU Washington Reporter

# Top of the News

**COMMUNIST CHINA JOINS BIG FOUR**—The world spotlight focused on the Far East during the last weeks of February as a result of the Big Four meeting in Berlin. About the only thing accomplished at that meeting of the foreign ministers of the United States, Great Britain, France and the Soviet Union, was the decision to hold another conference in Geneva, Switzerland, in which the Big Five, Communist China included, will attempt to find a settlement to the two main hot spots in Asia, Korea and Indo-China. The Berlin meeting lasted twenty-five days and reached a complete impasse on the signing of an Austrian peace treaty and the unification of Germany.

**THE MARINE CORPS AND A COURT MARTIAL**—An extremely perplexing question has risen to plague the American people, the armed Forces and the Marine Corps in particular. It concerns those prisoners of war in Korea who "confessed" to germ war charges, or who collaborated with the Communists. The ticklish part of the problem is caused by the fact that the men who "confessed" were subjected to a long period of torture which forced them to "break." One of those who "broke" was Col. Frank H. Schwable, a 45-year-old, much-decorated Marine Corps flyer, and veteran of 65 combat missions in World War II. A four-man board of inquiry has been sifting the facts of Schwable's "confession" the repudiated it when freed. In his defense against bearing false witness against his country, the haggard-appearing Colonel said that he "broke" only after weeks of physical and mental torture. Other witnesses upheld his statement.



Colonel Frank Schwable shown at the time of his release from a POW camp in Korea. His pro-Red "confession is being probed."

**ARMY BOWS TO McCARTHY DEMANDS**—Official Washington and the rest of the country got worked up last week over Senator Joseph McCarthy's latest tilt with the Administration—this time with the US Army. In a one-man hearing over the discharge of an Army dentist, allegedly a Communist, McCarthy roughly handled an Army General who was under Pentagon orders not to discuss Army affairs, calling the General "not fit" to wear the uniform. Army Secretary Stevens challenged McCarthy's treatment, declaring he would uphold his order but later backed down and agreed to permit officers to testify. The Administration came in for much criticism for its handling of the incident with even staunch McCarthy backers like the Chicago Tribune declaring the Senator was invading the domain of the President. As a result, a Senate group has now started to study new investigation rules.

**IN AGAIN, OUT AGAIN IN NEAR EAST**—Egypt's President Mohammed Naguib was the victim of a bloodless coup but two days later got back into power. In Syria though, an armed revolution overthrew the Government of Brigadier General Adib Shisheky. An 80-year-old politician who had been president before Shisheky was put back into power. The revolutions were new evidence of the shakiness of Near East governments.

# SIU Art In Special Display

With less than 60 days remaining for entries to be submitted for judging in the Third Annual SIU Art Contest, word has been received at Union headquarters that Seafarers' art work will again be displayed at a special two-week trade union art exhibit in New York City, in addition to the regular week-long exhibit at headquarters itself.

Arrangements for the special exhibition, which is conducted under the auspices of a division of the New York Public Library, assured that Seafarers' entries will again receive a prominent display so that more of the general public can enjoy a close look at the specialized handicrafts, drawings and paintings done by SIU members.

### Fourteen Unions Participating

The two-week library exhibit will be held from April 22 through May 6 and will feature art work by members of 14 different New York unions. The program is designed to demonstrate how increased leisure time resulting from the successful efforts of labor unions to reduce the workweek has enabled American working men and women to develop and expand their creative talents.

Meanwhile, entries in the 1954 SIU art competition keep coming into headquarters, as more and more Seafarers submit their work for the annual contest. Under this year's contest rules, Seafarers can submit up to five entries in each of the four contest classifications: oils, watercolors, drawings and handicrafts. Three prizes will be awarded in each classification.

A panel of established experts in the field, including the art editor of the SEAFARERS LOG, will handle the judging of all entries, which will be held at a date following the April 30 deadline for contest entries. Following the exhibit of sample entries at the library exhibit, which will be held at the Labor Temple, 242 East 14th Street, NYC, all entries will be put on display at headquarters, where the judging in the SIU competition will be conducted.

Seafarers interested in selling their work may tag them with the desired selling price, as several entries, particularly handicraft items, have been purchased on the spot at previous years' exhibits. Mail entries should be addressed to the Art Editor, SEAFARERS LOG, 675 Fourth Avenue, Brooklyn 32, NY.

To assure delivery, it is advis-

able to send them by special delivery or registered mail, and tagged with the entrant's name and address. In this way, they can be easily returned at the close of the contest and exhibit.



An SIU headquarters employee snatches a quick look at one of the first oil paintings entered in this year's art contest after it arrived from Baltimore. The painting, by Seafarer John McLemore, was submitted too late for last year's contest and had been on display in the Baltimore hall until the 1954 contest opened a few weeks ago.

# Taxi Union Seeks SIU Aid

**MOBILE**—SIU members in this port have been asked by a taxi drivers' union to help them fight off an attempt to break up their organization through a recently-enacted state "right to work" law which prohibits the union shop in Alabama.

The union in question, Local 915 of the AFL Teamsters Union, has long been friendly with the SIU in this port and has actively supported Seafarers in several beefs here, said Mobile SIU Port Agent Cal Tanner.

Although drivers for all major taxi companies in Mobile are organized, some companies have been hiring non-union drivers since the Alabama anti-union shop legislation was passed, Leo Werneth, business agent for the Teamsters' local, explained.

Since Seafarers supply much of

the business for Mobile cab companies, Werneth said SIU members could be of great assistance to his membership by asking cab drivers to show evidence of AFL union membership and refusing to ride with those who cannot show their union books. In such cases, complaints also should be lodged with the offending company, Werneth added.

"If SIU men will help us in this manner, I am certain the companies in question will soon decide it is to their advantage financially to employ only union drivers," Werneth said.

# YOUR DOLLAR'S WORTH

## SEAFARERS GUIDE TO BETTER BUYING

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

### Your Chances Of Buying A House

The increasing cost of rent is becoming the biggest single problem for a wage-earning family. Rents have reached record high levels and are now approximately six percent more than a year ago and 18 percent higher than in June, 1950, just before the Korean war.

As this department reported recently, one of the best chances to secure comparatively reasonable rents is in the cooperative apartment houses, taking care to avoid those "co-op" developments in which the builder has taken an unreasonable profit.

Another alternative to high rent is owning your own home. You would have a better chance of buying a house at a tolerable carrying charge if not for a hidden price rise effected last spring by the Administration. Prices of houses have actually come down a little this year but the increase in the mortgage rate permitted by the Administration, has served to cancel the drop.

Older houses have come down most of all. They dropped an estimated five per cent in price in 1953, and real-estate authorities are predicting they will come down another five per cent this year.

Even the cost of building a new house has gone down for the first time in over three years. A house that cost \$10,000 to build in 1950 had gone up to \$11,700 by last year, but is now down to \$11,500.

### Mortgage Rates

The joker is the rise in mortgage interest rates. The rate on mortgages for ex-GI's has been raised from four

per cent to a new rate of 4½. The rate on FHA mortgages for non-vets was lifted from the previous 4¼ per cent to five.

This is a serious matter to moderate-income people. An increase of only one-half of one per cent in the mortgage rate adds \$2.43 a month to the carrying charges on a \$9,000 20-year mortgage. At the new rate of interest a vet would repay a total of \$13,672 to clear off such a mortgage.

The real-estate developers are trying to make this boost less painful by extending the terms of the mortgages to 25 or 30 years. Actually that only increases the bill for home ownership. Extending the same \$9,000 mortgage to 25 years instead of 20, means you finally repay \$15,012. A non-vet must pay even more.

### How This Affects You

Under this kind of deal, a Seafarer hoping to buy a home for his family will have to play his cards smartly.

Families who already own homes are affected too. If you have a house with a lower-rate mortgage secured before the increase went into effect last May, your present home has additional value, both for your own use or if you sell.

But if you're planning to buy, you ought to scrutinize the mortgage carefully. Note that a second-hand house with a lower-rate mortgage is worth several hundred dollars more to you now.

If you are considering a brand-new house with a higher-rate mortgage, take all steps to avoid being an outright sucker for the mortgage lenders and builders. As shown

above, a small down payment is really no bargain. It merely means you pay more in interest in the long run. One way to protect yourself is to make as large a down payment as you can scrape together. The other way to reduce your mortgage cost is to undertake larger monthly payments over a shorter period.

In any case, insist on a "right to prepay" clause in your mortgage so you can pay in extra cash when you have it to reduce the mortgage. Also try to get a grace period of at least six months during which you can miss payments in a personal financial crisis.

Families who own houses on which a large part of the mortgage has been paid off should consider trying to renegotiate the mortgage for a lower rate of interest. Usually on an older house which you contemplate buying, banks will grant a mortgage of two-thirds of their appraisal of value (not the price you pay but their possibly more realistic evaluation). But when the mortgage is for only 50 per cent of appraised value, some banks grant an interest rate of as low as four per cent. Incidentally, when you buy a house it's not a bad idea to have a bank give you an appraisal of its value, even though the bank may charge you a fee.

### Vets' House-Tax Benefit

Ex-GI's should know that over half the states allow veterans a partial exemption from property taxes. Unfortunately, some vets who own houses pass up this potential saving because they don't know or don't inquire about it. Ask your local VA office or town tax collector about this benefit.

**Disability Dough Cheers Oldtimer**



Smiles rule the roost at Sailors' Snug Harbor, NY, as Seafarer Matt Little (right) receives his first \$25 SIU disability payment since he became eligible for the benefit last month. Little, now 93, sailed bosun with the SUP and SIU for many years. He's shown with a fellow seaman at the oldtimers' home.

**Seafarers Go Aboard New Mariner In Gulf**

MOBILE—The seventh Marine-type ship to be allocated to an SIU-contracted operator, the Pelican Mariner crewed up out of the SIU hall here and then headed for nearby Gulf ports to gather cargo for its maiden trip.

Now sailing under the Bloomfield house-flag, the Pelican Mariner was named after the nearby State of Louisiana, and is one of the 35 Government-owned Mariner ships built so far, about two-thirds of which have already been launched or put in operation by private steamship companies for the Military Sea Transportation Service.

Unable to find many buyers eager to snap them up at the costly purchase price of \$4.5 million—the ships originally cost more than twice that figure—the Government has already ordered five of them into lay-up, in conjunction with its announced policy of retiring its ships from service, whenever possible, and using privately-owned tonnage for MSTs cargo movements. One of these, the Keystone Mariner (Waterman), an SIU ship, is due to go into lay-up at Suisun Bay, California.

The five other Mariners allocated to SIU companies are the Show Me Mariner (Bull), Magnolia Mariner (Mississippi), Hoosier Mariner (Isthmian), Badger Mar-

iner (South Atlantic) and the ill-fated Cornhusker Mariner (Seas Shipping), currently the center of a Congressional inquiry because of plans to scrap the costly vessel which ran aground and split in two in Korean waters last year.

The maiden trip of the latest SIU Mariner, The Pelican, will carry her to an unspecified designation with MSTs cargo.

**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

**SEAFARERS CASH BENEFITS**

**SEAFARERS WELFARE, VACATION PLANS**

**REPORT ON BENEFITS PAID**

From 2-15-54 To 2-26-54

No. Seafarers Receiving Benefits this Period	752		
Average Benefits Paid Each Seafarer	76.82		
Total Benefits Paid this Period		57,768	59

**WELFARE, VACATION BENEFITS PAID THIS PERIOD**

Hospital Benefits	7,150 00		
Death Benefits	23,985 99		
Disability Benefits	1,300 00		
Maternity Benefits	2,000 00		
Vacation Benefits	23,332 60		
Total		57,768	59

**WELFARE, VACATION BENEFITS PAID PREVIOUSLY**

Hospital Benefits Paid Since July 1, 1950 *	452,290 00		
Death Benefits Paid Since July 1, 1950 *	859,014 34		
Disability Benefits Paid Since May 1, 1952 *	33,715 00		
Maternity Benefits Paid Since April 1, 1952 *	223,000 00		
Vacation Benefits Paid Since Feb. 11, 1952 *	3,080,624 87		
Total		4,648,642	21

\* Date Benefits Began

**WELFARE, VACATION PLAN ASSETS**

Cash on Hand	Vacation	592,054 82	
	Welfare	289,555 88	
Estimated Accounts Receivable	Vacation	262,756 00	
	Welfare	242,444 00	
US Government Bonds (Welfare)		2,278,310 38	
Real Estate (Welfare)		526,520 95	
Other Assets - Training Ship (Welfare)		119,060 97	
<b>TOTAL ASSETS</b>			<b>4,310,703 00</b>

**COMMENT:**

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

Remaining two dates for examinations on scholarship benefits are March 15th, 1954 and May 22nd.

*Al Kerr*

Submitted March 1, 1954

Al Kerr, Assistant Administrator

*Come and get it!*

EAT DELICIOUSLY PREPARED FOOD AT THE **SIU CAFETERIA**

**... 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.





Arrow points to site of proposed Thalia Street Bridge in New Orleans which has been approved by New Orleans Dock Board.

## Dock Board Approves New Bridge For NO

NEW ORLEANS—A bridge crossing of the Mississippi River is in prospect as the New Orleans Dock Board withdrew its objections to the bridge project. The Dock Board

## Tighter Cig Rules Set In Thailand

Seafarers on ships going into the port of Kohsichang, Thailand, are warned to be careful about the amount of cigarettes they have in their possession. Local custom authorities in the port have recently tightened up on cigarette allowances and will impose fines on cigarettes held in excess of the specified amount.

Under the new regulations, crewmembers are allowed a maximum of one carton per man when the ship is in port for two or three days. Cigarettes in excess of this amount have to be manifested and placed under seal until the vessel leaves port.

The regulation would apply in the main to Seafarers aboard Isthmian Company ships, some of which include Kohsichang on their regular Far Eastern run.

approved the bridge although it maintained that its construction will provide additional hazards for navigation on the river.

The Board said that the need for a new river crossing outweighed objections they would have from the maritime viewpoint.

Present plans call for the construction of a crossing at Thalia Street, just a few blocks from the wharves where Delta Line ships dock.

City officials and the local Chamber of Commerce have long been advocating a new crossing because the existing Huey Long Bridge is extremely congested as are the ferry crossings at the river.

Sometimes cars have to wait in line for hours to get across. However, there had been objections from the dock commissioners who feared that the bridge would provide a dangerous impediment to ships coming in and out of the port.

## Seafarer Recalls Hardships

Having run the gamut of sailing ships, coal burners and modern vessels in over 40 years at sea, Seafarer Burton J. Frazer has called it quits because of a bad leg. The 60-year-old seaman is now receiving the \$25 weekly disability benefit from the SIU and spending many of his days with old friends at SIU headquarters.

Until he was felled by multiple sclerosis, Frazer sailed regularly as fireman-watertender on a variety of SIU freight runs. But before that he started sailing on deck on lumber schooners out of his native Maine.

Actually Frazer started going to sea while he was still at school. In the early part of this century the lumber schooner trade was a thriving business with the sailing ships running in and out of Bangor and other small Maine ports loaded to the gunwales with lumber cargoes. Like many other Maine boys, Frazer started sailing with the schooners during summer vacations when the lumber trade was in its season.

### Wages \$25 a Month

The standard wages on these schooners, Frazer said, was about \$25 a month. He remembers that the food usually ranged between poor and terrible, drinking water was warm and often unpalatable, and the entire crew slept on narrow wooden bunks in one fo'c'sle.

"You brought your own linens and bedding along" he said, "and slept on a donkey's breakfast. You ate in the fo'c'sle where you slept and had to hustle your own chow. But the toughest part of the job was that you had to turn to any time of day or night.

"Many times I would just be coming off watch when I would be

called back to work. There was just no limit to the number of hours you would have to put in."

In 1916 Frazer switched from sail to steamboating. "I had enough of sail, so I went below to the engine room. I decided that from then on I was going to keep both feet on the deck all day long."

His first trip was as a coal passer on the Moptara, a collier that ran between

Portland, Maine, and Norfolk. After about seven months on that ship he got on an oil tanker running to Tampico, Mexico.

"I signed on as a wiper," he recalled, "but the engineer promoted me to fireman the next day. In those days you didn't carry any endorsements. The chief just appointed anyone he wanted to any job."

Frazer stuck to tankers pretty

steadily for better than 20 years, spending some time with the Mexpet Petroleum Company, an outfit that was later absorbed by Standard Oil.

In 1938, Frazer like many of his shipmates was the target of a National Maritime Union organizing drive. "I couldn't see going into the NMU, I didn't want any part of that outfit. The SIU was starting up at the time so I joined them instead."

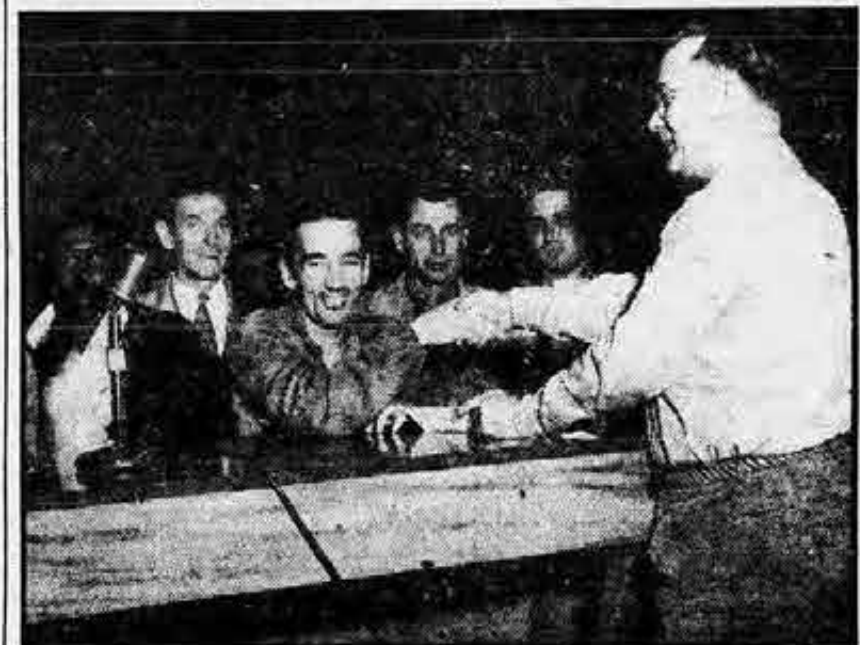
Since joining the SIU, Frazer has stuck pretty close to dry cargo ships. His last ship was the Seatrail Louisiana which he had to leave in April of last year because his leg could no longer stand up. Three months in the hospital followed after which he was discharged as unfit for sea duty.

With no hope of being able to go back to sea, Frazer applied for the SIU disability benefit. His application was approved, with the result that he is now assured a steady income from the Union Welfare Plan for as long as his needs continue.



Frazer

## Seafarer, Now Citizen, On New Voyage



Seafarer Charles MacDonald, center, smiling, shakes hands with E. B. Tilley, SIU patrolman in New York hall, after getting his first ship following his receipt of US citizenship papers. Men wished him well on new voyage. Tilley is now in Wilmington.

## Quitting Ship? Notify Union

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

## Cartoon History Of The SIU

No Long-Range Program

No. 58



The decline of the US merchant marine became very evident early in 1949. The long-range shipbuilding program to aid US shipping, urged by the SIU since 1947, still did not materialize. Many US shipyards were idle, and out of the meager tonnage delivered, less than half meant jobs for American seamen.



The growth of Panama and Honduras as maritime nations spotlighted the condition of US shipping and shipbuilding. Foreign nations were grabbing up US foreign trade with new ships which completely outclassed the US merchant fleet. Aggravating the situation, almost 2,000 US ships were laid up.



Passage of the 50-50 law, sparked by an all-out SIU campaign, meant that at least 50 percent of US aid cargoes had to be moved in US ships, but actually US shipping barely got its half share. There was little hope of reviving the US merchant marine in the absence of a genuine Government program of aid.

# PORT REPORTS

## Baltimore:

### Laid-Up Ships To Call For Crews Here Shortly

Shipping in the Port of Baltimore is now on an even keel. We expect a spurt in shipping in the next two weeks due to the fact that we have a couple of ships coming out of the boneyard. These ships have been idle for the past several months. Even though they are only going on a six-week voyage, the companies have prospects of long time charters. So keep your fingers crossed, fellows, and let's hope that they do get these contracts.

The only beef we had at the payoff was on the Catherine (Drytrans) such as restriction to the ship. It seems as though the old man didn't want the crew to know that he had a letter from the Government stating that there would be no men allowed to go

ashore. Had he acquainted the men with the facts, this beef would not have come up. We also had a transportation beef which I am glad to state has been settled to the satisfaction of the crew. Therefore, we have no beefs outstanding in the port at the present time. We have had quite a few payoffs and the respective delegates are to be complimented on bringing these ships in with good clean payoffs.

We have had the following ships pay off in this port: Edith and Ines of Bull; Steel Rover and Steel Inventor (Isthmian); Cubore, Baltimore, Santore, Bethore, Feltore, Marore and Steelore (Ore); Carrabulle and Cataboula (Nat'l Navigation); Azalea City (Waterman); Government Camp (Cities Service); Oremar of Calmar; Catherine of Drytrans, and Trojan Seaman of Troy.

Ships signing on were the Edith, Ines and Rosario (Bull); Seacroud (Am. Mcht. Marine); Cubore, Baltimore, Santore, Feltore and Marore of Ore; Steel Rover and Steel Executive of Isthmian; Cities Service's Government Camp; Azalea City of Waterman; Oremar and Bthcoaster of Calmar.

In-transit vessels were the Elizabeth of Bull; Alamar and Calmar of Calmar; Alcoa Pointer and Alcoa Roamer (Alcoa); Fairland and Chickasaw of Waterman; and the Fort Hoskins of Cities Service.

### Into Boneyard

The Ore Steamship Company, after having the Bethore for 32 years, has finally decided to scrap her.

The other old-timer of the group, the Steelore, is going to be laid up when she reaches Baltimore this time.

Around the hall this week is John H. Bove. Brother Bove joined our organization June 2, 1944, and is sailing as cook and baker.

Earl Sheppard  
Baltimore Port Agent

## New Orleans:

### City Requests Status As Gov't Lay-Up Port

Business affairs of the port are in fine shape, with the beefs few and far between and all of a minor nature. Also in the few-and-far-between column are jobs in the port. In the last two weeks less men were shipped than have gone to sea in quite some time. The outlook for the coming two weeks should be OK with the Frederic C. Collin due to crew up between now and the first of

March. We have had our regular amount of payoffs and in-transit ships, but the men are just sticking tight to the ships when they see shipping slow, and it in turn tends to keep shipping at a low rate. Even the very good weather here and the carnival season in full swing, with plenty of everything on the loose in New Orleans will not shake men loose from the jobs, so shipping remains slow.

### Coast Guard

The Coast Guard has eased restrictions on shipboard transportation of certain ammonium nitrate phosphate fertilizers and the isolation of waterfront facilities. This was reported here in New Orleans on Feb. 25 by the Coast Guard. The restrictions were placed in force in 1947, following the Texas City, Texas, disaster. Easing of the restrictions was ordered by Rear Admiral A. C. Richmond, acting commandant of the Coast Guard, on the recommendation of the inter-agency committee on the hazards of the ammonium nitrate.

The Chamber of Commerce of New Orleans requested the United States Maritime Administration to designate the city as a lay-up port for merchant vessels in the reserve fleet. The Chambers' board of directors sent a letter to Washington, DC., relative to this request. It pointed out that New Orleans was utilized as a lay-up port after World War I, and it has demonstrated by experience that our port is entirely satisfactory for this purpose. The Maritime Administration has announced that Mariner-class ships will be placed in the reserve fleet in the near future. The vessels require deep water depth and their structures are higher than many vessels presently laid up in other Gulf areas. New Orleans would welcome this fleet in view of the sparsity of ship repair work in the area, as the lay-up and reactivation work would at least offer a stop-gap in our present status.

Ships paying off included the Iberville and Antinous (Waterman), Del Mundo, Del Valle and Del Rio (Mississippi). The Del Campo, Del Mundo and Del Viento (Mississippi) signed on. In-transit vessels included the Alcoa Clipper, Alcoa Pennant, Alcoa Corsair and Alcoa Pilgrim (Alcoa); Steel Navigator (Isthmian); Del Campo and Del Viento (Mississippi); Seatrain New York and Seatrain Savannah (Seatrain); La Salle, Claiborne, Mobilian, Gateway City and Wild Ranger (Waterman); Abiqua (Cities Service); Margaret Brown, Pelican Mariner and Alice Brown (Bloomfield); and Edith (Bull).

Lindsay J. Williams  
New Orleans Port Agent

## San Francisco:

### Reporting Performers Is Just Common Sense

The shipping business has been running slow in this port for the last two weeks but we are hopeful of a little pick-up in activity in the future. We had one payoff, the Ocean Ulla (Ocean Transport) and three sign-ons, the Coe Victory (Victory Carriers); Young America and Choctaw (Waterman). In transits ran light in the port consisting of the Pennmar (Calmar) and the Yaka and John B. Waterman (Waterman).

Quite frequently we have found that delegates and crewmembers paying off ships in this port are not reporting the performers and foul-balls on the ships to the patrolman. Incidents of drunkenness, failure to turn to and inability to turn to, quitting the ship without reason and the like should be reported for good cause.

We know that most men like to lean over backwards to give their shipmates the benefit of the doubt, but if these flagrant cases are not reported it works hardship on the patrolmen when they try to get the skipper to lift a logging here and there or get a legitimate beef straightened out. If we want to get consideration on these matters then we have to keep the performers in line.

### Injurious to Union

Acts like those mentioned above are injurious to the Union, because if we don't live up to our contract it makes it twice as hard for the Union to get the company to hold up its end.

Several members have called to the agent's attention the practice indulged in by some of the brothers who are working ashore. These fellows have their friends watch the board to see when some jobs are open, and when they find an opening they like, they will come down to the hall on the double.

### Act As Messengers

Those who have complained about this practice say it works a hardship on men who are full time seamen, in earnest to ship and not employed ashore in-between making job calls. So in the future do not be a messenger boy for some guy who wants to drink beer up-town, or hold down another job and then come down and ship out on the spur of the moment, through your efforts.

At our last meeting, Jack Su-

reles hit the deck on the question of collecting subsistence and transportation as did various other members. The agent explained that there was some delay in collecting same out here on the coast because the company agent here has to obtain permission from the main office back East before he can pay out the money.

Some of our oldtimers on the beach include J. Beye, B. Gaspe, Carl A. Iim, D. O'Rourke, E. Collins and H. Knowles.

Tom Banning  
San Francisco Port Agent

## Savannah:

### Building Trades Rap Non-Union Project

The only shipping activity of any note here was the arrival and departure of seven ships in transit, all of which were clean as a whistle, with no beefs and happy crews. That is the way we like to see them.

There were no payoffs or sign-ons in the port during the past period, with shipping definitely on the slow bell. The future looks just fair, so the less we say about it the better.

Our in-transit ships included the Seatrain Savannah, New York (twice) and the Louisiana (Seatrain); Robin Hood and Robin Locksley (Seas) and the Angelina (Bull).

On the labor front in town, the only activity is the picketing by AFL building trades unions of the Thunderbolt Bridge project, due to the state having let the contract out to an out-of-state construction contractor and one who's using non-union labor to boot.

The construction unions are currently involved in a court action resulting from the beef and we have offered whatever assistance they need. The Savannah AFL Central Trades body has also offered all help possible.

Oldtimers on the beach right now include N. Creasy, J. C. Lasetter, W. Thompson, Roy Nash, J. B. Henley, M. J. Lohr, W. W. Spivey, and C. D. Lowery and T. W. Burke. Brother Burke, who joined the SIU right here in Savannah in 1944, generally sails electrician. He's a man who likes to hunt and fish in his off time, as who doesn't and he's more than happy to spend his days ashore with rod or gun on the hunt for some big ones.

Jeff Morrison  
Savannah Port Agent

## New York:

### Waterfront Picture Clearing for AFL

Shipping for the past two weeks has held its own. We paid off 23 ships and signed six on foreign articles. We also had 20 ships in transit. The following ships paid off: Robin Locksley, Robin Gray and Robin Sherwood (Robin); Suzanne, Show Me Mariner, Kathryn and Beatrice (Bull); Wacosta and Fairland (Waterman); Steel Chemist (Isthmian); Seatrain Texas, Seatrain Georgia, Seatrain New York, Seatrain New Jersey and Seatrain Louisiana (Seatrain); Seanan (Orion); Val Chem (Valentine); Chiwawa, Winter Hill, Abiqua, Bradford Island, Archers Hope and Bent Fort (Cities Service).

### Signed On

Ships signing on were the Lawrence Victory (Mississippi); Steel Maker (Isthmian); Dorothy and Show Me Mariner (Bull); Robin Doncaster and Robin Gray (Robin). In-transit vessels included the Alcoa Runner, Alcoa Pointer and Alcoa Ranger (Alcoa); Iberville, Wacosta, Chickasaw, Lafayette and De Soto (Waterman); Massmar and Seamar (Calmar); Ines, Carolyn, Suzanne and Frances (Bull); Steel Executive (Isthmian); Seatrain Louisiana and Seatrain Savannah (Seatrain); Republic (Trafalgar); Alexander (Carras) and Council Grove (Cities Service).

Would like to thank the membership, especially the permits, for their continued voluntary help on the longshore beef. Looks like it won't be long before the waterfront situation will be cleared up in favor of the AFL and then everything will be smooth sailing again. As you know, the ship owners have been diverting all, or most of their ships, around this port for the past several months.

Claude Simmons  
Asst. Sec.-Treas.

## Galveston:

### Hall To Move To New Location

Shipping was good during the past two weeks and should continue that way for the next two weeks. No ships signed on and one ship, the Steel Navigator (Isthmian), paid off. In-transit vessels included Topa Topa, LaSalle and Gateway

City (Waterman); Evelyn and Mae (Bull); Michael, Alexandra and Trinity (Carras); Council Grove and Cantigny (Cities Service); Southern Districts (Southern Trading); and four Seatrains;

New Jersey, Louisiana, Texas and Georgia. We assisted the Lake Charles agent, Leroy Clarke, in the payoff of the Julesberg (Terminal Tankers).

Men on the beach include N. Whipple, H. Buckner, A. Distrunk, F. Kon, F. Pence, B. Tolbert, P. Ryan, C. Knight, O. Fleet, H. Rosecrans, R. Averitt, R. Armstrong and R. Meadows. Men in the Marine Hospital are L. L. Bentley, A. J. Scheving, S. Lyle, J. Markopole, J. C. Lewallen, H. E. Grant, F. L. Ryan, A. Weaver and D. Patterson.

The weather has been good, but we did get a little dust from storms further west. The members are very elated about the prospects of getting a new location for the hall.

Keith Alsop  
Galveston Port Agent

## SIU HALL DIRECTORY

### SIU, A&G District

- BALTIMORE 14 North Gay St. Earl Sheppard, Agent
- BOSTON 278 State St. James Sheehan, Agent
- GALVESTON 308 1/2 23rd St. Keith Alsop, Agent
- LAKE CHARLES, La. 1419 Ryan St. Leroy Clarke, Agent
- MOBILE 1 South Lawrence St. Cal Tanner, Agent
- NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent
- NEW YORK 675 4th Ave., Brooklyn
- NORFOLK 127-129 Bank St. Sen Beck, Agent
- PHILADELPHIA 337 Market St. S. Cardullo, Agent
- SAN FRANCISCO 450 Harrison St. T. Banning, Agent
- SAVANNAH 2 Abercorn St. Marty Breithoff, West Coast Representative
- PUERTA DE TIERRA, PR Pelayo 51-La 5
- SEATTLE 7700 1st Ave. Jeff Morrison, Agent
- TAMPA 1809-1811 N. Franklin St. Ray White, Agent

- WILMINGTON, Calif. 505 Marine Ave. Ernest Tilley, Agent
- HEADQUARTERS 675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS Robert Matthews Joe Algina Claude Simmons Joe Volpian William Hall

### SUP

- HONOLULU 16 Merchant St. Phone 5-8777
- PORTLAND 522 N. W. Everett St. Beacon 4336
- RICHMOND, CALIF. 257 5th St. Phone 2599
- SAN FRANCISCO 450 Harrison St. Douglas 2-8383
- SEATTLE 2700 1st Ave. Main 0290
- WILMINGTON 505 Marine Ave. Terminal 4-3131
- NEW YORK 675 4th Ave., Brooklyn STERLING 5-4671

### Canadian District

- MONTREAL 234 St. James St. West Plateau 8161
- HALIFAX, N.S. 128 1/2 Hollis St. Phone: 3-8911

- FORT WILLIAM 118 1/2 Syndicate Ave. Phone: 3-3221
- PORT COLBORNE 103 Durham St. Phone: 5591
- TORONTO 212 King St. E. Empire 4-5719
- VICTORIA, BC 617 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC 565 Hamilton St. Pacific 7824
- SYDNEY, NS 304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec 20 Elgin St. Phone: 545
- THOROLD, Ontario 52 St. Davida St. Canal 7-3292
- QUEBEC 113 Cote De La Montague Phone: 2-7078
- SAINT JOHN 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. Phone: 1-8657
- DULUTH 331 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO 3361 E. 92nd St. Phone: Essex 5-2416

# PORT REPORTS

**Boston:**

## Pilot Stages Sub-Zero Sitdown in Portland

Shipping continues to be poor in Boston, but does show some signs of picking up. Three ships paid off and signed on; the Lone Jack and Cantigny (Cities Service) and Queens-ton Heights (Seatrade). Intransit vessels included the Steel Age (Isthmian), Robin Sherwood - a n d Robln Kettering (Robin) and Waterman ships Wacosta, De Soto, Lafayette, Fairland and Iberville. We regret to report that one brother passed on. Edward C. Dacey died in the Brighton Marine Hospital on Feb. 19, following an operation.



Prince

**On Beach**

Seafarers on the beach include W. Prince, P. Norton and G. Smith. Men in Marine Hospitals are T. Mastaler, R. Churchill, R. Rogers, S. Sbriglio, J. Valenzuela, E. Belkner and F. Mallory. All are reported to be in pretty good condition.

**Below Zero**

In Portland, Me., bad weather and nine degrees below zero temperatures delayed the Queens-ton Heights payoff from Feb. 12 to 13, because the pilot refused to bring the ship in. The pilot also failed to guide three other ships in. This was winter's coldest day in Portland. The ships resembled a painting of a winter wonderland scene; ice covered them and long icicles hung from the ships super-structures.

James Sheehan  
Boston Port Agent

**Seattle:**

## Delegates Can Use Crew's Cooperation

Shipping has been very good here in the Port of Seattle, with several men shipping through San Francisco for jobs in Seattle. It looks just as good for the future.

Ships paying off included the San Mateo Victory of Eastern; Young America of Waterman; Alcoa Planter of Alcoa; Greece Victory of South Atlantic and the Sea Wind of Seatraders. Ships signing on were the Liberty Bell of Tramp Cargo, Seacliff of Coral and the Choctaw of Waterman.

In-transit vessels were the Andrew Jackson and Yaka of Waterman.

**Delegates Are Important**

Ship and department delegates are doing a fine job in general, particularly on the ships that have been in and out of Seattle these past few weeks. The job as delegate aboard ship is very important and whoever is delegate on any ship needs the cooperation of the men and officers he works with. Many times there are important decisions to be made and if the delegates think it necessary to call meetings to discuss the matter and arrive at the most logical answer, these meetings are called and all involved have their say and generally the best solution to any problem is arrived at in this manner. The problems that come up are generally not too serious and are mostly concerning the contract working rules.

**Have Own Contract**

At the payoff or signon of any ship these contracts are brought on board by SIU officials. They are also available at all SIU halls in

abundance. There are no shortages of contracts, so that each SIU member may have his own personal copy. If he is a good SIU sailor he will have his contract with him on every ship. Aside from navigation maps and books, the contract is the most important reading matter on board any ship, for two reasons. One, because the ships have to go to all parts of the world and get back, and two, by having a good knowledge of the contract these trips can be pleasant and the payoff smooth and on time.

Oldtimers on the beach include R. H. Schaffner, A. Gurskie and C. D. Jernigan. Men in the marine hospital in this port include O. E. Abrams, J. E. Eubanks, J. V. Ende, G. C. Farnum, W. K. Gulley, Sverre Johannessen, L. Musselini, J. C. Mitchell, V. K. King, E. L. Woods, T. R. Webster and A. Wilfert.

Jeff Gillette  
Seattle Port Agent

**Miami:**

## Ponce Cement May Add New Ship To Run

Slow—that's the word for how shipping is, has been, and will be. A continuous article ship, the Florida (P&O) paid off. No ships signed on and vessels in-transit include the Iberville, Chickasaw and Azalea City (Waterman), Florida, Ponce (Puerto Rico), and Wyoming (Quaker).

**AFL Convention**

The resolutions taken up by the recent AFL Convention here in Miami looked very good. Maybe the Teamsters will do something to organize the truck drivers in this state, but it will be a tough struggle.

**On Beach**

Oldtimers on the beach include Philip Miranda, Edward Polise, Robert Lambert, and Eugene McGuinn. J. C. Vilar is still in the Marine Hospital. The weather here has been fair, but cool and windy. Fish have been running well and there have been some good catches made. The boys haven't been doing too well on the horses and dogs, though. At present, we are negotiating with P&O. It's going well and we should have a contract soon.

We expect Ponce Cement to expand as a result of their building a new office in Miami. There is also talk of the Company buying another ship. We hope its true as we could sure use another ship in this area. It seems that every new outfit that works out of here starts operating under the monkey flag.

Eddie Parr  
Miami Port Agent

**Mobile:**

## Mariner Ship And Mardi Gras Make Port News

Shipping has been fairly good for the last couple of weeks with 174 men shipped to regular jobs and about 100 shipped to tug and shore gangs and various other jobs around the harbor. We had a total of ten payoffs, five sign-ons and five ships in transit.

**Payoffs**

Ships paying off included the Monarch Sea, Hurricane, Claiborne and Wild Ranger (Waterman) and the Pennant, Cavalier, Partner, Pilgrim, Corsair and Ranger, all Alcoa ships. Signing on were Waterman's Mobiljan and Hurricane and the Alcoa Pennant, Alcoa Partner, and Alcoa Pilgrim. In-transit vessels included the Steel Navigator (Isthmian) and Waterman ships Iberville, Citrus Packer, Antinous and Arizpa.



Limbaugh

All payoffs, sign-ons and in-transit jobs were contacted and all beefs were settled to the crew's satisfaction prior to sailing. Other Waterman ships in port which may crew up in the near future are the Monarch of the Sea and the Fairisle.

**Sympathy Extended**

The Mobile Branch wishes to extend its sympathy to the family of Brother Joseph Walters, who died recently in a Norwegian port. Brother Walters was an oiler on board the Warrior (Waterman) and evidently died of a heart attack right after closing a steam valve, according to shipmates who notified the hall of his death. Brother Walters was a veteran of two wars. He is survived by his wife and other relatives. Present plans call for returning the body aboard the Warrior.

**Mardi Gras**

Mardi Gras has been in full swing in this port and brothers on the beach enjoyed the various parades which ended on March 3. Some of the oldtimers currently on the beach include H. Hallman, H. Young, F. Thompson, R. Floyes, H. Limbaugh, S. Tuberville, R. Stepp, J. Bradley, H. Gable and E. Ayler.

**Mariner Ships**

From all indications, the boys on the beach like the Mariner type ships. When the Pelican Mariner (Bloomfield) crewed up here recently, everyone on the beach

wanted to make a trip on her, judging by the number of cards thrown in for the jobs. The ship is currently around the Gulf, loading for her maiden trip under the Bloomfield house flag.

**Army Vet Returns**

Here in Mobile with us we have Brother P. Owens, better known as "Smoky" Owens. He has just returned to shipping after a stint in Uncle Sam's army. Brother Owens sails as an electrician in the Engine department and is very glad to get back to sea. He is convinced that the various benefits of the Seafarers will make them the pacesetters of the Maritime industry for years to come.

Cal Tanner  
Mobile Port Agent

**Philadelphia:**

## Shipping Is Holding Its Own In Pa. Port

According to shipping figures, shipping has been just about holding its own and there is nothing in the picture of the future to show that it will be either booming or busting. Of course, we still have our regular in-transit ships that take a few replacements. Let us hope it keeps that way.

Things are really tightening up here in Philadelphia. Everything seems to be tuned to a general rise in unemployment. The shipping industry, likewise, has started to tighten its belt in an effort to compete with the foreign-flag vessels that Uncle Sam has so generously given or practically given away. There is now a movement in Congressional circles to wipe out the last bit of protection to American shipping. They are now discussing the elimination of the 50-50 clause, which means that if they are successful all cargo in the American foreign aid program can be shipped on foreign vessels.

**Kelleher Passes Away**

Danny Kelleher has just passed away after a heart attack. His passing will be grieved by his many friends and shipmates.

Ships paying off were the Calmar of Calmar; Trinity of Carras; Carolyn and Marina of Bull; Catahoula of Nat'l. Navigation and Logans Fort of Cities Service. Ships signing on were the same, while in-transit vessels were the Robin Doncaster, twice, Robin Sherwood and Robin Locksley (Seas); Ines of Bull; Chickasaw, Azalea City, Lafayette and DeSoto (Waterman) and the Steel Executive of Isthmian.

Steve Cardullo  
Philadelphia Port Agent

**Lake Charles:**

## Big Beef Bops Log-Happy Skipper

Shipping has been fair for the past two weeks, with a total of 63 jobs in all rates shipped. We still have over one hundred men registered, so don't rush down expecting to ship in a hurry. The following ships called in here during the past two weeks: Winter Hill, Government Camp, Bradford Island, Bents Fort, Logans Fort, Lone Jack and Fort Hoskins (Cities Service). The Winter Hill and Government Camp made two calls. We had a terrific beef when the Julesburg (Terminal Tankers) paid off. She was in a mess with a log-happy skipper, but we were able to get most of the logs cut down or thrown out completely. The skipper on the Julesburg is one log-happy character, and he disputed all the overtime he thought he could get away with, but the company showed up with their own representatives, and all beefs were settled before the payoff. Everybody was happy but the skipper.



Glick

We attended the meeting of the Lake Charles Central Trades and Labor Council, and at the meeting the council appointed a committee to meet with this area's State senators and representatives, in order to fight a state bill which would outlaw the closed shop. We have already received private assurances that we will have the support of the men from this area.

**Labor News**

The Building Construction and Trades Council has been meeting with contractors in an attempt to negotiate their dispute, and we have just received word that seven contractors have come to terms. Picketing in the dispute has been very quiet, with no scab attempts to work.

Brother W. V. Glick, who joined the SIU in the early days, presided over our last meeting as chairman. Glick hails from Ohio, but managed to get to sea at an early age. The recording secretary was Alphan Fruge, who earned his book the hard way, in Cities Service. Both brothers did a fine job.

Leroy Clarke  
Lake Charles Port Agent

**Wilmington:**

## Shipping Stays At Slow Bell On Coast

Shipping remained about the same for the past two weeks with no payoffs, one sign-on and seven in-transits. One payoff is scheduled in the next two weeks. We regret to inform the membership that Brother Edward A. Cooley passed away in the Union hall of a heart attack. The Union contacted his family and helped make arrangements for the funeral. A group of Union brothers attended the services and burial.

Brother Ernest Tilley is now out in the vacationland of the West and wishes to state that he does not miss the cold weather back East.

We are happy to report that no men are in the Marine Hospitals. Oldtimers on the beach here include "Red" Nunn, Jake Longfellow, Ty Darling, Ed Lane, Irish Adams and Whitey Staham.

E. B. Tilley  
Wilmington Port Agent

# A & G SHIPPING RECORD

## Shipping Figures February 10 to February 24

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW.	SHIPPED
Boston	21	15	5	41	6	2	2	10
New York	91	98	80	269	51	69	57	177
Philadelphia	21	27	25	73	24	26	19	69
Baltimore	119	99	68	286	72	72	58	202
Norfolk	15	8	7	30	13	8	9	30
Savannah	11	5	9	25	3	2	3	8
Tampa	16	17	17	50	3	3	4	10
Mobile	64	52	62	178	62	54	58	174
New Orleans	87	66	50	193	53	65	62	180
Galveston	46	24	35	105	68	50	41	159
Seattle	30	18	10	58	58	51	38	147
San Francisco	44	38	34	116	27	18	25	70
Wilmington	30	20	19	69	9	3	7	19
<b>Totals</b>	<b>595</b>	<b>487</b>	<b>421</b>	<b>1,503</b>	<b>449</b>	<b>423</b>	<b>383</b>	<b>1,255</b>

# IN THE WAKE

The bandannas and neckerchiefs affected by seamen for many years as part of their every-day dress originally came from India. When Portuguese explorers, back in the 16th century, began to learn about the various beautiful cloths produced in the country, they saw that one owed its interesting appearance to the curious manner in which it was prepared for dyeing. The cloth was tightly knotted before it was dipped in the dye, and thus some portions of the cloth retained the original color. The Hindus called this method of dyeing *bandhnu*, a word later developed in English as *bandanna*.

A caucus, used today to describe a meeting of a political group to decide on some course of action, is believed to have originated in New England, from gatherings of ship-caulkers and others engaged in the shipping business to discuss the news of the industry. . . . The letters F and Y inscribed on the banners of Columbus and his captains, often seen in paintings or models of the ships in his expedition to the New World, were the initials of Ferdinand and Ysabella, the Spanish king and queen in whose name Columbus sailed. In old Spanish, I and Y were interchangeable and the queen's name was correctly written either Isabella or Ysabella.

According to legend, Buttermilk Channel, which separates Governors Island from Brooklyn and Long Island in NY harbor, got that name because of the fondness of the original Dutch settlers for that particular drink. The channel was said to have been so narrow and shallow that cattle could easily wade across it, and the only boats that could navigate it in those days were flat-bottomed craft drawing little water. The boats made regular trips across the channel to carry buttermilk, a favorite drink among the Dutch, from the dairies of Long Island to Governors Island and New Amsterdam. For this reason they were popularly called buttermilk

boats, and the channel eventually carried the same name.

Built on the crater floor of an extinct volcano, Leverock's Town, commonly known as The Bottom, is the main settlement on the island of Saba in the Dutch West Indies and was a base for Caribbean pirates in the 17th century. The principal means of entering the town is by a stairway known as The Ladder, which leads from the shore 800 feet below and consists of hundreds of steps cut in the solid rock. Boats made in The Bottom are said to be among the best in the area, but since the island has no harbor where a vessel can anchor with safety at all times, the small fishing craft built in the town have to be carried laboriously up The Ladder over the crater rim in order to be launched in the sea.

The remora, a strange fish which attaches itself to moving objects by a sort of sucking-disk along the top of its head, was well-known to ancient Roman navigators. The fish would attach itself to the bottom or sides of their slow-moving sailing vessels, and it was believed that they acted as a drag to the vessel, holding it back or even stopping its progress. It was for this reason that the Romans gave it the name *remora*, which means that which holds back, a delayer.

Cynosure, a high-brow word for something which attracts attention, is another word for Polaris, the pole-star or North Star, the star which appears to be the center about which all others rotate. Ancient Greek mariners who observed it and its constellation thought that the last three stars in the constellation of this brilliant, seemingly stationary star had the curve and upward sweep of the tail of a dog, so they gave the entire constellation the name Dog's Tail or, in Greek, *Cynosura*. They also gave the same name to the bright one, which accounts for the English word. The constellation is familiar today as *Ursa Minor* or Little Bear.

# THE INQUIRING SEAFARER

Question: Do you favor a brush or roller for painting aboard ship?

H. E. Collins, elect: I have never had occasion to use either one of them aboard ship myself, but I would think that the roller is the better of the two. It puts paint on more evenly than a brush does on a flat surface. It does it faster and makes the work that much easier for the guy wielding the roller.

Hugh Dryden, oiler: That all depends upon what you are trying to paint. If you are painting a flat surface, it is best to use a roller. However, I prefer a brush myself, when painting the eaves, or behind pipes, especially in the engine room, it is very necessary. You can't do anything with the rollerheads.

John Fondres, AB: It really doesn't matter which one you use as long as you use it properly. They're both the same to me on the job. I can use either one and feel as if I am getting the job done in the right way. Of course, if you use your head a little and pick the right one for the right job, it will be a lot easier.

Alfred Borrego, fireman: For use aboard a ship, I prefer to use a roller. The roller does the job it is called upon to do better, easier and much faster, as well. Of course, this is assuming it is on a flat surface, especially on the bulkheads, where it is simple to give the rollerhead full play.

George Balukas, AB: I like to use both the brush and the roller on different jobs where they are called for. One or the other will do as it makes no difference to me. If there is a job coming up in which either will do the same amount of work with relative ease, I take the one which is nearest at hand and use it.

Geronimo Morales, oiler: There's no doubt in my mind which is the better of the two pieces of work gear. It's the brush. I prefer the brush myself because it does better and more jobs than does the roller. You can't get a roller to work in and around pipes and narrow quarters on the ship like you can a brush.

# MEET THE SEAFARER



BENJAMIN MIGNANO, AB

"The best union there is," that's what Ben Mignano says about the SIU, and although Ben is only 26 years old, he's been sailing SIU ships since the first day he left Brooklyn ten years ago. Ben, who's married and the father of three children, first went to sea at the age of 16, when he shipped out on the Benjamin Bourn (Mississippi). He's been sailing as a deck man right along, except for a two-year hitch in the Army from 1951 to 1953. Seafarer Mignano was stationed in Panama and did duty as an infantryman and lifeguard.

When Ben was discharged, he ran into some trouble because Uncle Sam's khaki boys had managed to lose all his records and to this day they haven't found them, so Ben hasn't received some Army pay. However, arrangements were made through the Welfare Service so that he could get his book reactivated immediately and ship out.

But trouble still followed Ben because on his first ship after getting out of service, the Royal Oak (Cities Service), he had a bad accident which put him on the beach for six months.

### Accident

A steel block fell off the ship's mast and crashed down onto his head and body. Ben suffered a slight brain injury, had nine stitches taken in his head, and also was hospitalized with four broken ribs, a punctured lung and a broken ankle. It takes more than trouble and bad times to keep a Seafarer like Ben down and he's right back in there again sailing with the SIU. The last ship Mignano caught was the Winter Hill (Cities Service). He spent three weeks on the beach before shipping out again.

### New Hall

Ben says he was "surprised to see the new hall and all the Welfare Plan help" when he got out of service. He was high in his praise of the fine headquarters facilities and all the rest of the benefits for Seafarers. The Welfare Plan in particular came in for Ben's praise for the help he received after his ac-

cident. When it comes to Cities Service, Mignano has one beef. Ben says that there are still not enough old time book-men taking Cities Service ships.

"There's nothing like a full crew of SIU members" he says, "to straighten out any ship that has been giving a little difficulty."

### Brooklyn

Ben was born in and brought up in his home port, Brooklyn. He says that before he got married, his favorite outport was New Orleans. Now that he has a family, Ben usually confines himself to coastwise trips like the Cities Service, coastwise runs which permit him to be home pretty regularly.

Shipping off the board, he points out, enables him to get the kind of run where he can stick close to home.

When it comes to hobbies, swimming is the thing this sailor goes for and that's quite natural. He did serve as a lifeguard in the Army and you have to be pretty good in the water to hold down that type of job.

### Typical SIU Man

With ten years of SIU sailing behind him, young Ben is typical of the kind of Seafarer found in the union. He's a thoroughly competent man who handles his professional and private responsibilities with dispatch.

Ben says he was lucky that the first ship he caught after leaving high school at the age of sixteen, was an SIU ship. "At that time I didn't know one union from another," Ben confessed. "All I knew was that I wanted to get on board a ship. Since then I've had the opportunity to see what other outfits are like and I realize now that they're the kind of ships to stay away from."

As far as the SIU is concerned, he feels that aside from the ship-board conditions the Union does more for its membership than any other outfit. He's pretty well pleased at the choice he made by accident when he was just 16 years old.

# The Seafarers Puzzle

1. Sad	2. Tree juice	3. _____ seaman	4. _____	5. _____	6. _____	7. _____	8. _____	9. _____	10. _____	11. _____
5. What a union insures	3. _____ Brown (Bloomfield)	17. Where Pittsburgh finished Like	19. Honey-makers	21. _____ avis	23. Be in store for	25. Washington ballplayers	26. Member of the crew	27. Famed fiddler	28. White _____	30. City on Oder
9. Part of a race	4. Members of SIU	5. Man's name	6. Egg: Comb. form	7. City on Angola coast	8. Sub's breathing device	9. Noisy	10. _____	11. _____	12. _____	13. _____
12. Wings	5. Man's name	6. Egg: Comb. form	7. City on Angola coast	8. Sub's breathing device	9. Noisy	10. _____	11. _____	12. _____	13. _____	14. _____
13. Baking chamber	6. Egg: Comb. form	7. City on Angola coast	8. Sub's breathing device	9. Noisy	10. _____	11. _____	12. _____	13. _____	14. _____	15. _____
14. Sash worn in Japan	7. City on Angola coast	8. Sub's breathing device	9. Noisy	10. _____	11. _____	12. _____	13. _____	14. _____	15. _____	16. _____
15. Rubber port in SA	8. Sub's breathing device	9. Noisy	10. _____	11. _____	12. _____	13. _____	14. _____	15. _____	16. _____	17. _____
16. Where N. Hotel St. is	9. Noisy	10. _____	11. _____	12. _____	13. _____	14. _____	15. _____	16. _____	17. _____	18. _____
18. One of Hoover's men	10. _____	11. _____	12. _____	13. _____	14. _____	15. _____	16. _____	17. _____	18. _____	19. _____
20. Ranks	11. _____	12. _____	13. _____	14. _____	15. _____	16. _____	17. _____	18. _____	19. _____	20. _____
21. Banks, in Scotland	12. _____	13. _____	14. _____	15. _____	16. _____	17. _____	18. _____	19. _____	20. _____	21. _____
23. Sea birds	13. _____	14. _____	15. _____	16. _____	17. _____	18. _____	19. _____	20. _____	21. _____	22. _____
24. Work for money	14. _____	15. _____	16. _____	17. _____	18. _____	19. _____	20. _____	21. _____	22. _____	23. _____
25. What sugar does	15. _____	16. _____	17. _____	18. _____	19. _____	20. _____	21. _____	22. _____	23. _____	24. _____
29. Before	16. _____	17. _____	18. _____	19. _____	20. _____	21. _____	22. _____	23. _____	24. _____	25. _____
30. All that is to be	17. _____	18. _____	19. _____	20. _____	21. _____	22. _____	23. _____	24. _____	25. _____	26. _____
31. Fish catcher	18. _____	19. _____	20. _____	21. _____	22. _____	23. _____	24. _____	25. _____	26. _____	27. _____
32. 24,000-ton Italian ship	19. _____	20. _____	21. _____	22. _____	23. _____	24. _____	25. _____	26. _____	27. _____	28. _____
34. City in India	20. _____	21. _____	22. _____	23. _____	24. _____	25. _____	26. _____	27. _____	28. _____	29. _____
35. _____ pleat	21. _____	22. _____	23. _____	24. _____	25. _____	26. _____	27. _____	28. _____	29. _____	30. _____
36. Earlier	22. _____	23. _____	24. _____	25. _____	26. _____	27. _____	28. _____	29. _____	30. _____	31. _____
37. Finally: 2 words	23. _____	24. _____	25. _____	26. _____	27. _____	28. _____	29. _____	30. _____	31. _____	32. _____
40. Ripped	24. _____	25. _____	26. _____	27. _____	28. _____	29. _____	30. _____	31. _____	32. _____	33. _____
41. Places for ships to avoid	25. _____	26. _____	27. _____	28. _____	29. _____	30. _____	31. _____	32. _____	33. _____	34. _____
43. Long fish	26. _____	27. _____	28. _____	29. _____	30. _____	31. _____	32. _____	33. _____	34. _____	35. _____
46. Knowledge	27. _____	28. _____	29. _____	30. _____	31. _____	32. _____	33. _____	34. _____	35. _____	36. _____
47. Region	28. _____	29. _____	30. _____	31. _____	32. _____	33. _____	34. _____	35. _____	36. _____	37. _____
48. Leak slowly	29. _____	30. _____	31. _____	32. _____	33. _____	34. _____	35. _____	36. _____	37. _____	38. _____
49. Observe	30. _____	31. _____	32. _____	33. _____	34. _____	35. _____	36. _____	37. _____	38. _____	39. _____
50. Employer	31. _____	32. _____	33. _____	34. _____	35. _____	36. _____	37. _____	38. _____	39. _____	40. _____
51. It beats a deuce	32. _____	33. _____	34. _____	35. _____	36. _____	37. _____	38. _____	39. _____	40. _____	41. _____

# TEN YEARS AGO

General Douglas MacArthur announced that New Zealand and American ground troops had seized the northern end of the Solomons archipelago. . . . In boxing, Beau Jack whipped Sammy Angott in ten rounds at New York.

The Allies ousted the Japanese from a mountain pass in North Burma which the enemy had apparently planned to use in an invasion of India. . . . Five delegates to represent the SIU-A&G District at the SIU of North America convention in New Orleans were chosen by a coastwise ballot. An A&G agents' conference was scheduled to be held in conjunction with the convention. . . . US and British air attacks on Berlin and industrial points throughout Germany and France mounted. . . . Moscow announced it had offered peace terms to Finland. . . . In Japan, Premier Gen. Hideki Tojo took over the office of Chief of the Army Staff.

President Roosevelt vetoed a \$2.3 billion tax bill, branding it as "relief not for the needy but for the greedy." Congress passed it again over the veto. . . . Airplanes

of unknown nationality dropped bombs on Stockholm, Sweden, and a second city 60 miles away. . . . The SIU's New York branch urged lifetime admission and treatment rights in US marine hospitals for merchant seamen in recognition of their war service. . . . Forces of the US Pacific Fleet "returned the visit made by the Japanese Fleet at Pearl Harbor on Dec. 7, 1941, and effected a partial settlement of the debt." Washington announced, in an attack which cost the Japanese 23 ships sunk and more than 250 planes.

US troops landed on Los Negros in the Admiralty Islands, at the northern entrance to the Bismarck Sea, and captured a vital airfield. The Japanese lost 3,000 in one all-night, futile attempt to retake the airbase. . . . Attacks and counter-attacks on the Anzio (Italy) front continued. . . . More than 600 Russian planes carried out a ten-hour bombing raid on Helsinki, Finland. . . . Louis (Lepke) Buchalter and two others were put to death in Sing Sing, NY, prison, for the murder of a Brooklyn storekeeper in 1936. . . . The US and Britain stopped shipment of military supplies to Turkey. . . .

# SEAFARERS LOG

March 5, 1954

Vol. XVI. No. 5

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel HYacinth 9-6600, Cable Address: SEAFARERS NEW YORK.

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## Tougher Sledding

Over the past few months it's become pretty clear that unions in this country are in for tougher sledding in the future. There's no question that some of the acceptance and support that unions enjoyed in the past from people outside the union movement has evaporated and in its place there are some feelings of indifference and even hostility towards organizations of working men.

This doesn't mean that those who want to smash unions (and there are always some of them around) will get a free hand to do their dirty work. It does mean that in many places and in many circumstances all kinds of obstacles are being thrown up against union progress, and some unions that are not securely established may crack under pressure. Already in some isolated instances, smaller and weaker unions have been forced to take backward steps and have been deprived of hard-won gains, either through legislation or tough treatment at the hands of employers. Such developments will only encourage anti-union forces to go after bigger game.

Obviously under such circumstances, unions and their members have to get in shape to face the tougher haul ahead. The SIU is well aware of the drift and what it could mean to Seafarers. It is prepared to meet any emergency that might arise, provided it enjoys the same solid backing from the rank and file membership that it has had in the past.

## Just Recognition

So many nice things have been said about Andrew Furuseth in the past that it would be repetitious to go into them here. But now that we are coming up to his 100th anniversary, it would be proper and fitting if our nation gave him the recognition that is his due. Seafaring men know of him well, but to outsiders he is obscure and unknown.

Consequently, the Committee of American Maritime Unions is proposing that the US Postoffice Department issue a special Furuseth commemorative stamp in honor of the occasion. Such a stamp would be small recognition indeed for a man who did so much to give seamen the rights enjoyed by other American citizens.

## MSTS Look-See

The long-simmering dispute between the Military Sea Transportation Service and private shipowners should be resolved under current Congress plans to give that agency a thorough going over. There have been many complaints in the past few months that MSTS has been hauling passengers and cargo that rightfully fall in the province of the private operator. MSTS has always denied these charges but they pop up again and again.

If through a complete investigation of these charges, Congress finds that this is the case, then there is no question but that the agency should be cut down to size. At a time when American bottoms have a tough time finding cargoes because of cut-rate foreign competition, there is no excuse for any Government agency to add to that burden by competing with US ships in the ocean trades.

## Cold War Victory

Although caviar may be priced a little too high for some workers' pocketbooks, at least from now on those who enjoy this marine delicacy no longer have to feel they're aiding and abetting the cause of that misnamed "workers' paradise," the Soviet Union, while they're munching it.

The arrival of the SIU-manned Steel Voyager (Isthmian) from Iran with a shipment of caviar no doubt heralds the dawn of a whole new era for caviar connoisseurs who previously were buying it either directly or indirectly from the Russians.

Now the Iron Curtain on caviar has been lifted. Iran no longer gives the Soviets an exclusive monopoly on the local product, and US firms have moved in. Thus, another small victory has been rung up for the West, and Seafarers who manned the Voyager helped shape a little bit of history.

# LETTER of the WEEK

## Plan Would Speed Aid To Injured

To the Editor:

Last voyage I was elected ship's delegate aboard the Steel Maker and, as usual, several things came up which I was not familiar with, most of them were straightened out with a little common sense, however. There is one thing though that I'd like to have called to the attention of the membership to be aired out and discussed. In this way, through the pages of the LOG, the membership could kick around the idea.

Last voyage two SIU seamen were repatriated aboard this ship. One of them was in pretty good shape but unfortunately the other, James Waldron, was unable to help himself and also was unable to speak because he had had a stroke. When he came aboard it never occurred to me to notify the Union, because I figured the delegates on his last ship had taken care of that when he was hospitalized. However, this detail was apparently overlooked.

When we arrived at pier 2, Staten Island, about 4 PM there was no one aboard or on the dock to take care of this man. I called Welfare Services at the hall and told them Waldron was aboard and described the condition he was in. Within a very short time a Welfare representative from the Union was aboard the ship to assist him. He took him to the USPHS hospital a very short distance from pier 2, and got him admitted.

In this particular case it didn't cause too much delay, but some ships might not be so conveniently located, and this situation would present a much harder problem in seeing that a man got proper care.

### Shouldn't Have Handicaps

My complaint is that I don't see why we and the Welfare Services Department must work under such handicaps. I would like to suggest that the Union put printed forms aboard ships to be filled out by the delegates in case of illness or injury to any crewmember. These forms could be filled out by the delegate aboard ship and sent to the Union immediately.

Upon receipt, Welfare Services could take steps to see that the men are repatriated as soon as possible and also have arrangements made to take care of them as soon as they arrive in the United States, wherever or whenever this is. In this way, men who are ill or injured would have the facts of their case known immediately, and they wouldn't suffer due to any lapse of time between their mishap and the time they return to the States.

It seems to me the job of the Welfare Services Department on these matters would be simplified also and, since the department is in business for our benefit, it would help us get even better service than we have been getting.

Stewart S. Hanks



## LABOR ROUND-UP

**The United Mine Workers Health and Welfare Fund** sued four bituminous coal operators in Scranton, Pa., for \$63,039, charging failure and refusal to pay into the fund. The UMW announced that this was the first of "many" suits. The suit was filed in the name of UMW President Lewis and two trustees of the fund, the income of which is derived from royalties paid on coal mined. Recently, monthly payments to beneficiaries were cut in half, because the fund has been depleted.

**Wage increases of 28 cents an hour** were won for 300 members of Machinists Lodge 737 in St. Paul, Minnesota. The men are employed by 21 over-the-road trucking companies. In addition, the 2 1/2 year agreement provides for nearly doubling welfare benefits. Of the raise, 21 cents was retroactive to Nov. 15, two cents to Jan. 16, and five cents will become effective on May 16.

**The CIO Oil Workers International** is sponsoring, for the second year in a row, an essay contest for children of members. This year's subject is, "What the Union Means to My Community." The contest is open to children up to sixteen years old and cash prizes will be awarded.

**Iowa's Governor Beardsley**, prodded into action by organized labor, has asked the Department of Agriculture to make surplus food available for the state's 30,000 jobless and their families. He said the food could also be made available to those receiving old age assistance and to dependent children getting state aid.

**An increase averaging more than four dollars a week**, retroactive to Oct. 1, 1953, has been won at the Philanthropic Mutual Life Insurance Co. of Philadelphia in a contract negotiated by the AFL Insurance Agents International Union for Local 5. Gains also included a refund of premiums paid for hospitalization, with the company assuming the cost, and an increase of \$500 in group life coverage for each agent.

**James B. Carey**, president of the International Union of Electrical Workers, CIO, accused the General Electric and Westinghouse Com-

panies of creating mass unemployment by overproducing. Carey also charged the Eisenhower administration with "big business policies," and stated that "they (Eisenhower administration) cannot escape responsibility for the scores of thousands of Americans lining up at employment offices and unemployment compensation windows."

**Building service workers** in Manhattan lofts and commercial buildings received wage increases of \$2.90 a week under a three-year agreement between Building Service Employees Local 32B, AFL and an employer group. Approximately 12,000 union members are covered by the new contract which is expected to set a pattern for another 9,000 workers employed by members of another association.

**Representatives of 15 rail brotherhoods** are up in arms over a letter written by Secretary of Agriculture Ezra Benson dealing with a dispute on the railroads. The unions, representing 1,600,000 railroad workers complained to President Eisenhower on the issue. Benson had written to a Presidential emergency board asking them to reach a settlement which would not result in a boost in freight rates on farm products.

**Glass bottle blowers**, members of the Glass Bottle Association (AFL) have reached an agreement on an industry-wide pension plan for 7,000 members. A five cent an hour wage increase was also included in the settlement with the Glass Container Manufacturers Institute.

**The Mississippi state legislature** has passed a so-called "right to work" bill which outlaws the union shop. It is the 15th state to take such action. The law provides that a person cannot be denied employment if he or she refuses to join a labor union, although the union may hold a contract.

**Public schools in Bayonne, N.J.** were shut down when the school teachers, clerks and nurses walked out in protest against quashing of a wage increase. Funds for the increase were knocked out of the budget by the city fathers.

Skyrocketing coffee prices have put coffee very much in the news lately, but coffee long has played an important part in the lives of Seafarers who ship out of the Port of New Orleans.

Coffee is not only a beverage; it also rates as a commodity of much importance in world trade, heading the list of imports from Latin America to the US. One-fifth of the nation's coffee supply is imported through New Orleans, much of it aboard SIU-manned vessels like the passenger-freight ships operated by the Mississippi Shipping Company. With coffee ranking third in value of goods imported by this country, the men and ships that bring it here fill a vital role.

Coffee first began to gain popularity in the US during colonial times, when resentment against the unjust British taxation of tea, climaxed by the Boston Tea Party (1773), made tea-drinking appear unpatriotic and a nation of coffee-drinkers was born.

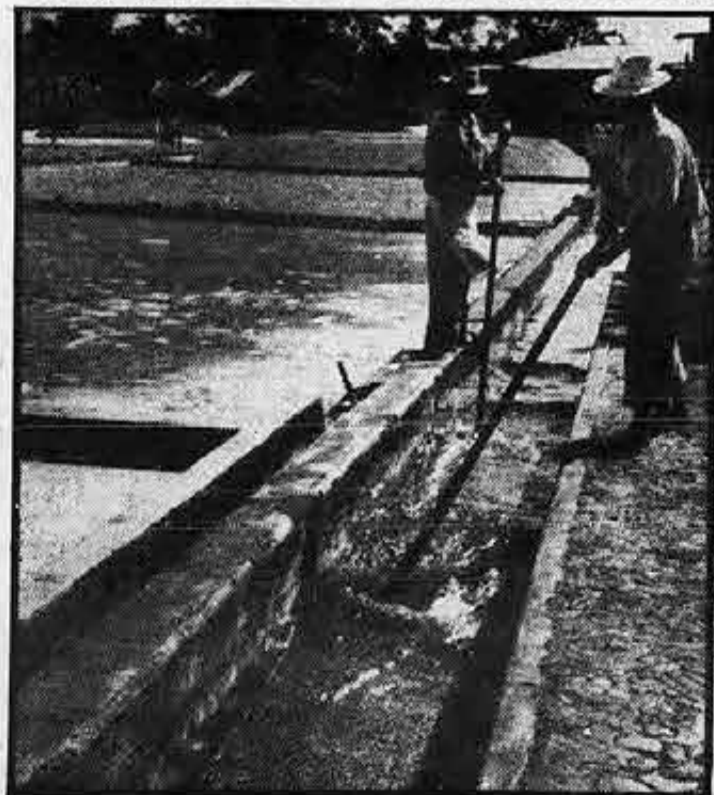
Today, Seafarers, like Americans everywhere, recognize the "coffee break," traditionally known as "coffeetime" to seamen, as a well-established institution. Here, on these pages, are some scenes depicting stages in the coffee trade, from berry to brew.



The full-grown coffee plant is a large shrub that grows 5 to 15 feet in height, depending on the country where it is grown. Most of the coffee imported into the US comes from Brazil, then from 13 other Latin-American countries, Arabia, Indonesia and parts of Africa. Picking coffee is a hand operation that requires great skill. Workers carrying large baskets move from tree to tree, eliminating imperfect berries and chaff with amazing speed. In average coffee production, one tree eventually yields about 1.7 pounds of roasted coffee.



Close-up of a plantation worker picking berries off the coffee tree, which bears a fragrant white flower and fruit about the size of a large cranberry. The fruit, commonly called the berry, is dark red when fully ripe. Its seeds are the actual coffee "beans."



After picking, the coffee must be prepared for shipping. In the "wet" method, the outside pulp is immediately removed, exposing a sticky substance which must be washed off. The beans are then washed again in concrete sluiceways (above) in clear water.



Alternate preparation is by the "dry" method, in which the coffee, including ripe, dry and immature berries, along with earth, twigs and other impurities, is passed through washing tanks and all undesirable material is eliminated. The coffee is then spread on the drying ground for 15-20 days for subsequent treatment by machines. During the drying process (above) the coffee is constantly raked and turned so that evaporation may be uniform. After this drying, it is ready for hulling down to the basic bean.



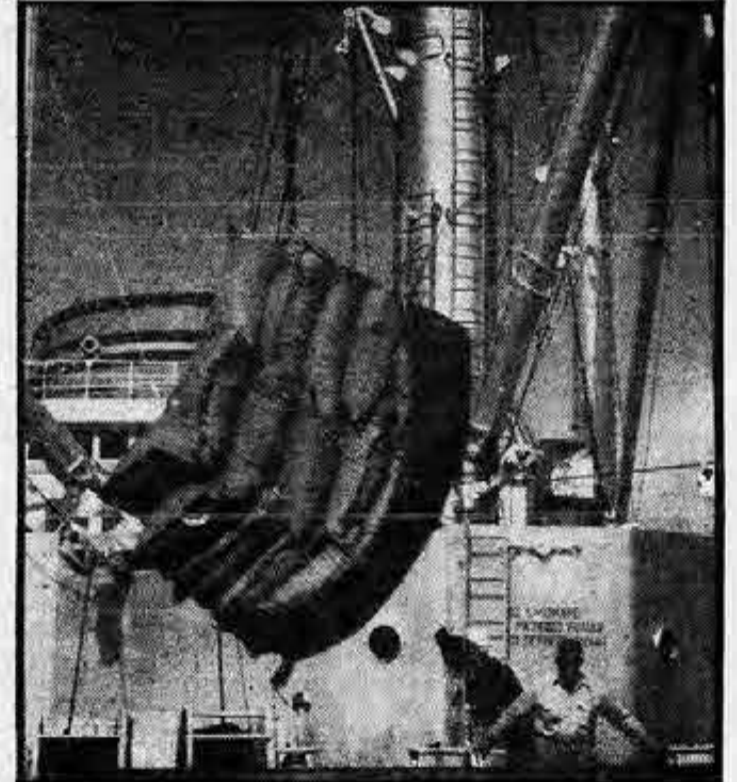
More drying follows the hulling operation, after which the "green" or unroasted coffee is graded for size. Although machines grade it automatically, it is re-sorted by hand (above) so that only the finished coffee beans remain for bagging and export.



Mississippi vessels like the SIU-manned Del Sud transport coffee from the major shipping ports of Santos and Rio de Janeiro, Brazil, for discharge in New Orleans, which is surpassed in the handling of coffee only by the ports of San Francisco and New York. Distinctive markings are used to separate various grades and consignments of coffee in dockside warehouses after the bags of coffee are brought out of the hold. Longshoremen stack them in piles according to the flag markings, a method dating back to sailing ship days.



From the receiving warehouse, the bags of coffee go to storage warehouses, from which the coffee is then shipped by rail or truck to various roasting plants in all sections of the US. There the "green" coffee beans are blended, first in samples tested by experts and then in bulk, and roasted in huge machines with capacities of hundreds of pounds. After the coffee is roasted it is cooled by air suction and then put into bags or cans for retail sale or restaurant use. Americans drink more coffee than any other nation in the world.



Proper storage of the coffee on the ship while en route is extremely important. The cargo must be kept dry, so the bags are arranged to provide for a maximum circulation of air. Here, a sling-load of coffee comes out of a forward hold on the Del Sud.



While discharging of cargo proceeds, the crew performs maintenance work on the Del Sud, while the ship is tied up at Poydras Street Wharf in New Orleans. Photo shows Seafarers Cyril Henning (left) and Fidele "Sugar" DiGiovanni painting the bow.



The end-result of the laborious process from coffee plant to cup is "coffeetime," the break in ship's routine enjoyed by the crew twice daily, according to the specific provision for it in SIU agreements. Here, three unidentified Seafarers share the traditional snack of coffee and pie before returning to work. Statistics indicate that, on the average, every person in the US consumes about 19 pounds of coffee annually, approximately 750 cups of coffee per year. Since children are figured in, this means that adult consumption is actually much greater.

# MARITIME

The recent United States announcement that the Government would discontinue participating in the North Atlantic weather ship operation with Canada and European countries because of high costs and the limited use of that weather information to the United States, has brought about a new arrangement for the weather ships with the USA again participating, but on a comparatively smaller scale. The European nations have agreed to underwrite a greater share of the cost and the United States will pay less. The agreement means a yearly economy for the United States of approximately \$4,000,000. Meteorological information developed by the weather ships is used to aid ship navigation, transatlantic plane flights and also for weather predictions in Western Europe. The United States had maintained that most of these services provided European countries with the chief benefits.

The Soviet Union's continuing attempts to modernize her aging fleet have forced the Communist country to order ships to be built in other countries. France has just joined Denmark and Belgium in building ships for the USSR. The Russians have ordered six 6,170 deadweight-ton ships from three French yards. The vessels will be equipped to carry grain and reinforced to travel through heavy ice. In Washington, a bill designed to encourage shipowners who want vessels built with smaller engine rooms, has been submitted to Congress at the request of the Treasury Department. The closing of Government facilities to teach merchant ship officers radar and other electronic techniques has led to the expansion of the Raytheon Manufacturing Company's free school in Waltham, Mass.

The Navy's Hydrographic Office has announced that as an economy measure, it has decided to drop its weekly Hydrographic Bulletin. The publication, issued continuously since 1889, will be discontinued on March 27. Urgent navigational information will then appear in the weekly "Notice to Mariners." The weekly bulletins contained information on obstructions and dangers along coasts and principal ocean routes. A collision between a Japanese ship, the Kamagawa Maru, and a small, Dutch coastal vessel, the Leuvehaven, cost the lives of two Dutch seamen on Feb. 21. The collision occurred in a thick fog and caused the Leuvehaven to sink. Seven of the Dutch crew were saved after about an hour in the water in the shipping channel that connects Rotterdam to the sea.

The Swedish-American liner Stockholm arrived in New York during the last week of February with a brand new design. After a four-month reconversion job in a German shipyard, the ship now has an extended superstructure on the promenade and sun decks. The enlargement of the enclosed spaces has made room for 191 more passengers and has added 1,000 gross tons to the Stockholm's weight. The extraordinarily severe winter which Europe has been undergoing this year has affected shipping. The last West German port open to shipping, Kiel Harbor, was almost closed recently by drifting ice. Weather officials said the whole Baltic Sea may freeze if temperatures don't rise soon. By way of contrast, the Toronto, Canada, harbor opened on Feb. 23rd, marking the shortest closed season on record. Shipping officially ended only 50 days earlier, on Jan. 4.

More ships were launched in 1953 than in any other peace time year, the Lloyd's Register of Shipping has reported. Six of the twelve leading ship building nations, Germany, Italy, Sweden, the Netherlands, France and Norway, beat their own earlier records. In all, a total of 1,143 ships of 5,096,050 tons slid down the ways all over the world. Great Britain led in tonnage and the United States was fourth with 528,307 tons, 60,000 tons higher than 1952. More than half of the tonnage launched consisted of tankers although the oil carriers only comprised one fourth of the total ships built. The largest ship launched was the Cristoforo Colombo, an Italian passenger vessel of 29,100 gross tons.

Arctic ice is moving south toward the North Atlantic shipping lanes in what is thought to be the earliest and heaviest drift in four years. The US Coast Guard has already begun the preliminary work of the International Ice Patrol Service with the help of two of its long-range aircraft. The US Justice Department announced the indictments of Julius C. Holmes, former U.S. Minister in London, and Stavros Niarchos, Greek shipowner of a fleet totaling nearly 1,000,000 tons, in a multi-million dollar operation involving the purchase of surplus government vessels. Holmes, the ex-United States Minister, is presently employed as a special assistant to Secretary of State John Foster Dulles. In all, eighteen individuals and seven corporations were named in the five indictments. Also under indictment on charges of conspiring to defraud the US by violating the law limiting the sale of surplus government ships to United States shipping companies and citizens, is former Rep. Joseph E. Casey of Massachusetts.

# SEAFARERS in ACTION

A sound suggestion that could help speed up needed repairs aboard ship was offered by Seafarer John Risbeck when he was aboard the Seacoral. Risbeck proposed that a bulletin board space be set aside for listing needed repairs.

That way, it could be seen easily what needed attention, and when the repair was done it could be checked off the list.

Since getting repairs done is usually an item or dispute on a vessel, often dragging over from one trip to the next, the suggestion could be valuable in settling this kind of beef.

The bulletin board would serve as a valuable supplement to the repair lists sent in to headquarters.

Risbeck, who sails in the deck department, has been with the SIU for well over ten years, joining the Union in the Port of New York on May 24, 1943. He's a native of Czechoslovakia and is 32 years old.

Crewmembers of the Show Me Mariner (Bull) must be getting pretty solid fare these days because they are quite enthusiastic about the kind of food dished out by the stewards department headed up by John Z. Reed, Jr. Reed and all the men in his department got a hand for the fine job



Reed

they are doing. Reed came to the sea from way inland in Montana, where he was born on April 13, 1919. He joined the union in New York on October 4, 1948 and has been sailing steadily with the SIU since then.

Another member of the stewards department who get a nice pat on the back from his shipmates was Arturo Mariani, messman aboard Bull Lines' Carolyn. Mariani was praised for his polite and considerate service which made mealtimes more pleasant for all hands.

Mariani is approaching the ten-year mark with the SIU, having joined the Union in New York on April 11, 1944. The 39-year old Seafarer is a native of Puerto Rico and makes his home there in the town of Arroyo.



Mariani

# • On the Job •

## Handling Electrical Equipment

While electrical equipment on a vessel is usually the province of the engineer or the electricians, it is well for all crewmembers to have a smattering of basic knowledge about the precautions to be observed and the maintenance practices involved. And there will be times, for example, when an oiler will be called on to change over generators or assist in same.

It's pretty difficult to tell just how often a piece of electrical equipment has to be checked up and serviced, since so much depends on conditions to which the equipment is subject. One thing that has been determined though, is that failure in electrical equipment is usually caused by defects or breakdowns in insulation. This will come from a variety of factors such as dirt, oil, grease or harmful alkali and acids attacking the insulation, excessive dampness, too much load on the equipment with the resulting high temperatures, and too much vibration.

Sometimes all it takes is a small particle of dirt in the wrong place to interrupt an electrical circuit, which is one reason why electricians and engineers can get grey hairs trying to trace breakdowns.

Therefore the basic maintenance steps for any electrical equipment involve keeping it clean and dry and operating it within limits imposed by the manufacturer. The same thing goes, incidentally, for anybody who's doing any work on electrical equipment—particularly keeping hands and skin as dry as possible.

When electrical equipment has to be worked on, it's important for disconnect switches to be open, or for fuses to be removed. Either a danger tag should be placed on the switch or the switch should simply be locked open so that somebody else cannot close it.

If working on live equipment, rubber gloves are standard procedure, and rubber or crepe-soled shoes are a good idea too. A good practice when touching any electrical equipment is to behave like a one-armed man. Keep the other hand in your pocket. That way if you do happen to get a jolt, it will not pass through the chest and the chances of surviving without serious injury are considerably better.

A disconnecting switch should never be opened while equipment is under load. Nor should a disconnect or safety switch be closed without making sure that nobody is tinkering with the apparatus and that it is in good working condition. If there is an improperly connected control on the equipment, it could put full voltage on a large unit when the safety switch is being closed. That kind of a load could blow up the safety switch with serious effects on anybody near.

### Test All Lines

Never take it for granted that a line is dead just because somebody says so. The sensible precaution is to take the time out to test lines before doing anything else.

Changing over generators in the engine room, a procedure which is usually done every week, involves the following step-by-step procedure. The generator parallel to the generator in operation should be checked for loose parts. The engine is then turned by hand one full revolution to make sure all is clear. Lubrication in bearings and the crankcase should be checked and any water in the crankcase drained out.

The next step is to open all the drains for steam lines, exhaust lines and others, if any. The exhaust valve should be opened wide as well as other valves in the exhaust line between the engine and the condenser. The steam valve is then cracked slightly so as to allow the engine to warm up while running at slow speed. Sometimes the engine has to be pushed off center to turn. When the steam blows steadily, and the generator has been brought up to its rated speed, the drain valves can be closed up tight.

### Voltage Adjustment

Once the engine is running at full speed, oil pressure should be checked and the generator and engine inspected to see that all is normal. The voltage of the engine just started should be checked on the switch board and adjusted by the rheostat until it is just a couple of volts more than the generator in operation.

The next steps are to close the circuit breaker and line switch for the incoming generator. The ammeter for the incoming generator should be checked and the field rheostat adjusted to balance the load so that its reading is the same as that on the ammeter of the generator previously in operation.

Finally, the other generator has to be shut down by taking the load off it, tripping the circuit breaker, and opening the line switch. The steam valve and exhaust valve are then closed and all drains opened to complete the operation.

## Burly

## Looks Better That Way

—By Bernard Seaman





Maybe He Expects More Allowance Now



Young William Undertajlo looks pleased as punch with life although it's dad, Seafarer Basil Undertajlo, who's really collecting his vacation dough from an SIU headquarters employee. The payment was for time on the Robin Sherwood (Seas).

Celebrate Furuseth 100th Year Mar. 12

(Continued from page 2)

him on to the next major step which was 18 years in coming. Where other men might have grown discouraged, Furuseth pressed ahead vigorously with tireless and inflexible determination until his efforts were crowned in success by the passage of the Seamen's Act of 1915.

**LaFollette Sponsor**

The act, sponsored by the late Robert LaFollette Sr. of Wisconsin, extended the desertion ban to foreign vessels in American ports. It had the long-range effect of freeing merchant seamen all over the world from the infamous desertion rule. The Act also spelled out a multitude of safeguards for seafaring men, including increased fo'c'sle space, better food, safety provisions and other regulations that have since been improved on and expanded through legislation and international conferences as well as through union contracts.

Furuseth was well-known in the maritime industry for his ability to strike a colorful phrase as well as for his achievements for seamen. Perhaps the most famous of them was his classic reply to a

judge who issued an injunction against him for contempt of court. As quoted through the years it reads as follows:

"You can put me in jail. But you cannot give me narrower quarters than as a seaman I have always had. You cannot give me coarser food than I have always eaten. You cannot make me lonelier than I have always been. I put the injunction in my pocket and I go to jail."

Furuseth died on January 24, 1938. According to his last request, he was buried at sea off the Schoharie on March 21, 1938, after a brief ceremony attended by a handful of observers.

In urging the issuance of a special stamp to commemorate the centennial of Furuseth's birth, representatives of US maritime unions sponsoring the move have urged Postmaster General Arthur Summerfield to take cognizance of Furuseth's many pioneering efforts to secure legislation benefitting American working men and women in general and seamen in particular. The CAMU has asked for an early meeting with Post Office Department officials on the issue.

Rising Anti-Union Sentiment Poses Challenge To US Labor

(Continued from page 3)

der in the face of a drop in national income.

Nevertheless unions have now become objects of suspicion in some quarters. Union demands are almost automatically believed to be "wrong" or "excessive" and an attempt is being made to drive a wedge between unions and working people. Examples of union misconduct are being used to discredit the entire labor movement.

Here are a few symptoms of the change in feeling about unions:

- In Norwalk, Connecticut, union hat workers have been on strike since last July 9 against the Hat Corporation of America, not for any new demand but to retain a clause that had been in the previous contract. The clause dealt with the company's plans to run away to a cheap labor area. Norwalk is a staunch union town. Yet in this strike for job security the company has refused to give an inch. Little attention has been paid to the seven-month struggle except in the immediate area.

- At another current strike, the employer has housed a corps of strike-breakers in Pullman cars alongside the plant so that the strikebreakers will not be inconvenienced by having to cross a picket line. Strikebreakers told reporters they were being treated wonderfully well by the management.

- The state of Mississippi passed a so-called "right to work" law recently, making it the 15th state of the union to do so. The law prohibits the union shop. A union can sign a contract for all the workers in the plant but cannot have all of them join the union via the contract. Other states with such a law are: Alabama, Arizona, Arkansas, Florida, Georgia, Iowa, Nebraska, Nevada, North Carolina, North Dakota, South Dakota, Tennessee, Texas and Virginia.

- The attack on the union shop was carried one point further when a Texas judge, E. C. Nelson ruled that Congress acted unconstitutionally in passing a law permitting union shop contracts on railroads.

- The National Labor Relations Board has made it a practice now to give state law preference in small cases. State laws are tougher than Federal laws in most instances.

- The Board has also reversed an earlier ruling on the free speech doctrine. Employers can now make speeches against the union to their workers on company time in the plant at a time when workers have to be present. Unions can no longer demand equal time to address workers.

er demand equal time to address workers.

- Three different Congressional committees are investigating unions on various subjects, looking for illegal practices and into the operations of health and welfare funds.

- The change of feeling is having its impact on union organizing activity since unions have been less successful in recent months in winning collective bargaining elections.

- The Senate approved the nomination of Albert Beeson to the National Labor Relations Board even though he admitted under questioning that when his term was up he had plans to return to his former business connections as labor relations advisor for an employer. Labor Board members are not supposed to have any connections one way or the other.

One of the things that is causing most concern to unions is the drive against any form of union security. It is a known fact that the weakest unions are the ones without union shop contracts. They are able to do far less for their members. The members lose out accordingly. As far as unions are concerned, attacks on the union shop are the first steps toward destruction of the union contract and union conditions.

More attention, though, is being attracted by reports of corruption in unions. Nobody in his right mind would insist that every union everywhere is absolutely pure and every union official completely honest. Yet the entire union movement is under fire for these practices. Union men argue if a bank president embezzles funds it doesn't mean that all bankers are crooks and con men and all banks dishonest. The same standards should apply to unions.

In the long run, those who are

attempting to put the squeeze on unions should realize that they are attacking one of the cornerstones of the US way of living. There's no question that unions have done a great deal to strengthen the economy by raising living standards and increasing purchasing power. And a quick look at the history of dictatorships, whether in Germany, Russia, or Argentina shows that unions were among the first victims to fall before the totalitarian ax.

Though the pressure is on and may get stronger, American unions think they can ride out this storm. It does mean though, that unions and union members who may have taken some things for granted in recent years had better roll up their sleeves and dig in.

Proper Repair Lists Help All

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

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

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

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

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

New Lifeboat Engine Does 2nd Job As Water Pump

A new-type lifeboat with a waterproof engine which can run even when submerged and pump water out, has been demonstrated in New York by a Danish manufacturer. Showing off its tricks for the benefit of the Coast Guard inspection service, the engine kept running without a hitch even though the boat was filled with water to the gunwales. At the same time, the engine's built-in pump discharged the water over the side.

Furthermore, as the tests showed, the engine can be stopped and then started again even when it is under water.

The new engine, a diesel job, built by the Bukh Diesel Motor Works of Kalundborg, Denmark, is a one-cylinder model with a built-in bilge pump. It is capable of delivering ten horsepower and speeds of between four and seven knots.

As far as pumping power goes, the engine can pump considerable quantities of water while the lifeboat is in motion, but of course, can do much better if all power is being applied to the pump.

Further, the engine is capable of starting in zero weather merely by hitting a starting device with a hammer or other metal object.

In a test run for Coast Guard observers at Pier 9, East River, the 24-foot lifeboat was first filled with water to a depth of one foot while running. Then the pump was turned on and water discharged over the side through a rubber hose while the boat was moving.

The boat was then returned to the pier, filled to the seats with water and the engine turned off. When the starting device was tapped with a hammer the motor started up again and the pump started operating as well.

On the third test, the lifeboat was filled to the gunwales with water. The engine kept running and pumping, so that the boat gradually rose out of the water as it moved.



Lifeboat engine keeps chugging and pumping out partially-swamped boat in demonstration for Coast Guard on East River.

# Port O'Call

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# Missing Fans Fan Mystery On Ship

The mystery of the missing fans on the Trojan Seaman (Troy) has crewmembers walking around with puzzled frowns and sweaty foreheads these days, as nobody seems to be able to figure out the knotty problem of how two and two add up to six, of all things.

Following a report at the ship's meeting in mid-February that the black gang was collecting more disputed overtime all the time, crewmembers declared they weren't as interested in such earthy subjects as they were to air the issue of the disappearing fans, or the lack of air, as a matter of record.

Meeting Secretary Guy Gage pointed out, moreover, that somebody's bad arithmetic wasn't making stale air any fresher either. Only one new fan was installed for the use of the crew, one was still in the store-room and two more had been spirited away and installed topside. He confessed that arithmetic wasn't his strong point, but even so, how could that number of fans add up to a total of six.



Gage

### Higher Mathematics

The consensus of opinion, even among a few amateur higher mathematicians, who can tell you the answer to 2,234 multiplied by 157 at the drop of a hat (into a bottomless pit, of course), failed of an answer to the puzzle, after sweating out the problem.

Somebody volunteered the

thought that if the fans weren't aboard, where were they? Since this was so precise a statement of the problem at hand nobody listened, and the volunteer narrowly escaped being fed to the fishes. Somebody had compassion for their stomachs.

The mystery of the fans was further complicated by the fact that temperatures on the ship paid no mind to the presence or lack of fans and hovered at a point where the atmosphere got downright uncomfortable. The presence of sufficient fans could at least make things seem more bearable, even if they were really miserable, declared one philosopher, but he actually added nothing to the airing of the issue.

### Locate Fans

At any event, the ship's delegate was summarily commissioned to find out if possible where the fans which were supposed to be aboard went to, especially the two of them which, to some, seemed very necessary in order to have a total of six.

These mathematical purists were shouted down, however, when one crewmember tossed off the comment that if fans were put aboard for the use of the crew, they should be used for the crew, not for the officers topside. The enthusiasm and fervor with which this intelligence was imparted narrowly escaped becoming an open revolt.

with some men in the crew, unpleasantly hot under the collar, ready to storm the engineers' rooms and retake them.

### Eulogy For Oldtimers

Harry Acosta, ship's delegate and deck engineer, murmured a few words in eulogy of the old fans at this point, noting that they had performed nobly and tirelessly in the past but that despite all his efforts to revive them, they were, indeed, "all shot." Their age wasn't showing too, he added, since he doubted that it would even be possible to obtain parts for them today, due to their ancient, vintage.

Moreover, someone added with an under-the-breath comment, exposing the widening breach between licensed and unlicensed men, since the engineers couldn't trace the electrical lines on the ship, why not let an unlicensed

man like a competent electrician come on the ship so that he could trace the lines and supply a proper blueprint for same.

Thus, the matter rested, thoroughly aired, but far from airy as nobody yet knows what happened to the other two fans.



Acosta

# Did You Know . . .

That Damascus, the chief city of Syria, is probably the oldest city in the world? Although there is no positive evidence, there are many indications, from the Bible and certain historical sources, that the site of Damascus has been continuously occupied by a city longer than any other spot on the earth.

That bacterial action is used to make the holes in Swiss cheese? The characteristic "eyes" in the cheese are produced by the liberation of gases generated by bacterial action during the fermentation process. The "eyes" or gas-holes are sometimes more than half an inch in diameter. "Swiss cheese" is now made in the US by introducing certain types of bacteria during the fermentation process.

That almost 600 Seafarers receive benefits of one kind or another from the SIU Vacation and Welfare Plans every week? Although the bulk of them get vacation and hospital benefits, a sizeable number receive maternity benefits and disability benefits each week. The figure also includes death benefits paid to the beneficiaries of Seafarers.

That long pants were first introduced in France in 1789 by the supporters of the revolution? The French revolutionists were even

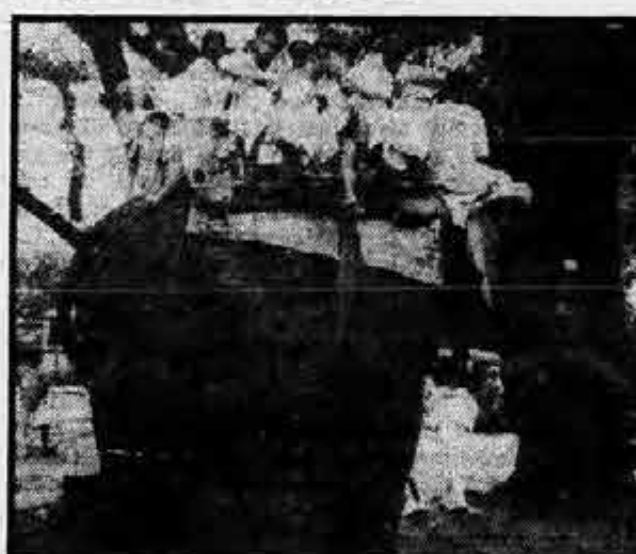
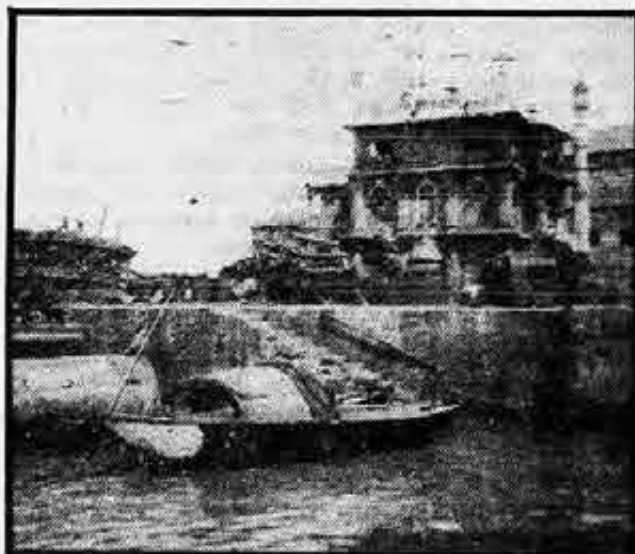
unwilling to look like the royalists, who continued to wear knee-breeches. Many Americans adopted long pants as a token of their sympathy with the French revolution, which helped bring the style to this country.

That tobacco (the scientific name is nicotiana) is named after a French ambassador who first introduced the plant to France? Jean Nicot, French ambassador at Lisbon, was commemorated in the name after he sent home some tobacco seeds from a plant which arrived in Spain from America in 1558. Tobacco was first used for medicinal purposes; the smoking habit did not originate until years later.

That your shipping rights are protected by the SIU even while you are in the hospital? Men on the shipping list who are hospitalized 30 days or less retain their original shipping dates. Seafarers hospitalized more than 30 days are entitled to a new shipping card dated prior to their date of discharge from the hospital.

That George I, King of England from 1714 to 1727, could neither speak nor write the English language? When the German prince succeeded to the throne he was 54 years old and made no attempt to learn the language of his kingdom.

# Who's Who In Calcutta, India, Zoo Makes Life Interesting For Tourists



Seafarer Tom Collins, now sailing as deck maintenance aboard the Ponce of Puerto Rico Marine, not to be outdone by other global travelers in the SIU, presents graphic evidence of his world-traveling. Most of these pictures, he writes to the LOG, were taken in the Calcutta, India, zoo early last year, but it seems as if they present the eternal in zoo-visiting, yielding neither to time nor place.

At the top, center, a Calcuttan is shown feeding peanuts by hand to an encaged ram, with nary a sign in sight reading, "Don't Feed The Animals." Next to it is something Americans don't ordinarily see on their jaunts to the local zoo, but in India it's all the rage. Riders perched on the pachyderm's back paid half a rupee each for the privilege of riding their giant mount.

At left is the local rhinoceros taking a dip on a warm day, with zoo visitors probably wishing they were as cool as he looks swimming in his private pool. At right are some of 600 crated monkeys before they were shipped aboard the Steel Navigator for the States and research laboratories.

The usual seals and docile gazelles are missing from these views, but we have it on good authority that they were present and amusing the youngsters and oldsters alike who came to the zoo in Calcutta. Other shots show activity in city including ox-drawn water carrier and native-drawn Collins.



# The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

(Editor's Note: The SEAFARERS LOG photo editor will be glad to assist Seafarers with their photo problems. Address any questions to the Photo Editor, c/o the LOG at 675 Fourth Avenue, Brooklyn. This includes information on how to operate certain types of cameras, advice on camera purchases, photo-finishing techniques, plus information on a variety of camera equipment, such as enlargers, flash guns, etc. Drop the editor a line or if you are around the hall come up to see him.)

The 35mm single-lens eye-level reflex has come into prominence only in the past few years. It has many advantages over the traditional rangefinder camera—direct focusing on an upright unreversed ground glass image and interchangeability of lenses. It also has had disadvantages. Among them: bulkiness, and the necessity of stopping down the lens manually before the picture is taken if a smaller stop is to be used.

The latest eye-level 35mm reflex is the new Contaflex, a 45mm, f-2.8 Tessar-equipped camera of unusual design which retains many advantages of the eye-level reflex system while eliminating a few of the larger stumbling blocks. The big features of the camera are: a completely automatic diaphragm, a unique variation on the Compur-Rapid shutter, both ground glass and rangefinder focusing, an extremely brilliant viewing image and exceptional compactness in construction.

### Brilliant Image

With the film and shutter wound, you can look through the large eye-piece at the back of the camera and view the picture. The image is quite large and very brilliant. In the middle of the ground glass is a circular area incorporating an outside ring and an inside circle bisected with a horizontal line. When you turn the knurled lens mount, which revolves the front element of the lens, you can focus on the ground glass within the outer ring or by the aid of the split image rangefinder which occupies the inner circle.

Unlike all other eye-level reflex cameras, however, focusing can only be done in the circle. The rest of the image as seen through the viewfinder is constantly sharp no matter the footage setting. To take a picture you move the lever to the lens opening you want. You set the speed by turning the milled ring around the shutter mount. When you press the shutter release atop the film winding knob, a great many things happen in extremely short order. The camera shutter is closed; the light tight dark slide and the reflecting mirror are moved upward out of the path of light rays from the lens; the lens diaphragm is closed to the pre-set 'f' value; the shutter opens for the exposure and then closes. All this occurs within approximately 1/50th of a second. How this mechanism will hold up under constant use is to be seen.

### Winding Resets Camera

When you wind the film to the next exposure, the camera is reset. The dark slide returns to position of protecting the film, the shutter is cocked, the diaphragm returns to full open f-2.8 position and the blades of the shutter open to allow focusing.

Other features of the camera are: M-X synchronization, speeds from 1 second to 1/500th sec., die cast light metal construction with leather covering and satin chrome trim, and removable back. The Contaflex will accept standard film cartridges or two Contax film cassettes which make film rewinding unnecessary. Lenses are not interchangeable on the Contaflex. There is no provision for seeing the actual depth of field of our intended picture by stopping the lens down to the necessary aperture before the picture is taken. These, however, will probably be minor considerations to those photographers who want a swiftly eye-level reflex camera with a single lens, an easily synchronized shutter, lightness (19 oz.), compactness and a list price of \$169.50.

### Picture Still Says It Better



Finally catching up with the news accounts, which appeared in the LOG two months ago, a photograph taken of the Christmas party given by the SIU crew of the Schuyler Otis Bland (Waterman) for a group of Korean orphans in Pusan shows some of the festivities lined up for the kids. Besides a mammoth feed prepared by the steward department, Santa was there (rear, 2nd from right) in the person of Forrest Price, chief engineer. Oiler Bob Oriole is seated at the table with one of the youngsters. GI Jimmie James, a former Seafarer now serving in Korea, took the photos.

## Seafarer Finds Home-Made Fishing Rig Gets Results Too, But Where Was Percy?

Amateur Isaac Waltons can take heart from the recent experience of Seafarer Frank Verner, which proved that you can catch as much fish with a home-made rig as the next guy with his fancy, Abercrombie and Fitch layout. Verner, of course, was not the first guy to turn the trick, but he's the latest one on record, anyway.

He nabbed his prize, a 7' 8" shark, fishing on the stern of the Alcoa Roamer (Alcoa) while the ship was tied up at St. Croix, Virgin Islands, one evening last trip, with a home-made Calcutta bamboo pole. He completed the fishing rig, appropriately, with a regular reel of his own, but details as to type, size, type of line and so forth are lacking. The basic facts are that he caught the shark, at any rate.

### An Evening's Entertainment

Verner's fishing venture was part of an evening's fun for the crew while the Roamer was at the Virgin Island stopover, with several crewmembers trying their

luck with various assortments of fishing gear. Some, like crew member Joe Tucker, reeled up reef snappers weighing in at 12-17 pounds, while others merely fed assorted varieties of bait to the passing parade of undersea denizens, who nibbled and then continued unimpeded on their separate ways.

No untoward incidents were suffered in the scrap to land the shark. Verner related, although it lasted about an hour and forty minutes. About all he remembered was that he felt a sizeable nibble, figured he'd crossed his line on the propeller and then dug in to await developments. All he had to do to outlast the opposition was plant

his feet firmly on the deck and hope for the best. His hopes were realized eventually, when the man-eating monster, by then looking a little less vicious for his ordeal, came into sight.

The shark was soon after dispatched to his ancestors, with little ceremony, when Verner secured the loan of the captain's shooting iron, and pumped four shots into his adversary's head. After the traditional photographic interlude,



Frank Verner and shark he landed fishing off the stern of the Alcoa Roamer at St. Croix, Virgin Islands.

during which Verner assumed the smiling pose of the conqueror, lance (fishing pole in this case), firmly clasped in one hand, while his trussed-up, limp and very much dead captive hung suspended from a nearby boom, the grisly corpse was consigned to the care of Davy Jones.

### Shark Must Have Had More

Unlike the shark, who must have had many regrets, even though he was unable to make any suitable comments in time, Verner had only one regret on the occasion. He noted that he missed the attendance of a brother Seafarer, Percy Gray on the Alcoa Polaris, during the catch.

In the not too dim past, Percy had apparently cast a fish eye on Verner's tales of his prowess with rod and reel, perhaps even intimating that the only thing Verner could catch was a cold. Now, slack and alas, here was vindication of the maligned fisherman, but no Percy. Perhaps Percy will see the photograph recording the event. That should make everything right again.

### LOG-A-RHYTHM:

## Waitin' To Hear From My Bill

By Mae Scott Holland

*That darn postman's feet are mortal draggy today!  
Maybe because I'm so dreadful anxious, 'tis so,  
But I'm lookin' for a bundle from my boy—  
Bill's good to write real regular, too, you know.*

*Of course, there wuz spells he didn't—  
But that uz because he wuz so fur away,  
You see, a letter can't come from Yokohama,  
Or Cairo, or Madrid—in jist a day.*

*Oncet he sent me some "warriors" from Africy  
(I'll swan, them things looked 'live and real!)  
And again he mailed me two big, rag mats  
From a chieftain's hut some place Bill called Bray-zeel.*

*Then oncet he parceled me home some purty, painted cups,  
An' saucers, an' plates and some bowl-like things,  
But the finest things in that whole lot wuz  
From the Emperor hisself—two red-ruby rings.*

*He sent me oncet (from Japan) a silk-embroidered kimony-robe  
And from Holland some ugly, clamping, wooden shoes  
An' oncet from Bombay he sent a bamboo reed  
Set in a frame, colored up in yellows, reds and blues.*

*He's sent me, different times, all sorts of foreign coins  
Some of 'em, he said, donated by his mates,  
And that old postman ast me one day, hard-like,  
"Whyn't he send some that'll spend in the Yewnited States?"*

*But I don't ever git mad at that old nosey feller  
For he pleasures in Bill's boxes, too  
(He's been bringin' 'em seven years, come this fall)  
An' he allus says he'll wait, 'til I git through  
With the strings, an' cords, in wrappin's  
So's he can check if it "arrived" here OK,  
But what he rilly stays to see, ain't that—  
It's allus because right in the button, on that stuff, like hay  
Is a special little box for hisself, printed is his name  
In Bill's school-hand writing: "For the best POSTMAN in any block."*

*Yonder comes that old goat now with a bundle!  
He knowed today'd be the day for my Bill to dock!*

### Olde Photos Wanted by LOG

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

## Quiz Corner

- (1) What does the political term, "pork barrel" mean?
- (2) Who won the National League home run championship in 1953?
- (3) Is it true that the color red excites a bull?
- (4) What harbor has double high tides a day?
- (5) Who are the Dayaks?
- (6) A man who had a number of bills to pay, took a sum of money and decided to pay all his debts at once. Accordingly, he gave 20 per cent to Tom, 10 per cent to Dick and \$45 to Harry, and still had \$28.50 left over. How much money did he start with?
- (7) Who wrote "The Robe"?
- (8) Introversion means a) withdrawn, b) happy, c) neurotic?
- (9) What is the name of the man who governed Russia after the fall of the Czar?
- (10) The third largest state in the United States is Montana. True or false?

(Quiz Answers on Page 25)

# Rusty Water In The Scuttlebutt Is Pure Fact Aboard The Seanan

Every Seafarer takes his job seriously aboard SIU-contracted vessels, some even more than the book urges. Witness to this fact are the Seafarers aboard the Seanan of Stratford, reports Seafarer Michael Haukland, who believe in looking out for their own life and limb where authorities become lax.

It isn't that the men aboard the Seanan doesn't think the officers and topside personnel know how to run the ship, they're sure of it. They're sure they're capable of running the vessel, that is, but they believe the captain and his officer crew didn't know sassafras from shinola when it comes to water. Drinking water, that is.

A tremendous aqueous investi-

gation is now underway aboard the vessel, writes Haukland, all of it centering around six little bottles of rusty water which are kicking up havoc on the ship. Word spread around the ship like wildfire, or, rather, like rusty water, and soon the whole crew was up in arms about the situation of the aqua pura, which, they said, was less pura than it was aqua.

Consternation set aside, cooler heads prevailed in the situation which threatened to inundate the entire ship before it ran the gamut of its watery emotions. Instead of running the water off the end of the plank and into the brine, more scientific heads decided to reserve decision on whether the water was actually rusty, or just

looked so. What they wanted, and their opinion prevailed, was to take samples of the water for chemical analysis at the first port of call when they reached the States. They were willing to let technicians of the US Public Health Service be the final arbitrator in the case. Dissenters looked not with pleasure on this view, but stood always willing and able to condemn the water as it lay stagnant there on the charges that it was, looked and tasted rusty, de-

spite the machinations of science and its devotees.

That's how matters stood at last report, with the rival factions at loggerheads over the H-O woe: science versus empiricism. Neither group would give nor take any quarter, or any quart, for that matter. What the whole water situation boiled down to, at any rate, was that all the men wanted good drinking water. As a matter of fact, boiling would have helped.

## Pie And Ice Cream



H. L. Grizzard, crew messman aboard the Seatrain Savannah, stands alongside pie and ice cream desserts before serving them to men.



Haukland

## No Coffee Wait Aboard Cubore

Seafarers aboard the Cubore (Ore) believe that with the SIU you really get service as well as good shipboard conditions. Not only do you get service ashore, says G. Ray, chairman at the last ship's meeting, but nothing tops the conditions aboard the vessel itself.

Ray says he knows what he's talking about because the last time he was in the New York hall he never had to wait for a thing. He whisked through the cafeteria line, the barbershop line, of which there was none, and the telephone line, stopping off for a few parties along the way. Nothing, however, nothing, he says, tops the service aboard the Cubore when it comes to coffeetime.

On the last run of the Cubore, once the culinary scourge of the fleet, Ray reported that coffeetime ran off like clockwork with nary a hitch in the coffee or in the caffeine. In addition to the regular supply of coffee cups aboard the vessel, Ray exults, the crew was given 16 additional coffee cups "so as to prevent anyone from waiting," says the minutes. There's nothing like not waiting for a cup of coffee on a cold morning, and if there is no waiting to be done, it won't be done aboard SIU vessels such as the Cubore. Coffee all the time, when you want it, is the ship's motto. Nobody, but nobody, waits aboard the Cubore.

## LOG-A-RHYTHM:

### A Nurse's Call To Arms

By P. Rogers

Man is such a fickle thing  
A nurse should oughta know  
Mostly when he's brought in  
He thinks he gonna go.

When the doc is through with him

Nurse takes over now  
Always hovering round his bed  
A cool hand on his brow.

When he opens up his eyes  
A vision he does espy,  
"Am I OK?" Nurse nods her head,  
He goes off with a sigh.

Angel of mercy, thoughts like that  
He'll tell her now and then  
Nurse smiles, thinks her thoughts  
She understands these men.

He's feeling a little better now  
At first he wants to play  
But he gets nurse's reprimand,  
"Behave yourself this day."

A few more weeks a few more days  
He's really on the mend  
You oughta hear him change his tune  
There's not so much to tend.

"Nurse give me this or give me that  
What the deuce goes on here?  
I've seen far better nurses  
In a barrroom serving beer."

He shouts, pouts, can't be pleased  
No matter what he'll do  
Remember that good patients  
Are far too very few.

Had I been born to be a nurse  
And nursing rang the bell,  
When I saw that patient coming in  
I'd know what him to tell.

Nursing is a trying job  
And it's hard to get a laugh  
If not for their helping hand  
The world couldn't stand the gaff.

## Seafarer Sam Says



## The SPORTS LINE

By Spike Marlin

It took over 50 years to get American baseball players up in the air but it is finally being done on a major scale this year in the International League. And its all the fault of the St. Louis Browns, alias the Baltimore Orioles.

The whole thing started when the Browns won approval for the shift of their team to Baltimore. That meant the old Baltimore Orioles, a minor league team (which we hope the citizens won't confuse with the new Baltimore Orioles) had to find a new home. This led to a wholesale realignment of the International League structure because a couple of other clubs in the League were in bad shape and some changes were obviously in order.

### Truly International

As a result, the International League has become airborne, and truly international. From now on, it will be represented by teams from the US, Canada and Cuba, with the addition of Havana to the International League circuit.

Obviously, with teams in Montreal and Toronto at the northern end, and Havana at the southern end, the League could not continue on the basis of conventional travel methods. The result is that from now on International League baseball players will take to the air in chartered planes.

This is a pretty momentous

change as far as the future of baseball is concerned. For a variety of reasons ballplayers have always been loath to go up in the air. They have even preferred the long tiresome sleeper train jumps on hot summer nights from Boston to St. Louis and vice versa.

Of course, there is always the weather problem when planes have to be grounded, although this has been diminished considerably in recent years.

### Have To Like It

When Larry MacPhail was in baseball he made use of airplanes on long spring-training junkets. But a lot of the players made no bones about their dislike of air travel. Now the International Leaguers will have to take it and like it.

There's an obvious step that could follow from here. If the International League is going to travel to Havana by plane, there's no reason why a big leaguer can't go the same way to Los Angeles. And that foreshadows the next move of the major leagues into the Pacific Coast cities of Los Angeles and San Francisco.

It may not be too far distant either, because teams like the Philadelphia Athletics and the Cincinnati Reds are finding the financial going increasingly tough where they are.

## Short Break Welcome At Zoo



Seafarer Tom Collins takes time out for a short break while visiting the Calcutta, India, menagerie. Pith helmet he sports brought him a lot of kidding as well as relief from the hot sun.

## 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 is Ladislaus A. Eiembka's recipe for Perogi.

This week we have recipe for Seafarers who like unusually fine food, and the dish is comparatively simple to make aboard ship. The dish is quite famous in Poland; Russia, and other Eastern European countries and has now become popular in America, as other European dishes have done earlier. Ladislaus A.



Eiembka

Eiembka, who sails as second cook and steward out of New York, offers this specialty. The dish is called "perogi" in Poland and is a very tasty food that can be used as a side dish.

Take enough small pieces of pie dough to make the portions for your crew. For a crew of 35 or 40 men, use two pounds of dough already mixed. Roll the pieces into little squares. When the pie crusts are rolled out, put about one table spoon of mashed potatoes into the crust. Then fold the

crust over and boil the pieces for about five minutes. Take them out and place in an oven. Then take some browned onions and butter and pour over the squares. Leave in the oven for five minutes. Then take them out. Do not use any spices.

### Use Sauerkraut

Another type of perogi can be made by using sauerkraut and chopped bacon for the pie crust filling. Using a number ten can of sauerkraut, fry the sauerkraut and bacon. Then chop up the bacon and roll into the pie dough in the same manner.

Ladislaus has been sailing as a steward and second cook in the SIU for ten years. Before making the sea his second home, he worked as an electrician. After seeing his recipes, though, it's easy to imagine that a lot of people are happy that he switched professions.

### Army Man Misses Wonderful Chow

To the Editor:  
Well, here I am in Uncle Sam's Army, stationed at Camp Chaffee, Arkansas. I miss everything in civilian life, especially the sea and the SIU and all the brothers I sailed with—and, of course, the wonderful chow. Yes, the chow.

We are going to be here for at least 14 weeks for basic training.



Goncalves

They tell me that this place is the roughest in the country, and so far it holds true. I would like to say hello to some of my past shipmates, especially to Joseph Galliano, A. Schroter, Roy Ayers, Joseph Ryan, H. Winborn, C. E. Mosley and many of my other friends in the SIU.

I would like to get the LOG, if possible. Please send me the last two issues, which I missed. Also, if some of my past shipmates would like to write to me, here is my address:

Pvt. Antonio Goncalves  
US 51304627  
Co. C, 34th Med. Tn. Bn.  
5th Armored Division  
Camp Chaffee, Ark.

(Ed. note: We are adding your name to the mailing list. The issues you missed have already been mailed.)

### Hospital Gives Time To Think

To the Editor:  
After being in the hospital for a year I find that a lot of things run through your mind.

The first thing is taken from observing "some" patients I have seen and heard. Of course this does not refer to all of our brothers who have been in and out of the hospital. It must be remembered that there are "other" patients besides seamen who inhabit these places of beautiful nurses and soft-spoken doctors (?).

I would like to say hello to our brothers in the Baltimore hall—Al Stansbury, John Arabasz, Tony and the rest. I hope to be out of here by spring.

It sure will feel good to get back on the water again. I wouldn't care if it was in a row boat as long as it was SIU.

Robert A. Rogers

### Backs Payroll Savings Idea

To the Editor:  
I am a member of our fine Union. In the February 19, 1954, issue of the LOG I had the good fortune to read the "Letter of the Week" written by Joe Pasinosky, an old shipmate of mine on the George E. Hale.

Incidentally, the bosun on that trip (which was made during the war when we touched seaports in Italy and North Africa) is the first name engraved on the bronze plaque, put up in memory of those who went down with their ships, in the New York hall.

I want to back Joe up 100 percent on his suggestion and I believe 99 percent of the brothers will go along with him also. Although there is no way to know what a brother is holding because we are not equipped with X-ray eyes to look into his wallet, many make nuisances of themselves by getting roaring drunk during or after a payoff. After this they have a sad story to tell about how they were rolled and lost everything.

I don't say that it is impossible to have this happen to you. It happens to someone every day. But now we are equipped with the Welfare Services, and there is nothing better. A seafarer no longer needs to fall back upon a

# LETTERS

### SIU Books Help Union Spirit

To the Editor:  
As a patient recovering from an operation here at the USPHS hospital at Stapleton, Staten Island, I wish to express my thanks and show my deep appreciation for the use of books which you so kindly had distributed here by your friendly hospital delegate.

Although I am not a member of your Union, but belong to the NMU, I was given books to read while I was a bed patient. This helped greatly to pass the time and keep my spirits up. Now that I am up and around, I visit patients in other wards, many of whom have told me that they also enjoyed reading the SIU-donated books. They also wish to compliment the SIU on such a worth-while program.

It has stimulated a spirit of union brotherhood here which alone shows its value. Thanks again, and I sincerely wish that all your progressive programs meet with the same success.

Joseph A. Donovan

### Appreciates SIU In The Hospital

To the Editor:  
I am sorry that I did not write before but I have been very sick. The storm is over now and I can see the shoreline.

I would like to tell the membership again and again how great it is to be in the SIU. One realizes it most when in the hospital or when in need, as I've been these past two months. The membership owes Brother Toby Flynn a vote of thanks for doing a wonderful job looking after fellows in the hospital. He has never been in so big a hurry that he wouldn't stop and give encouragement to the sick. He is a grand guy.

Whenever I get out of the hospital I am coming in to the Union and thank you all. I can't write much now as I am weak and still confined to bed.

R. Edmondson

### Reports From Crescent City

To the Editor:  
I am still down in the Crescent City, attached to the marine hospital, and I still can't ship for quite some time. I am feeling like myself little by little, and will be able to take on Jimmy Carter for the lightweight crown pretty soon.

I want to let all of Brother Tedd Terrington's friends who were out at sea know that Brother Terrington passed away on February 8th in the New Orleans hospital after an illness of over a year. Brother Terrington was well known throughout the Gulf, due to the fact that he was steward patrolman at the New Orleans branch for several years. Brother Terrington carried an early Gulf book, changing over from the ISU.

### Oldtimers In Hospital

Here are some of the oldtimers at the New Orleans hospital: Brother Red Cobb is still here, and expects to be discharged any day. Brother Johnny Long is in here for a general checkup and Brother Anderson is up and around and getting along fine after a long illness.

Here are some recent arrivals: Chief cook Jimmy Dambrino and steward Gabby.

Before closing I would like to ask all Louisiana brothers who will be in New Orleans for the second

primary to vote for Frank Cassiery for councilman at large on election day, as this candidate is a real friend of labor.

Spider Korolla

### Student Seeks Labor's Views

To the Editor:  
I am a student at Iona College in New Rochelle, NY, and I am writing a research term paper concerning labor's views of the Taft-Hartley Law.

I would appreciate your sending me data concerning the views of your particular union. Thank you for your cooperation.

Peter Rosato

(Ed. note: The information you requested is on its way to you.)

### SIU Libraries Are Appreciated

To the Editor:  
I am writing this to let you know that the SIU policy of placing books over here in the USPHS hospital on Staten Island, NY, has gone over very well. They are being read not only by our men but also by the men from the MSTs, NMU and the Coast Guard and Post Office employees.

Things like this go a long way, I think, toward bettering the Union's public relations. It is a thing that really focuses attention on our outstanding welfare program. It shows how superior it is to any now being operated here in the hospital. I know the continuous placing of SIU ship's libraries here in the hospital will be greatly appreciated.

Donald Peterson

### Expresses Thanks For Aid To Family

To the Editor:  
I would like to express my appreciation to the Welfare Service Department of the SIU for their cooperation and assistance to my family at a time when things looked hopeless for them.

It is very gratifying to belong to the SIU, a Union that not only takes an interest in the welfare of every member but also in their families when emergencies arise. Your assurance in matters such as these means a great deal to every member of the SIU.

Thanks Philadelphia Members  
My wife and I want to thank Steve Cardullo, SIU agent in Philadelphia, who has been a great help to my family and me in the past and again, most recently, when I needed help.

My sincere and deepest gratitude also to the Philadelphia membership, which assisted my family at a time when it was urgently needed. Their assistance, financial and otherwise, was more than a godsend to my wife and children who, without their help, would have been left destitute.

My wife and I express our sincere thanks and appreciation for the way the membership came through in the past and again most recently when all our possessions were destroyed by a fire. I don't know how my wife and children would have carried on without their help and support.

My thanks also go to Hank Martin, chief cook on the Republic, for his assistance and support; to George and Peter Hatgimisios and their friend Larry for taking care of my family affairs at the time of the accident.

Mr. and Mrs. Kosta Hatgimisios

### Arizona Looks Good To Him Now

To the Editor:  
I'm still in Tucson and prospects are that I will remain here for another six months or a year. At first I thought that this was just about the most desolate area I had ever seen, short of Saudi Arabia, but the darn place seems to grow on you. After a while you can find beauty in the mountains and desert, in the cactus and rocks.

For the past three weeks the temperature during the day has ranged between 72 to 80 degrees while, only a few miles away on Mt. Lemmon, the snow-birds are skiing. It is 65 miles to old Mexico and I can substitute tequila for Don Q; the other attractions are the same as in San Juan.

That wonderful character, Westbrook Pegler, lives a few miles north of Tucson in a swank suburb. For a small fee I could be tempted to drop a mickey in his bourbon and branch water.

I'd appreciate it if you'd see that my LOG mailing address is changed from Pennsylvania to Tucson.

Harry K. (Slim) Hiff

(Ed. note: We have noted your change of address.)

### Getting Set To Rejoin Union

To the Editor:  
Please delete my subscription for the SEAFARERS LOG from your mailing list. I rotate January 20 for the States, and once again back to the SIU. Having had the LOG to read regularly since I have been in Germany has kept me pretty well posted on SIU activity.

A recent article in the LOG by Sidney Margolius, "Your Dollar's Worth," concerning common colds, should be of great value to those who read it, providing they realize the truth about it all. Antibiotics serve their purpose, but are too often and too freely used in the treatment of common colds. Seems like in this day and age whenever a person catches the sniffles nothing less will do but to kick in ten or fifteen dollars for some antibiotic that has little effect if any at all. Of course, if the condition is prevalent for several weeks, it is best to see a doctor. So the man told us in the medical school.

I am dreading that trip to the States aboard that MSTs scow. Animals on a cattle ship have a good life in comparison. At any rate, I am hoping that my next mailing address will be aboard an SIU-contracted vessel.

Cpl. J. Wayne Adair

### Prisoners Need Reading Matter

To the Editor:  
We, the undersigned, presently confined in the Louisiana State Penitentiary, would like to receive reading material of any description. We are allowed to receive this matter provided that it comes from the publisher directly.

There is no way we can adequately express our gratitude for anything anyone can do in this regard, as recreation is not one of this Institution's strong points. Reading is perhaps the most common source of diversion which is available to us.

Thank you sincerely and eternally for any assistance which you may be able to render in this matter.

Names (six) withheld

(Ed. note: Samples of the literature published by the SIU are being forwarded to you under separate cover.)

shipmate who has obligations of his own without having to shoulder someone else's load. Now he can work out his own problems since "God helps those who help themselves." I suspect there are those who salt away as much as they can and then fall back on their Union brothers. These are known as freeloaders.

In conclusion, I for one should like to commend Brother Pasinosky for his straightforward article which comes under the heading of constructive criticism, because it shows those at fault what their faults are and what they can do to remedy them.

I'd like to read ideas upon this subject in the LOG from other brothers.

Clarence "Buddy" Cousins

### Thanks Brothers For Blood Aid

To the Editor:  
I am sorry I do not know their names, but I hope that the brothers who have donated blood for me at St. Vincent's Hospital in New York will read this and know that I am very thankful and grateful for their kindness.

I have been here at the hospital since October and am due for another operation this week, the fifth one they have had to perform on me since I came here. Many thanks again to the Seafarers who helped me out with blood. I hope I may be able to repay the favor some time.

Joseph Pilutis

### Call Him Any Time-In Pusan

To the Editor:  
I have been in Korea for four months now and would appreciate it very much if you would send copies of the LOG to me here.

Incidentally, I have been going aboard a few SIU ships here in Pusan and have met quite a few of my old friends.

Here is a picture of "Bad Eye" Mason of Norfolk and myself. The picture was taken aboard the



Aboard the Morning Light in Pusan, Goings (left) is shown with old shipmate "Bad Eye" Mason, steward, during a visit to the ship.

Morning Light (Waterman) here in Pusan. Mason was steward at the time.

Would you please print my name and phone number here in Pusan so my old buddies coming here could call me up on arrival here. Thank you.

Pvt. E. C. "Red" Goings  
US 54126092  
Hqs. Co. 7th TMP  
APO 50 c/o Postmaster  
San Francisco, Cal.  
Phone number 730 Pusan

(Ed. note: We have added your Korea address to our mailing list.)

**Thanks Union For Sick Aid**

To the Editor:

When I was on the Steel Seafarer I got sick and had to be taken off the ship in San Francisco to be hospitalized there. After being in the San Francisco hospital for a while I was transferred back to New York and was an outpatient on Staten Island for seven weeks. All that time I got my unearned wages plus the \$8 a day maintenance and cure.

I'm pretty sure that if I wasn't a member of a union I would never have gotten benefits of any kind.

My thanks go to the Union and to the Welfare Department for making it possible for guys like me to get benefits such as we have today. It took years to get to the point we have reached now and I for one, certainly appreciate the gains we have made.

I would also like to thank the fellows on the Steel Seafarer who were very helpful to me when I got sick.

J. E. Burus

**Union Is Tops When Men Ail**

To the Editor:

I was in the Staten Island hospital for nearly a month and am sure glad to be up and around now. All the guys who are in the hospital, including myself, appreciate the work done by and the interest shown in the men by the Union's Welfare Services Department.

They all believe it to be the best thing the Union has ever done in all its years of caring for and about the membership. As we see it, we really need a friend when we are in the hospital and the Welfare Services representative really takes good care of us when we are there.

I have nothing but the highest praise for Walter Siekmann and Toby Flynn of the Welfare Department. Also, the new library is a big help for the fellows when they are confined to the hospital. Most of the boys in the hospital on Staten Island are from other cities, but they are made to feel right at home here in New York. They were taken good care of by the Union and by the hospital staff.

Gil Vila

Gil Vila

**Enjoys Reading Union Paper**

To the Editor:

Thanks so much for sending the LOG to my husband, Nathan Dixon. I get the benefit of it, for I do enjoy reading it so much; that's why I am sending my new address, so there will be no delay in receiving it.

Thanks so much.

Mrs. Nathan Dixon

(Ed. note: We have changed your mailing address, as you requested.)

**Ex-Seaman Wants To Sell Cabin**

To the Editor:

I would very much like to get a copy of "Seafarers in World War II." It was 11 years ago, Washington's birthday that a torpedo got us on the Chattanooga City. From 1944 to the end of the war I sailed as "chips" on the Emily Weder, an Army hospital ship. I married one of the nurses and since then, after 31 years at sea, I have been a land-lubber. The only contact I have with my old profession has been through the LOG which, by the way, is passed on to several other oldtimers.

I am not kicking, but once in a

while I wish I were back in one of the old rustbuckets.

If any of the boys would like to become a landowner, I have a well-kept-up quonset hut ready for occupancy at any time, with an acre and a half of land right across the New York state line in Vermont. The only things missing are bunks. An oil burner, stove, electric ice box and a new gas range go for the price of \$2000. There is an excellent all-year-round camp, right up in the deer country. Anyone interested can get in touch with me at Cambridge Nursing Home, Cambridge, NY.

Henry Sorensen

(Ed. note: A copy of "Seafarers in World War II" is on its way to you.)

**Port Agent Gets Praise From Men**

To the Editor:

We, the crew of the Queenston Heights, wish to thank Brother James Sheehan, the port agent of Boston, for supplying us with a much-needed library aboard this ship while up in Portland, Me., this last trip. We arrived up there in sub-zero weather and snow was falling, yet Brother Sheehan made his way up here from Boston to deliver the library to us. This proves to us that Brother Sheehan takes all crews' problems on ships hitting this area around Boston as though they were his own problems, and usually settles them in an orderly SIU fashion.

Again we say thanks to you, Brother Sheehan, thanks a million from this crew. We will not forget the service you gave us for quite a while.

Shorty Melanson

**Wants LOG Sent To New Address**

To the Editor:

I would like to have the LOG sent to me at my new address. As you can see, I have returned to Angola, La.

It looks like a rough road ahead, especially after sailing with such a sure-fire outfit. We few SIU members send our thanks for the magazines your office sent to us. Thanks a million. We appreciate everything that is sent to us.

We will be looking forward to more reading material. We would like to receive any specimens of examinations, etc.

Rene M. Bourgeois

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

**Info On Union Sought By Sailor**

To the Editor:

I am in the service and expect to get out in about a year and a half. I have had eight years at sea and would like to find out about the merchant marine.

I have read a few copies of the SEAFARERS LOG and would like to know more about the Union and how it works. Any information you could give me would be greatly appreciated.

Paul Van Riper

(Ed. note: The information you asked for has been sent out to you.)

**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.

**LETTERS**

**Old Salt Wants Salty Newspaper**

To the Editor:

Allow me to introduce myself, a former seagoing man who sailed before the mast under five different flags in the latter days of the windjammers. I went around Cape Horn in 1905. Once I took out a card in Andy Furuseth's union and later met him in person in Washington. I asked him if I could do a biography of him but he declined any interest in a biography. He was a grand old boy.

I entered Academe, but like my beloved teacher, Veblen, I soon became a casual there.

Book For Young Folks

Now I am spending the afternoon of life writing a book on life at sea for young folks. In 1931 I published a book called "World Workers Educational Movement," which was my contribution to the labor movement.

I would like to have you send the LOG to me, as I need to read a salty paper to refresh my vocabulary in nautical discourse.

Marins Hansome

(Ed. note: The LOG will be sent to you regularly, every two weeks, from now on.)

**MP In Japan Asks For LOG**

To the Editor:

I would appreciate having the LOG sent to me here in Japan. I am now serving in the 720th MP



Ehmson seen in full MP regalia.

brigade in Tokyo. If any of my shipmates read this letter, it would sure feel good to receive a letter from them.

Pvt. Herbert Ehmson

US 51251214  
Co. B 720th MP Br.  
APO 500  
c/o Postmaster  
San Francisco, Cal.

(Ed. note: Your name has been added to the LOG's mailing list; from now on you will receive the LOG every two weeks, as published.)

**Seaman Wants To Receive Paper**

To the Editor:

I am a seaman, and have been reading the SEAFARERS LOG for quite some time now, and I like it very much. I would appreciate it very much if you would please put my name on your mailing list to receive the LOG.

Marvin Young

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

**Cleans Up In Laundry Firm**

To the Editor:

At present I'm on the beach, seeing how much the laundry business is going to cost me. How about a few lines from some of my old shipmates—Valentine, Gets, Lin-

denberry and all of you other fellows. I know you can write.

When any of you pull into Gulfport, give me a ring at the General Laundry, 429 Gulfport or 296 J Pass Christian, and the bottle is on me.

I also wish to say thanks to the Union for the maternity benefits paid to me for my daughter Sherry Ann. It's the most wonderful thing a Union could do for a baby.

Milton "Paul" Cox

**Thanks SIU For Sending Flowers**

To the Editor:

I would like to thank my brothers of the Union for the flowers they sent at the funeral of my brother, Jonas Laughlin, who was killed on the Atlantic Dealer, December 30, 1953. It is nice knowing the Union is behind me no matter what happens. Thank you.

Joseph F. Laughlin

**Wants To See Birth Notice**

To the Editor:

I would like very much to receive the July and August copies of the LOG, since the announcement of the birth of my son, born June 26, 1953, was listed in one of these issues. Thank you very much.

Mrs. Eric H. Anderson, Jr.

(Ed. note: The copies of the LOG which you requested are on their way to you.)

**Oldtime SIU Man To Receive LOG**

To the Editor:

Will you kindly put the name of Paddy McCloskey, an old SIU man, on the LOG's mailing list. I would also like my address on the mailing list changed from Riverton, Conn., to my new address in Baltimore, Md.

Drop me a line if there are any news items or photos you would like from this port.

Hugh W. Eatherton

(Ed. note: We have made the change of address and added the new subscriber to our mailing list.)

**Men Mourn For Lost Brother**

To the Editor:

Upon our arrival in Boston, we were grieved to hear from patrolman Jim Sweeney that our brother, Ed Dacy, had passed away the week before while undergoing surgery for cancer of the throat.

We would like to express our heartfelt sympathy to Ed's family and kin. He was always a true shipmate and staunch Union man. He was respected and loved by those of us who had sailed with him. Dacy lived by the rule "If I can't do you good, I won't do you harm." May God bless him and may his soul rest in peace.

Freddy Bruggner

Kenneth Marples  
Al Dumbaugh  
Andy Anderson

**Plumber Wants To Receive LOG**

To the Editor:

I would like to have the LOG sent to my home. I am an ex-serviceman and had the pleasure of learning about and reading your fine paper while assigned to foreign duty.

I belong to the plumbers' local here in Vicksburg and mean to show the LOG around to my brothers there. Thank you.

A. L. Woods, Jr.

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

**SIU Crew Helps Shoreside Men**

To the Editor:

I wish to take this opportunity to express the appreciation of the Delta Line's shore gang in Buenos Aires for the donations received in behalf of our co-worker, Canary, by the bosun, O'Leary, and the crew of the Del Sud. It was indeed a privilege and opportunity to work beside men who are so benevolent and sympathetic toward their fellow men.

I am looking forward to working alongside of more SIU crews.

Leon, shoregang bosun,  
Delta Line

**Free Will Basis Of Free Nation**

To the Editor:

When the men who founded this nation formulated a Declaration of Independence based on the principle that all men are created equal and endowed by their Creator with certain inalienable rights, and then proceeded to draw up a Constitution that would guarantee respect for these rights on the part of government, they were giving substance to aspirations that men have cherished since the dawn of history.

Deep in the human heart there has always been some inkling of the fact that there are sacred precincts in which

the individual has the right, under God, to call his soul his own and into which he will not brook intrusion on the part of any thing or anyone outside of himself. In the degree that he does, he loses something of his human stature and becomes less a man.

The limits of these precincts are not easy to define. We were created with a social as well as an individual nature and destined to live in the society of our fellows. They have claims on us and we have claims on them and from cradle to grave our lives and our destinies, our hopes and our dreams, are inextricably interwoven with theirs. We need one another and we achieve happiness as we learn what it means to love one another and bear one another's burdens.

Loses Life Force

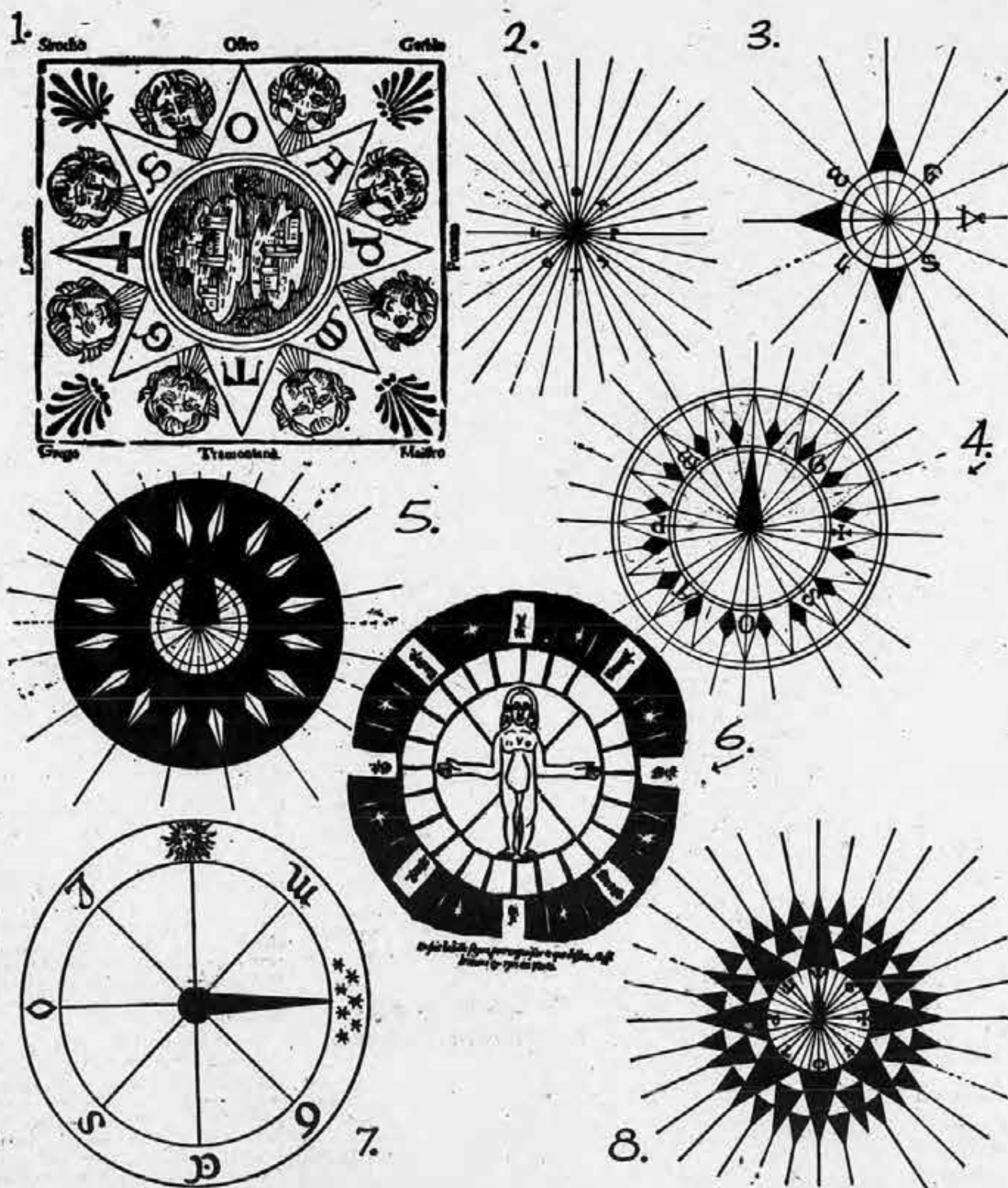
In the degree that a man walls in his soul against his neighbor, his personality shrinks and he loses his capacity for the fullness of life. Yet there is something about each and every one of us that is inalienable, something that we cannot give without losing all further capacity to give. For if we yield it, or if it is taken away from us, we are no longer ourselves, but pawns in alien hands, moved about and disposed of by a will that is not our own. He who has no life he can call his own cannot give life; he who is in bondage cannot set others free; he who has no freedom to pursue happiness cannot bring happiness to his fellow man.

We do not exist alone. We were created to live in society and to work out our salvation in the midst of our fellow men. We are born into the family; very early we toddle out into the neighborhood, gradually come to know the community, and bit by bit realize that we are citizens of the state and the nation. More and more, as we grow up, we become aware of the rest of the world and develop some sense of membership in the human race. With this and this alone, we have the basis of a free government for all.

Gilbert Parker

Gilbert Parker

# "The Rose of the Winds"



Compass at the upper left, dating from around 1521, shows clear illustration of the rose of the winds. Note that it is an eight-pointed compass. The others are: No. 2, a rosette from the sailing chart of Andrea Bianco, 1436, (initials are Italian names of winds); No. 3, a 16-point sailing chart of 1384; No. 4, a more ad-

vanced type, 1540; No. 5, a Portuguese model dating from 1500; No. 6, compass card printed on the title page of a French book "The Routes of The Sea" of 1584; No. 7, an eight-pointed Venetian design of 1545; No. 8, a 32-point type from Columbus' day. All compass designs derived from sailing charts.

That common, garden-variety maritime tool known as the compass may be generally taken for granted today but it was a long time in developing. As far as is known, the first compass that was used for navigation purposes came into existence around the year 1200, which means that the Vikings and the Phoenicians made their daring sea voyages by observing the stars, the moon and the currents.

The principle of the compass was generally known to the early Greeks who were aware that a magnetic needle would point north, but they didn't apply it to navigation. The Chinese had a working compass long before Europeans did, about 139 AD in fact. But they used it exclusively for land travel.

Early compasses used by European navigators consisted of a needle floating on a cross of reeds, in itself suspended in a basin of water. It apparently took approximately 70 years for somebody to hit on the idea of mounting the needle on a pivot. The first known compass of this type with a scale and sights dates from the year 1269.

Around 1302 an unknown navigator in southern Italy designed a card with the needle fixed to it and the "Rose of the Winds" painted on it. It was the first true mariner's compass as we know it today.

Refinements of the compass which followed used 8, 12, 16 or 32 points, a practice which derived from the drafting of sailing charts, but the present 32-point compass is for all practical purposes a direct descendant of the compass designed in 1302.

The perfection of the compass had a great deal to do with the successful voyages of exploration which followed including Columbus' trip to the New World. As such, the "Rose of the Winds" was the key to modern navigation.

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

**COE VICTORY (Victory Carriers), January 10**—Chairman, P. Ryan; Secretary, F. Ken. Pat Ryan was elected ship's delegate. Report on the captain will be sent to headquarters if he steps out of line. Vote of thanks went to the steward department for a job well done; and the service we received in the bad storm we were in this voyage. The cooking is excellent, so if you want a good ship-catch the Coe Victory.

February 7—Chairman, A. Anderson; Secretary, Pat Ryan. Disputed overtime will be referred to the patrolman. More innerspring mattresses should be secured for the next crew. Menu board should be changed to the forward end of the messroom. Steward department got a vote of thanks for a job well done.

January 12—Chairman, C. Tobias; Secretary, Charles Ludwick. An AB was removed from the ship in Manila with acute appendicitis. Another AB failed to join the ship leaving Sasebo, Japan. Charges brought against a performer will be turned over to the boarding patrolman. Di Maio was elected ship's delegate. Engine delegate is in the ship's hospital and asked to have another delegate elected. Edward J. Dean was elected. Ship's delegate will ask the captain to get replacements in Singapore and to order a new electric motor for the crew's washing machine. Ship's delegate will ask the captain if meals can be served in the ship's hospital to Frankmanus. Captain has said that he isn't too sick to go aft for his meals.

**ANNE BUTLER (Bloomfield), January 15**—Chairman, James Wilkie; Secretary, M. Anderson. Ship's delegate asked that the repair list be turned in before arrival at Mobile. One man missed ship in San Pedro. Draw list and a copy of the repair list will be given to the captain. Ship's delegate reported that Mrs. William Scarlett received the donation sent from Pusan. All hands wish a speedy recovery to Bill Scarlett, third cook, who was injured in Yokohama. It was unanimously agreed that the crew would ask the patrolman to intercede for the crew in the matter of getting bulkhead fans for the rooms. This ship has been running for three years without fans in the rooms. All inside decks need to be cemented and repaired. A vote of thanks was given to the steward department for a job well done. Steward thanked the crew for the kind consideration and cooperation given him on this trip. Ship's delegate gave a vote of thanks to the department delegates for the cooperation and help given to him this trip.



**ROBIN GRAY (Seas Shipping), January 3**—Chairman, William Jenkins; Secretary, Edward Tresnick. Repair list was turned over to the chief mate and to the chief engineer for minor repairs that can be taken care of before the ship reaches port. Vote of thanks went to the steward department for a job well done.

**ANTINOUS (Waterman), November 11**—Chairman, Paul Carter; Secretary, Juan Ovando, Jr. There was a discussion on the bosun telling the chief mate to fire a man that he claimed was intoxicated and in his bunk. The man in question stated that he had a few drinks but was not intoxicated.

December 20—Chairman, G. Braxton; Secretary, Paul C. Carter. Donald M. Woods was elected ship's delegate by acclamation. A suggestion was made to try and regulate the heat back aft as it is either too hot or too cold. Steward was asked to order chairs for the recreation room aft.

**POTRERO HILLS (Phila. Marine), February 9**—Chairman, John Van Dyk; Secretary, Henry Soljak. One man missed ship in Yokosuka, Japan. Vote of thanks went to the bosun, for a job well done

as ship's delegate. The bosun is under pressure from the captain, and Henry Soljak was elected ship's delegate. There is a question on whether the sailing board was posted for the proper length of time, causing one man to miss ship. Galley hasn't been soured in almost nine months. There was a discussion between the bosun and chief pumpman on what department will do the greasing on tank top work.

**SOUTHSTAR (South Atlantic), no date**—Chairman, J. Rice; Secretary, M. Shuman. Steward promised to look into the food, after a discussion. Repair list was discussed. Crew will turn in any repairs noted.

**PENNMAR (Calmar), February 7**—Chairman, L. Richardson; Secretary, F. Mitchell, Jr. There was a discussion of food in galley. It was agreed to do away with the old stock pot and to make fresh stock for soups each day. Only freshly rendered fats will be used. Steward agreed to watch the menus more closely and give more variety of food.

**DEL SOL (Mississippi), January 19**—Chairman, Danny Byrnes, Jr.; Secretary, William R. Cameron. Danny Byrnes was elected ship's delegate by acclamation. Motion to buy a movie projector was overruled, and a motion was passed to hold the money for a worthier cause. Doors should be kept closed in and out of port. Shoreside personnel should be kept off ship. Donations were made by the deck and steward departments for flowers for Brother Charlie Wilson's grave in Abidjan, Ivory Coast. Brother Cameron and the deck delegate went to have this taken care of before sailing. Ship's fund totaled \$71.50. After \$26 was donated to the New Orleans hall for their Christmas dinner, a balance of \$33.90 was left. Vote of thanks went to treasurer William R. Cameron.



**BADGER MARINER (South Atlantic), January 9**—Chairman, Edward Molincaux; Secretary, Arlo D. Hill. Eleven new men were signed on in San Francisco. All three departments turned repair lists in to the ship's delegate. Washing machine is not much good. Steward said that cots are on the requisition list. A place will be found for a ship's library. Captain cut down the steward's requisition in Hawaii, Japan and Oakland. This problem will be taken up on the East Coast, and so will the problem of transportation.

**FAIRLAND (Waterman), January 31**—Chairman, V. DiIndia; Secretary, Frank Kustura. One man missed ship in Japan and another man got off to go to the hospital. Repair list will be made out and sent in from the Canal Zone, Panama. One man changed jobs. Discussion was held on the grade of meat put aboard in the States; steaks are tough.

**FORT HOSKINS (Cities Service), January 13**—Chairman, Thomas; Secretary, Gunther. Pat Clary was elected ship's delegate by acclamation. Ship's fund, totaling \$8.07 will be given to the March of Dimes. Foc'sles will be painted. Air registers replaced and repairs. Fans are out of order. Drains need repair as well as water-tight doors. Better grade of coffee should be procured.

**BATTLE ROCK (US Petrolcum), December 3**—Chairman, C. Tobias; Secretary, E. M. Wells. Two men were left in the hospital in Sasebo, Japan—one with a heart ailment, the other due to a leg operation. Both will be flown home as soon as they are able to travel. Charges were brought by the bosun against a member for performing aboard ship and refusing to stand watch and defying the ship's master. Two day-men were taken on in Nagasaki, Japan.

## Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight. Seafarers are urged to use one permanent address for mail so that claims can be checked speedily and payment made right away.

Discussion was had on an AB who refuses to do any work on deck, saying that he is only able to steer the ship. This man had three doctors examine him and all failed to find anything wrong with his back, as he claims, and gave the captain fit for duty papers. This man's watch partners agreed to do his work on deck.

**STEEL NAVIGATOR (Isthmian), January 31**—Chairman, Mack Chapman; Secretary, Joseph Corriveau. Patrolman will be asked about having a different arrangement in the crew messhall seating capacity. Arrangements will be made to acquire watch foc'sles for the black gang and to eliminate 4 men to a room in the steward department.

**BADGER MARINER (South Atlantic), February 2**—Chairman, G. Faircloth; Secretary, Donald Moore. No repairs were done in general. There was discussion on having two separate messhalls—one for the black gang, one for the deck department. Cleaning of the laundry was divided among the three departments. Repair list will be checked when the ship reaches Savannah.

**ROBIN LOCKSLEY (Robin), January 31**—Chairman, M. O. Brightwell; Secretary, James F. Byrnes. All repairs are to be reported to department delegates, who will make up lists to hand over to the boarding patrolman. New washing machine is needed badly. Chief electrician reported that two new 14-inch fans are needed for the crew messroom. Logs will be taken up with the boarding patrolman; most of the crewmembers believe the logs were fog too severe.

**VAL CHEM (Valentine), January 23**—Chairman, John Karl; Secretary, Robert Bowley. Refrigerator to be replaced will be on the dock on arrival in New York. Beef concerning drinking water was squared away. Scuttlebutt will be repaired or replaced. Each man should donate a dollar to the ship's fund at the payoff. Washing water tanks are rusty. Ship's delegate should see the captain. There is a \$2.89 deficit in the ship's fund.

**SEATRAN SAVANNAH (Seatrains), January 27**—Chairman, E. H. Searcy; Secretary, H. L. Grizard. All departments are operating smoothly with no beefs. Ship's fund was reported in some what of a strained condition. We hope to build it up at this payoff. Ship's delegate will contact the patrolman on arrival in New York about a mixing machine for the galley. Patrolman will be asked about getting a new washing machine. Crew's quarters need painting out. At least a year has lapsed since they were painted. Cups should be returned to the messroom after use. Each department delegate is to make out a complete list of repair work needed. Washing machine should be replaced, since repairs needed are many, including a new wringer. Voluntary donations for the ship's fund will be accepted by the delegate.



**SOUTHPORT (South Atlantic), January 10**—Chairman, B. G. Collins; Secretary, R. Vioria. There is \$36.47 in the ship's fund after paying for repairs to the record player and buying records. Cooperation of crewmembers in conserving water was requested by the chief engineer until we reach a port where water can be obtained. Motion was passed to write a letter to the New York hall to contact Savannah about sufficient slopchest and American money draws in foreign ports. Vote of thanks went from the entire crew to the steward department for making the ship a home away from home over the holidays. There was a discussion on cleanliness on the ship and sanitary work performed by each department.

**ALAMAR (Calmar), December 13**—Chairman, E. Hogge; Secretary, Smiley Clausen. There is \$38 in the ship's fund. Smiley Clausen was elected ship's delegate by acclamation. Suggestion was made to try and get repairs done now and to have the steward make up a list of stores needed to be turned over to the Wilmington patrolman. Discussion was held on the slopchest on Calmar

ships and buying the least that each man can get by with.

**January 22—Chairman, Elbert Hogge; Secretary, Roy Kelley.** There is \$33 in the ship's fund. Repair list was made up and turned over to the captain, chief mate and chief engineer. Roy Kelley was elected ship's delegate. He and the department delegates will list the cleaning assignments for the recreation room and laundry. Bosun will be paid for Christmas tree lights out of the ship's fund. It was decided to let the deck department have the old washing machine motor to make a saw. Bosun said he would paint the laundry in New York. Ship's delegate is trying to get an SIU slopchest on here but is not making much headway yet, but after we have a good talk with the captain we think we will get it. The third mate is the big hold-up as he handles it. Members staying on next trip are advised to order what they need from the Sea Chest. Some of the brothers were surprised to see Calmar buying food on the West Coast. The steward put in a store list on arrival and we got another surprise as nothing was cut out. We did get 1,000 pounds of potatoes more than was ordered, so there must have been a sale on potatoes.

**ALEXANDRA (Carras), January 21**—Chairman, O. J. Morgan; Secretary, R. Lipari. O. J. Morgan was elected ship's delegate. Ship's delegate will see the captain about the payoff. Crew can draw on their OT if ship does not pay off in Gulf. Washing machine needs new wringer. All three departments agreed to rate the cleaning of the recreation room, wash room and laundry. Steward advised all hands to turn in all soiled linen.

**COUNCIL GROVE (Cities Service), January 3**—Chairman, James H. Parker; Secretary, Jim Merrill. All hands were asked not to overload the washing machine. Steward department got a vote of thanks for good work. Delegates and crew were thanked for a clean ship. Suggestion was made that the crew ask for boards to make benches that could be hung on the rails on the poop deck during the warm weather.



**COMPASS (Compass), January 30**—Chairman, David Alt; Secretary, Chel Zawrych. Captain blamed the ship's delegate for starting trouble on here. Deck delegate warned the deck gang to stay on the ball; there are enough beefs on ship now. Coast Guard told the captain to order stores or else; there are no meats aboard. Captain was told he has no reason to fire Greek seamen. There are beefs on foods being short each meal. Chief cook was asked to cook more hereafter. Chief mate ordered the chief cook to fry steaks for visiting officers, though they were not on the menu.

**COUNCIL GROVE (Cities Service), January 28**—Chairman, W. W. Reid; Secretary, J. C. Whalley. Everything we needed, was gotten in the shipyard except some locker repairs. Port engineer in New York will be contacted about this when he comes aboard. He will also be asked about benches for the fantail for the summer. Washing machine should be turned off and cleaned after use. Light will be installed to show whether the machine is on or off.

**STEEL SCIENTIST (Isthmian), January 9**—Chairman, John Dutch Merkel; Secretary, Earl Parnell. Letter of protest against the closing of the marine hospitals was given to the New York patrolman who said he would forward it to the proper people. Two brothers missed ship in Baltimore and rejoined again in Charleston. This will be reported to the New Orleans patrolman. John Dutch Merkel was elected ship's delegate; Brother Chesmus, engine delegate; Brother Hunt, deck delegate. Suggestion was made that the steward order fresh milk immediately upon arrival in New Orleans. Discussion was held on linen. Hooks for coffee cups will be installed in the pantry.

January 25—Chairman, R. Hunt; Secretary, J. J. Merkel. Motion was passed to get a wash basin in the black gang head. Motion to buy a record player for the crew messroom was defeated. Messman should eat before or after meals. All dry cereals should be looked into, and various others ordered. Ship's fund should be built up.

**FAIRPORT (Waterman), February 25**—Chairman, Jim Adams; Secretary, Jack Ross. Food situation is now OK. Repair list will be handed in early enough so that repairs can be done at sea. Vote of thanks went to the steward department for doing a good job. All departments will help clean the laundry, and all will put heat and hot water situation on their repair lists. The steward is short of linen. Fourth issue of linen was held up two days by the old steward until the laundry was returned so it could be issued.

**ROBIN MOWBRAY (Seas Shipping), February 14**—Chairman, Edward V. Smith; Secretary, J. E. Ross. Deck department will put in OT for the cadet working on deck. Deck delegate will see the chief mate about this. Anyone buying crawfish is to get two receipts; steward will stow them in the ice box. Screen doors should be kept closed in port. Wash bowl is needed in the head topside room next to the 4-8 oiler and fireman. Safety suggestions should be referred to the delegates.

**STEEL DIRECTOR (Isthmian), February 6**—Chairman, A. F. Bankston; Secretary, John Haynes. Beef about changing rooms was squared away by New York agent. Rooms will be changed permanently at the end of this trip. Blackie Bankston was elected ship's delegate by

the membership. Ship's delegate asked for the crew's cooperation. If any beef arises, see the department delegate first. Discussion was held on making a platform for the washing machine so that it will drain, and keeping the laundry, sink and washing machine clean. There is \$11.70 in the ship's fund; all donations should be given to the department delegate. Men going on watch will go to the head of the line when the slopchest is open. Shoreside personnel should be kept out of the passageways if they have no business on the ship.

**STEEL WORKER (Isthmian), February 14**—Chairman, Ralph Knowles; Secretary, M. A. Machel. Soaks was contacted on repairing the radio. Washing machine will be cleaned after use. Messroom should be left clean. Standby should make coffee when calling messmen and cooks. Coffee pot will be put out.

**CHILORE (Ore), February 21**—Chairman, John R. Taurin; Secretary, Edward P. Mattison. Delegate warned the men who were gassed up and missed watches on sailing day that in the future they would be dealt with by the patrolman. Crew washing machine is out of order. Ship's delegate will see the chief engineer about repairs. Ship's delegate wrote for a new library as there is no reading material on board. Books should be returned to the crew recreation room. A whole-hearted vote of thanks went to the steward department for the excellent preparation of food and service.

**PETROLITE (Tanker Sag), January 23**—Chairman, M. A. Huff; Secretary, LeRoy Eggen. Steward department should wash the ship's laundry during a more convenient time. It was decided to do this during the hours of 1900 and 2100. More fans will be looked for. Coffee cups should be rinsed in the center sink after use.

**HURRICANE (Waterman), January 18**—Chairman, W. F. Egan; Secretary, E. Bill Ray. No major beefs have occurred so far on this voyage. The entire crew was complimented for a good voyage. All members were asked to return books after reading them. Repair lists will be made up and turned over to mates and engineers well in advance of the end of the voyage.

February 7—Chairman, C. McNetton; Secretary, E. Bill Ray. Ship's delegate will contact the patrolman at the payoff to see that a new washing machine is installed on this ship, as the one we have is beyond repair. Patrolman will be asked to see the captain of this vessel to find out why the slopchest is only open once on each way of the voyage. Discussion was held on the menu. Crew asked the steward for more variety of fresh meats and vegetables. Steward reported to the crew that it was necessary to maneuver the menu. He was asked to check stores upon delivery this trip and report to crew any missing articles. Action will then be taken by the crew and the nearest patrolman. Crew extended a vote of thanks to the cooks and messmen for food prepared and served. Crewmembers who are leaving were asked to strip bunks and leave foc'sles clean, and to turn keys over to their department delegate.

**MICHAEL (Carras), February 21**—Chairman, Fred Bruggner; Secretary, E. Manuel. Men were cautioned about smoking in forbidden areas while loading or unloading. Doors on the main deck should be kept closed at all times while loading or discharging. Recreation equipment will be purchased out of the ship's fund.



**CANTIGNY (Cities Service), February 19**—Chairman, D. Reed; Secretary, R. K. Holt. Slopchest is open every night between 6:00 and 8:00 PM. Crew is welcome to use the ship-to-shore radio. Crew iron is kept in the ship's delegate room. R. K. Holt was elected new ship's delegate. Chief cook will check stores to see what is needed. Night lunch should be more varied. Patrolman will be asked to see that the ship is properly stored before leaving Providence. Ship's delegate was reimbursed for \$1.15 phone call to Galveston for replacements; the ship's fund, which now totals \$22.72, was turned over to the new ship's delegate.

**DEL RIO (Mississippi), February 17**—Chairman, C. Fry; Secretary, L. T. Briant. Repair list was read and modified. Next crew will be reminded to keep the laundry drain clear. Vote of thanks went to the delegate and a unanimous vote of thanks went to the first assistant engineer, Harward W. Tindell, and Calvin L. Cook, purser, for their cooperation in assisting the crew in good and welfare throughout the trip. Each department repair list will be kept separate and the crew's repair list will be kept separate from topside's repair list. There should be at least one first meat on the menu; salads should be improved. Messman was reprimanded for negligence. Pantryman was officially requested not to serve food with soap on his hands. Ship's delegate moved to give the crew messman and pantryman a chance to improve for the remainder of the trip.

**STEEL FLYER (Isthmian), January 24**—Chairman, Charles H. Bush; Secretary, Charles W. Heppding. Beef will be brought up before the patrolman about the first assistant engineer and the junior third, in regard to working rules. Ship's delegate will get in touch with the agent at the payoff regarding men on the beach in Honolulu. There should be someone out there to handle SIU ships hitting there—two or more every other week. SIU men on the beach there have no way of getting out of Honolulu except when a ship does hit there and needs a replacement. Scuppers

(Continued on page 25)

**THE SIU SEA CHEST is completely equipped FOR ALL YOUR CLOTHING NEEDS!**



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

(Continued from page 24)  
and vent pipes should be checked for foul smell and odor. Patrolman will be asked about cleaning topside rooms in the mornings. Ship's delegate will see the chief engineer about painting fore-deck and scouseing them. Steward department was thanked for fine work and chow which was put out on this voyage and for the fine pastry which the baker put out at coffee time.

**BALTORE (Ore), December 30—Chairman, E. Morgan; Secretary, Charles Henschke.** Crewmembers are to be suitably dressed before entering the pantry. Steward department needs more plates. Menus of this ship will be given to the patrolman for comparison with other ships of this company, which are rumored to have better food. Membership was instructed that, in the future, they were not to discredit the steward department but properly direct their grievances against those persons responsible for this condition—the company officials in New York. In the fu-

## PERSONALS

### Ex-Carrabulle

Will the members of the crew of the Carrabulle (National Navigation), who were aboard on March 25, 1953, contact immediately the wife of the late Floyd Holcombe, who suffered a fatal accident on that date. Contact Mrs. Gladys Holcombe at 311 Industry St., Florence, Alabama.

### A. Tursi, L. Foley, R. Tuthill

Please get in touch with me for I have your clothes from the Yokahoma—T. Drzewicki, Salem Maritime, Cities Service Oil Co., or c/o Mullins, Champlain Ave., 66 Wil, Del.

### Joseph Bramley

Please phone or write me as soon as possible. Urgent. Mrs. Edith Bramley.

### Charles Johnson

Please contact Irene Seban at 1405 South Newkirk St., Philadelphia 46, Pa.

### David Nunn

Please contact Mrs. Ruth Adams at 232 Irving St., Milburne, Florida.

### Peter F. Di Capua

Please contact your sister, Josephine Maira.

### J. E. Alsobrook

Please contact your mother at Brownsville, Texas.

### Laurie Welch

Please contact Mrs. W. Turner at 18 Grove St., Charleston, SC.

### Ex-Bland

Will members of this vessel's crew who were shipmates of Daniel H. Boyce (died Feb. 3, 1954) on voyage commencing New York, July 30, 1953, please communicate with Stark and Goldstein, 1201 Chestnut St., Philadelphia, Pa.

### H. Bumpers, W. Walker, J. Williams

Delayed sailing on 2/6/54. Two hours coming to you. Abiqua, Cities Service.

### Ex-Afoundria

Waterman S.S. Corp. has notified us that the following men left gear aboard Afoundria: William G. Moore, John Buttimer, Whitten Hammock and Charles White. If gear is not picked up before April 22, 1954, it will be sold under authority of the law. Gear may be picked up at Collector's Storage Sales Section, 311 Appraiser's Stores, 201 Varick St., New York, N.Y.

### Ex-Nicholas C.H.

Will the following men pick up Trident Trans. Corp. envelopes containing their W2 forms at company office, 52 Broadway, New York 4, NY: Manuel Perry, Eric S. Rau, Charles E. Murray, James Roberison, Kenneth Surat Singh, Leonard Leidig and Candido Cabals.

ture, when serving iced tea or other beverages, it would be appreciated if the ice pieces were small enough to go into the glasses. It was decided to discontinue the ringing of a bell to announce mealtimes until further notice. Crackers will be included in future night lunches and the toaster will be put on the repair list. There is not enough soap to clean the laundry tanks. Repair list of minor items will be made out and given to the deck engineer in time to make repairs before arrival in Baltimore. Dirty water should be thrown over the side of the ship. Iron is available when needed. Officers are allowed three chairs apiece; unlicensed crewmembers none. A more favorable division should be made in the future.

**JOHN B. WATERMAN (Waterman), February 6—Chairman, R. A. Sanderlin; Secretary, D. D. Moller.** A disputed OT beef will be ironed out between the chief mate and the deck department. A. W. Perkins was re-elected ship's delegate by acclamation. Beef on the chow was presented the deck delegate, who said there was baked macaroni and cheese, plain omelet as seconds with the fried shrimp on Friday. Amount of time required for the chief cook to prepare the shrimp was clarified, so that second entries were to be put out by the second cook. Steward said a second meat would be on all menus every meal from now on and his explanation was accepted.

**February 3—Chairman, Pat Cleary; Secretary, Guenther.** Letter will be written to headquarters about repairing the galley range. Motion was passed to keep feet off the messroom chairs. Wash buckets and lockers are to be repaired.

**MASSMAR (Calmar), January 31—Chairman, J. T. Sigmon; Secretary, W. Schoenborn.** Washing machine wringer will be put on the repair list. Repair lists will be made ready by the time the ship reaches the Canal Zone. After comparing company slopchest and SIU Sea Chest, the crew voted unanimously as being in favor of getting a complete Sea Chest on this vessel. Full report will be sent to the Sea Chest in New York, as well as a repair list.

**SEANAN (Stratford), February 14—Chairman, Robert Wiseman; Secretary, Haukland.** One man missed watch in Singapore. There was a fight between two members. Third cook is making special food for himself. Steward reported that meat, dry stores and many drinking glasses are missing.

**QUEENSTON HEIGHTS (Seatrail), February 7—Chairman, Thomas H. Fleming; Secretary, E. Grace.** New washing machine is OK. There is \$22.22 in the ship's fund. Brother Melmon was elected ship's delegate by acclamation; the ship's fund was turned over to him. Wire will be sent to the hall for a new library, and all old books will be collected and sent ashore.

**CARRABULLE (Nat'l Nav.), February 6—Chairman, Percival Shauger; Secretary, Stanley Schuyler.** Ed Parsley was elected ship's delegate by acclamation. There is a balance of \$66.16 in the ship's fund. Bosun suggested that each crewmember donate \$1 to the ship's fund.

**DEL ORO (Mississippi), February 7—Chairman, William A. Perry; Secretary, Leo Watts.** Drunks coming on the ship in port and disturbing the watch will be punished. Steward will lock up books in port. Clothes should be hung on the line to dry in the engine room, not on the rail. Shoreside personnel should be kept out of the crew's quarters. There is \$21 in the ship's fund.

**BARBARA FRITCHIE (Liberty Nav.), February 21—Chairman, Maurice McCoskey; Secretary, J. Melvyn Lundy.** Deck delegate was elected ship's delegate unanimously. The hours that the crew was restricted to ship in Korea will be referred to the patrolman. Bosun is sick and there is a question about the DM acting as bosun at the OT rate. Two men were left in the hospital in Panama. New crew will be told that the engine department quarters are due for a painting. Patrolman will be notified as to the condition in which said quarters are at present. Ship needs extermination. Bunks should be stripped, and all cots and extra linen turned in before the payoff. Engine department should be issued a different brand of soap. Two brothers hospitalized in Panama were wished a speedy recovery and a safe voyage home.

**SEAMONITOR (Excelsior), February 21—Chairman, John L. O'Hannessian; Secretary, John J. Mahoney.** Ship's delegate will see the port steward about getting a different brand of laundry soap. One man missed ship in Kure, Japn. Membership went on record as unanimously objecting to discrimination against seamen by the Army.

**MARYMAR (Calmar), January 18—Chairman, W. Lawton; Secretary, E. M. Bryant.** A few repairs turned in last trip weren't taken care of. The washing machine can hardly be used. Brother Layko will continue as ship's delegate, as he has been doing a fine job. Motion was passed to try to get a new washing machine in Long Beach. Better fans are needed in the crew messhall. Another

fan should be put in the galley as six came aboard this trip.

**February 5—Chairman, Sam Drury; Secretary, E. M. Bryant.** Ship's delegate and steward will see the Seattle and New York agents, if necessary about getting enough supplies to get back to New York. Food is not up to par. Each man will donate \$1 for the purpose of calling Seattle and New York to see if the company can be made to store the ship better. The steward said this was the worst stored ship he had seen in many a year. The crew stated they would back the delegates and steward on whatever was necessary to get supplies. The usual practice is to promise supplies, then about two hours before sailing time bring about half of what was promised aboard, so it is too late for the crew to take any action.

**February 21—Chairman, Sam Drury; Secretary, E. M. Bryant.** Delegates were asked to turn in repair lists. Report was made on fresh water and the ship's fund.

**SHOW ME MARINER (Bull), February 14—Chairman, Nick Swokla; Secretary, John C. Reed.** Steward and his department got a vote of thanks; a letter will be written to the SEAFARERS LOG complimenting them for the fine job that they did this trip. The iron mite is not being used as much as it should be. It was pointed out that the weather

was too bad to permit its use. Men leaving the ship after this voyage should turn room keys over to the delegate or department head. Steward pointed out that there was no alarm for the meat boxes in case someone gets locked in. This was put on the repair list. A buzzer should be put in the messhall for the standby at night. A noise in the wipers' bulkhead should be investigated.

**BRADFORD ISLAND (Cities Service), January 6—Chairman, Thomas Cummings; Secretary, Jhon Nevin.** Letter will be written to the hall about company guards in Lake Charles. Ship's delegate will square engine beefs with the Lake Charles patrolman. Pantryman asked the crew to put cups into the sink. Wipers' overtime should be evened up. All extra linen is to go to the steward, as he is short this trip. Messhall should be kept clean. Thomas Cummings thanked the crew for the money and flowers that they sent to his little girl, who was badly burned.

**ROBIN GRAY (Sea Shipping), January 24—Chairman, Leo Kozar; Secretary, William James McKeary.** One man missed ship in New York and joined it again in Savannah. Motion was passed to build a bookcase in the messroom and have the hot water system checked. One man was warned about being drunk aboard ship and not turning to. Any performers aboard this vessel will be brought up on charges.

**LAWRENCE VICTORY (Mississippi), January 14—Chairman, William Lieberman; Secretary, J. P. Thrasher.** Ship's delegate reported that the captain called the delegates and cooks together to discuss the lousy chow. Wipers were asked to do a proper job on sanitary. Suggestion was made to clean the laundry after it is used.

## '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.

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fast as he can. Messman was told to serve the watch going on first.

**February 14—Chairman, L. Abby; Secretary, J. Botelho.** New wringer was received for the washing machine. There is \$18.12 in the ship's fund. Crew messman should leave out more silverware at night. Recreation hall should be kept clean at all times. Everyone is to cooperate in seeing that this is done. More night lunch was requested at night for the crew mess.

**GENEVIEVE PETERKIN (Bloomfield), February 7—Chairman, Jack Williams; Secretary, Bob High.** Sea Chest was called and a patrolman came on board to check the slopchest. He okayed the quality. Captain will put out draws every five days. Seven men were fired for missing the shift in Houston. Bob High was elected ship's delegate by acclamation. Laundry and recreation room will be kept clean. A list of cleaning assignments for all three departments will be drawn up.

**SEATRAN TEXAS (Seatrail), February 14—Chairman, Ed Lanier; Secretary, Joseph L. Allen.** There is \$61.37 in the ship's fund. Eddie Lanier was elected ship's delegate. Washing machine needs repairing. Vote of confidence went to the chief cook, who is getting off. We were glad to have him aboard and are sorry to see him leave. More night lunch should be put out.

**IBERVILLE (Waterman), February 7—Chairman, C. McQueen; Secretary, George Suarez.** Vote of thanks went to V. Rosado, engine delegate, for making a shelf for the radio in the messhall. There is \$31.91 in the ship's fund. Motion was passed to leave the TV set, radio, and ship's fund at the Mobile hall while the ship is laid up. They will be taken back on board when the ship is crewed up. Taxi fare for transporting them to the hall will be taken out of the ship's fund. Steward got a vote of thanks for a swell job throughout the trip and for service given to the entire crew.

**SUZANNE (Bull), no date—Chairman, M. A. Orlando; Secretary, S. P. Telech.** Mate is on deck at all times. The captain is trying to deduct two day's pay from the crew for being absent from the ship in Mayaguez. Motion was passed to start a ship's fund at the next payoff with a \$3.50 contribution from each man. Cost of cable should be deducted from the ship's fund. Suggestion was made to check with the bosun to make sure about time off before leaving the ship. There should be juice provided at coffee time for those who don't care for coffee. A word of praise went to Juan Manuel Collozo, crew messman, for his leadership in the ILA beef in Mayaguez and in San Juan.

**SEATRAN NEW JERSEY (Seatrail), February 20—Chairman, Norman A. Kirk; Secretary, Edward Jones.** Patrolman told the chief engineer to be more careful. Washing machine will be repaired in New York. It has taken an awful beating and cannot be fixed on the ship. All fans should be turned off when not in use. Beef between the car deckman and the night cook and baker should be referred to the patrolman. Old books and library should be put on the box and SIU books should be changed. Old lockers will be put in the passageway.

**ALCOA CORSAIR (Alcoa), December 13—Chairman, M. Costello; Secretary, S. R. Prestwood.** Captain called attention of the ship's delegate to the life jackets thrown in the passageways. Lenkare in the steward's room was repaired. There is a balance of \$65.50 in the ship's fund. Brother Vaughan was elected ship's delegate by acclamation. Brother Nicholas got a vote of thanks for the service he rendered as ship's delegate. Brother Prestwood will act as secretary-treasurer.

**January 3—Chairman, Manor T. Costello; Secretary, S. R. Prestwood.** The \$5 that was left on the table during the last payoff was turned over to the ship's fund. A vote of thanks was extended to the chief steward and the cooks and the whole department for the good food and the way it was handled on Christmas and New Year's Days. List of movies will be posted no later than 12 noon sailing from New Orleans. Midnight movie will be included for the night gang. Movies will be locked up at all times. Operator has choice for the next picture but will see the financial secretary for the film. Movies will start at 6:15 PM, 8:45 PM and 1:00 PM. Operator will put away the machine after each showing. Crew was asked by the captain not to hang around the gangway in the future.

**LONE JACK (Cities Service), January 9—Chairman, Peter V. Mammal; Secretary, N. Wipple.** Better sanitary work should be done by all three departments. Breakfast should be put out faster. Ship's delegate will accept the ship's fund, which totals \$3.98, as the deck delegate is getting off. Second cook explained that he only has three frying pans and that he is putting out the breakfast as

**SOUTHLAND (South Atlantic), February 4—Chairman, H. M. Thomas; Secretary, J. LaPoint.** Ralph Burnased was elected ship's delegate by acclamation. There was a discussion on the crew's radio. The ship's fund of \$29.00 will be spent on a new set of tubes for reserve. No one is to tinker with the radio.

**GOVERNMENT CAMP (Cities Service), December 13—Chairman, T. Clough; Secretary, M. Beeching.** There was a report on several needed repairs and on the purchase of the TV set. There was a discussion on carelessness involving ship's gear; unless this is stopped measures will have to be taken.

**CITRUS PACKER (Waterman), February 14—Chairman, Neal Calrus; Secretary, Roy Guild.** Repairs from the last trip were completed with the exception of new keys which will be made on ship. Notice of time changes will be posted and hours when the slopchest is open. Vote of thanks went to the steward department on the chow. Ship's delegate was re-elected by acclamation.

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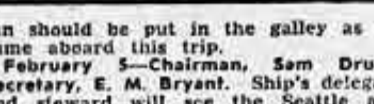
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## Quiz Answers

- (1) Pork barrel refers to a government bill, appropriation or policy decided upon by legislators to spread money around for local improvements to make their constituents happy.
- (2) Ed Mathews, Milwaukee Braves.
- (3) No, any quick movement, or the waving of a flag of any color will excite a bull.
- (4) Southampton, England.
- (5) The Dayaks are natives of Borneo who are headhunters and belong to the Iban tribe.
- (6) \$105.
- (7) Lloyd C. Douglas.
- (8) a) withdrawn.
- (9) Alexander Kerensky.
- (10) True.

## Puzzle Answer

S	A	M	S	J	O	B	S	L	A	P
A	L	A	E	O	V	E	N	O	B	I
P	A	R	A	H	O	N	O	L	O	L
				G	M	A	N	G	R	A
B	R	A	E	S	A	U	K	S		
E	A	R	N	S	W	E	E	T	E	N
E	R	E	B	E	A	L	L	N	E	T
S	A	T	U	R	N	I	A	A	G	R
				R	E	A	T	P	R	I
A	T	L	A	S	T	O	R	N		
S	H	A	L	L	O	W	S		E	E
K	E	N		A	R	E	A	S	E	E
S	E	E		U	S	E	R		T	R

## NOTICES

**Pick Up Baggage**  
Seafarers with unclaimed baggage in the Mobile SIU hall are urged to pick it up or advise the agent their present address within the next 60 days. This baggage is taking up space in the hall which is being converted to other use.

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 .....

# Mom Hails SIU Baby Benefit

Seafarers and their wives who have received the maternity benefit have been uniformly pleased with the welcome windfall, but probably none more than Mr. and Mrs. Nicholas Skondylas of Baltimore.

The Skondylas family recently had a new addition in the form of Nicholas Skondylas Jr., so John Arabasz, Baltimore representative for the SIU's Welfare Services Department, went out to their home to deliver the \$200 benefit check and incidentally, to take some pictures of the family.



Always a pleasant windfall, SIU \$200 maternity benefit proved to be a real surprise to Mr. and Mrs. Nicholas Skondylas of Baltimore, shown with son, Nicholas, Jr.

He found that Mrs. Skondylas had been astonished to learn that the Union was paying them a benefit for the birth of their child. A native of Germany who had been in the States for two years, she couldn't get over the fact that the SIU had set up benefits of this kind.

She told the Welfare Services representative that she had never heard before of any union paying a maternity benefit.

Consequently, receiving the maternity benefit helped make the arrival of their new son a really joyous occasion.

## 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.

Deborah Elaine Hendrix, born December 7, 1953. Parents, Mr. and Mrs. Fulton J. Hendrix, PO Box 91, Pearl River, La.

Colleen Nao Flanagan, born January 20, 1954. Parents, Mr. and Mrs. John J. Flanagan, 553 West 4th Street, San Pedro, Cal.

Edwin Roberto Torres, born De-

ember 18, 1953. Parents, Mr. and Mrs. Julio Torres, 94th Street, Caparra Terrace, Puerto Rico.

Roy Markus Palmer, born December 26, 1953. Parents, Mr. and Mrs. Lloyd T. Palmer, 552 Charleston Street, Mobile, Ala.

Edwin Labiosa, born January 28, 1954. Parents, Mr. and Mrs. Carlos Labiosa, 543 West 180th Street, New York, NY.

Gall Patricia Astorino, born February 2, 1954. Parents, Mr. and Mrs. Vincent Astorino, 541 Summer Street, Long Branch, NJ.

Tina Janine Wilson, born February 6, 1954. Parents, Mr. and Mrs. Elbert Wilson, 212 St. Emanuel Street, Mobile, Ala.

Holly Elizabeth Davis, born December 17, 1953. Parents, Mr. and Mrs. James B. Davis, Route 2, Box 61, Savannah, Ga.

Deborah Susan Magras, born February 6, 1954. Parents, Mr. and Mrs. Thomas L. Magras, 870 Corinthian Avenue, Philadelphia, Pa.

Theresa Ann Kuhl, born Novem-

ber 28, 1953. Parents, Mr. and Mrs. Vincent S. Kuhl, 3428 Westminister Avenue, Norfolk, Va.

Maria Grace Gallo, born February 16, 1954. Parents, Mr. and Mrs. Luigi Gallo, 913 Old Shell Road, Mobile, Ala.

Carolyn Theresa Fischer, born January 31, 1954. Parents, Mr. and Mrs. Harold Joseph Fischer, 158 South Dearborn Street, Mobile, Ala.

Victor Jay Romolo, III, born January 27, 1954. Parents, Mr. and Mrs. Victor J. Romolo, 3110 Esplanade Avenue, New Orleans, La.

John Henry Emerick, Jr., born January 20, 1954. Parents, Mr. and Mrs. John H. Emerick, 914 Bonaparte Avenue, Baltimore, Md.

Norman Richard Heiser, born February 9, 1954. Parents, Mr. and Mrs. Richard C. Heiser, 1718 West 113th Street, Los Angeles 47, Cal.

Frieda Gay Guillory, born February 8, 1954. Parents, Mr. and Mrs. Calvin R. Guillory, General Delivery, Mamou, La.

Gloria Ruth Norris, born February 8, 1954. Parents, Mr. and Mrs. James N. Norris, 47 Ahern Street, Manchester, N. H.

Judith Carol Gendron, born January 23, 1954. Parents, Mr. and Mrs. Maurice N. Gendron, 140 Second Street, Manchester, NH.

Susan Dianne Ryno, born February 10, 1954. Parents, Mr. and Mrs. Thomas G. Ryno, Box 147, Aquilla, Tex.

Valeria Delthia Johns, born February 6, 1954. Parents, Mr. and Mrs. Stanley T. Johns, 1648½ Andrews Place, Williamsport, Pa.

William John Reuter, born January 11, 1954. Parents, Mr. and Mrs. William Reuter, 2701 Grand Concourse, Bronx 68, NY.

Jeffrey David Parrott, born January 26, 1954. Parents, Mr. and Mrs. Wiley E. Parrott, 2160 Bolton Drive, Atlanta, Ga.

## in the HOSPITALS

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

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| <p><b>USPHS HOSPITAL SAN FRANCISCO, CAL.</b><br/>Ernest D. Hope<br/>Henry Childs<br/>Ho Yee Choe<br/>B. Foster<br/>R. W. Frye<br/>Olav Gustavsen<br/>A. Keller<br/>Joe Perreira</p> <p><b>USPHS HOSPITAL SEATTLE, WASH.</b><br/>J. Eubanks<br/>J. Macunchuck<br/>L. Dwyer<br/>G. Farnum<br/>W. Gulley</p> <p><b>USPHS HOSPITAL NORFOLK, VA.</b><br/>John A. Griffin<br/>Greer Stevens</p> <p><b>USPHS HOSPITAL GALVESTON, TEX.</b><br/>Louis L. Bentley<br/>G. Brownell<br/>Pierre Charette<br/>Charles W. Christ<br/>M. De Gollado<br/>Herbert Grant<br/>R. A. Holland<br/>George Hudson<br/>Sam Lyle<br/>John Markopolo</p> <p><b>USPHS HOSPITAL SAVANNAH, GA.</b><br/>F. R. Bland<br/>A. Caram<br/>H. L. Carter<br/>E. F. Cetti<br/>J. B. Christy<br/>G. Corbett<br/>R. Denayer<br/>F. Grant</p> <p><b>CITY HOSPITAL MOBILE, ALA.</b><br/>Joseph R. Wing</p> <p><b>USPHS HOSPITAL BOSTON, MASS.</b><br/>Frank Alasavich<br/>Ernest F. Belkner<br/>Ralph M. Churchill<br/>Edward C. Dacey<br/>Fred Mallory Jr.</p> <p><b>WINTHROP COMMUNITY HOSPITAL BOSTON, MASS.</b><br/>Joseph S. Cash</p> <p><b>USPHS HOSPITAL BALTIMORE, MD.</b><br/>R. B. Gorson<br/>Clifford Womack<br/>James E. Warren<br/>Thomas Mungo</p> <p><b>PERTH AMBOY GENREAL HOSPITAL PERTH AMBOY, NJ</b><br/>W. Murphy</p> <p><b>USPHS HOSPITAL MANHATTAN BEACH, NY</b><br/>P. Allred<br/>T. Bryant<br/>J. Carr<br/>B. Cheeley<br/>J. Cuthrell<br/>E. Delgado<br/>A. Diaz<br/>J. Driscoll<br/>J. Espinoza<br/>M. Gardiner<br/>R. Gilbert<br/>B. Guranick<br/>J. Hass<br/>T. Isaksen<br/>J. Keenan<br/>L. Kristiansen<br/>F. Landry</p> <p><b>BELLEVUE HOSPITAL NEW YORK, NY</b><br/>W. Saltares</p> | <p><b>USPHS HOSPITAL STATEN ISLAND, NY</b><br/>W. Murphy<br/>G. Anthanasourelis<br/>M. Bass<br/>J. Beekmann<br/>B. Blanchard<br/>Marcie Boyle<br/>Lai Choo Chang<br/>Jar Chong<br/>H. Currier<br/>A. Czerwinski<br/>S. Demoleas<br/>E. Driggers<br/>R. Edmondson<br/>W. Mstowski<br/>M. Muniz<br/>W. Nielson<br/>C. Oppenheimer<br/>P. Peterson<br/>D. Riviere<br/>L. Riviere<br/>J. Rooms<br/>J. Salgado<br/>V. Sandberg<br/>R. Sizemore<br/>J. Souza<br/>B. Trottie<br/>H. Tuttle<br/>S. Vandal<br/>J. Vanos<br/>G. Vickery<br/>G. Vila<br/>J. Waldron<br/>A. Williams<br/>J. Wilson<br/>W. Young<br/>Yo Song Yee<br/>J. Fontres</p> <p><b>USPHS HOSPITAL NEW ORLEANS, LA.</b><br/>Thomas Ankerson<br/>T. Bernsee<br/>Charles Brady<br/>William Brightwell<br/>William Burch<br/>Max Byers<br/>S. Carregal<br/>A. Carano<br/>C. W. Cobb<br/>P. Cogley<br/>S. Cope<br/>J. Dambrino<br/>T. Dawson<br/>H. Echtenrach<br/>L. Fontenot<br/>B. D. Foster<br/>M. C. Grady<br/>J. Gardiner<br/>N. Gardner<br/>C. Garn<br/>Jackie Gleason<br/>R. Herbert<br/>J. Hinton<br/>G. Holler<br/>C. Jones<br/>L. Kay<br/>E. Knapp<br/>D. Korolla</p> <p><b>USPHS HOSPITAL MEMPHIS, TENN.</b><br/>C. Burton</p> <p><b>USPHS HOSPITAL DETROIT, MICH.</b><br/>T. Burke</p> <p><b>ENDWOOD TOWSON, MD.</b><br/>L. Franks</p> <p><b>SAILOR SNUG HARBOR STATEN ISLAND, NY</b><br/>J. Koshusky</p> <p><b>GRASSLANDS VALLHALLA, NY</b><br/>A. Lomas</p> <p><b>POTTENGER SANITARIUM MONROVIA, CAL.</b><br/>E. Pritchard</p> <p><b>E. Foreman<br/>D. Frey<br/>E. Gabatan<br/>A. Garcia<br/>J. Garrison<br/>E. Godfrey<br/>N. Goldfinger<br/>C. Graddick<br/>H. Hanssen<br/>L. Hope<br/>F. Karikuist<br/>M. Katrausky<br/>D. Kimbrell<br/>A. Kunz<br/>J. Mac Innes<br/>E. Many<br/>Alexander Johnson<br/>G. E. Herrmann<br/>Ben D. Buck<br/>Lorenzo Brigida<br/>Robert L. Chapline<br/>Jessie A. Clarke<br/>James R. Dodson<br/>James W. Gordon<br/>Donald J. Hewson<br/>William Ivins<br/>Lloyd G. Linthicum<br/>Herbert Parks<br/>Jimmie Priddy<br/>Peter Sadowski<br/>John D. Selterth<br/>Elmer Shipp<br/>Ray B. Sunderland<br/>William Walker<br/>Henrich Wiese<br/>Paul M. Wood</b></p> |
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### Don't Wait, Get Vacation Pay

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

### Disability \$ Please SIU Oldtimers



Seafarers Thor Thorsen (left) and Harry Johnson show off latest SIU-disability benefit checks in Baltimore, after receiving them from a Union representative. Thorsen had been getting his benefits in NY, but recently moved his home to Maryland. Johnson's benefit was a brand-new one, just approved.

### Junior Was Surprise Christmas Gift



Only Junior seems disinterested in money matters, as Mr. and Mrs. Angel L. Rios, Sr., New York City, scan the \$200 SIU maternity benefit check presented recently by the Union. The baby was a special Christmas present for the family, as he was born December 25, 1953. Rios was on the Wild Ranger (Waterman) at the time, but finally got home three weeks later.

# 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.)

Anybody who has been stuck somewhere out of the States having to get off a ship because they felt sick or got hurt knows that being repatriated is no pleasure. Your SIU contract and the Union provides for safeguards on this score with provision for unearned wages and maintenance. But still when a man comes back he usually has a tough time getting up some money as its hard to get American money overseas. Often the Seafarers on the ship the man is repatriated on will chip in to see that the man has enough for fare and other needs until he collects what's coming to him.

### Needs A Hand At Arrival

Then in some instances, when a man gets back to the States he still needs care and treatment. Unless the Union happens to know that he is on the ship, nobody will be down at the dock for the purpose of meeting him and giving him a hand.

Brother Steve Hanks has come up with an idea on this particular problem which appears in the form of a letter elsewhere in this issue of the SEAFARERS LOG. His idea is for each ship to have a regular way of notifying the Union if they have a repatriated man aboard. Then as soon as he gets off the ship the Union could give him representation.

Of course, before the Union could go ahead with a step like this, it would like to know how the membership feels about it. Kick this one around at your shipboard meetings and let us know your opinion.

We've been hearing from quite a few of the brothers around the country on how they are getting along these days in and out of the hospitals.



Charles Eberhart wrote us that he is spending some time at his home in St. Augustine with his new baby, taking a little vacation from shipping. We heard also from J. C. Whatley who took a bad fall on an icy deck on a Cities Service ship. He's back home in Montgomery, Alabama, just about in shape to ship out again. He says he expects to go out of Mobile in a couple of weeks.

Solomon Harb just got in to town recently, getting off a ship with sickness and coming here for treatment. Brother Raymond W. Frye is out of the San Francisco US Public Health Service hospital taking things easy at home in Stockton, California.

Also in the San Francisco hospital is Henry Childs who is set for a long stay under medical treatment. Like all of the brothers in the hospitals he would appreciate getting some mail to help pass the time. J. C. Powell has entered the marine hospital in Savannah after returning from a long trip.

Eduardo del Rosario had some good news to report. He's over in the Philippine Islands for a while getting his immigration problems straightened out. He wrote us that he just got his visa the other day and is now looking to grab a ship back to the US, where he expects to apply for his citizenship papers and settle down in the US.



Powell

## Union, SIU Crew Got Him Home

Now a patient at the Staten Island USPHS hospital, Seafarer James Waldron has a long haul ahead of him. A stroke which laid him low partially paralyzed one side of his body and made him helpless. But thanks to the assistance rendered by Seafarers and by the Union, Waldron was able to make the trip back to the States and the hospital.

Waldron was a long way from home when he suffered the stroke, out in the Middle East. He was repatriated on another SIU ship, but because of his condition he needed constant attention and help.

Crewmembers aboard the ship, he reported, gave him constant attention and help, with men off watch giving him a hand in their spare time. In addition, another Seafarer who was coming back as a repatriate spent a good deal of time tending to him so that he had someone to turn to during the trip.

### No Company Help

When the ship got back to New York no steps were taken by officers or company representatives to get him ambulance service. The ship's delegate contacted Welfare Services about the problem.

A Welfare Services representative made arrangements for his hospitalization and took him off the ship to the Staten Island hospital. As soon as he got there he asked if he could see his wife as soon as possible. Welfare Services had his wife picked up at their New York home and rushed over to the hospital for an immediate visit.

Waldron wants to express his thanks to crewmembers who were so helpful to him when he was unable to take care of himself. He agreed that if it were not for the efforts of the Seafarers themselves, he would have been in a bad way as nobody else showed much concern about his fate.

The prompt service given him by the Union, he said, also made things much easier for him when he got home, because at first it appeared that he would be stranded on the ship for a while.



Seafarers James Waldron is cheered by a visit from his wife arranged by the Welfare Services Department after he was repatriated to the US and hospitalized at Staten Island.

## Alien Seamen Are Cautioned To Follow Immigration Rules

With Immigration authorities gradually tightening up on enforcement of regulations all the time, non-resident alien seamen in the SIU are advised to stick to the exact letter of the regulations if they are to continue sailing on US ships.

Since shipping is no longer as active as it was when the Korean fighting was on, the Immigration Bureau has the time to become more finicky.

For example, some aliens have neglected to notify Immigration when they have shipped out, or failed to tell the authorities what ship they are on. Since the 29-day rule is in force, when Immigration does not hear from an alien after that period they assume he is in the States illegally and initiate deportation proceedings.

It's common sense then, for the non-resident alien seaman to notify Immigration of his movements so that he doesn't have to face the risk of involuntary deportation, which means he can no longer re-enter the United States.

When, due to slow shipping, the alien can't get out in 29 days, Immigration is still permitting voluntary departures after that date.

Under the voluntary departure system, the alien is treated as having deported himself, and he can enter the US at a later date without prejudice.

# 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.

**Benedict K. Koakowicz, 36:** A member of the deck department, Brother Koakowicz died of a pulmonary ailment on January 20, 1954, at the USPHS hospital in Baltimore, Md. He had been sailing SIU since 1941, when he joined in Philadelphia. Burial took place at St. Dominic Cemetery, Philadelphia, Pa. Brother Koakowicz is survived by a brother, Rudolph.

**William F. Henderson, 57:** On January 23, 1954, Brother Henderson died in Jackson, Miss. in a train accident. For the past two years Brother Henderson sailed from Lake Charles as a member of the engine department. He leaves his sister, Mrs. Tura Harelson, 1914 Second Avenue, Phoenix City, Ala.

**Daniel H. Boyce, 55:** After 13 years as a steward, sailing out of Baltimore, Brother Boyce died of a lung ailment in Philadelphia, Pa., and was buried at Mt. Monali Cemetery there. He is survived by his daughter, Anna C. Greller, 2518 South Bonaffon Street, Philadelphia, Pa.

**Domingo Marte, 46:** On February 7, 1954, Marte died of coronary sclerosis aboard the Del Mar, at

sea. He joined the SIU in New Orleans, and sailed as a steward since 1938. Brother Marte leaves his wife, Mrs. Florence Marte, 3413 Burgundy Street, New Orleans, La.

**George J. Espalla, 49:** On January 6, 1954, Brother Espalla died of a liver ailment in Mobile Ala. For the past eleven years he sailed out of New York as a member of the deck department. Burial took place at the US National Cemetery, Mobile, Ala.

**Edward A. Cooley, 55:** Brother Cooley died of a heart ailment on February 17, 1954, at the Wilmington Emergency Hospital in Los Angeles, Cal. Since 1950 he sailed as a member of the steward department from the Port of New York. He was buried at Green Hills Memorial Park Cemetery. Surviving is his sister, Grace Miller, 20 Hilltop Road, Wellestey, Mass.

**Melvin L. Mason, 47:** A lung ailment proved fatal to Brother Mason, a patient at the USPHS Hospital, Baltimore, Md. on February 1, 1954. In 1941 Brother Mason joined the SIU in Baltimore, and sailed as second electrician in the engine department. Burial took place at Woodlawn Cemetery, Woodlawn, Md.

**Russell John Fabal, 55:** A member of the SIU since 1939, Brother

Fabal joined up in Miami, and sailed as a member of the engine department. On February 4, 1954, he died of a respiratory disease at the USPHS Hospital in Miami, Fla., and was buried at Woodlawn Cemetery in that city.

**Thomas Joseph Sullivan, 40:** Brother Sullivan died of a heart ailment on November 15, 1953, at Latter Day Saints Hospital, Salt Lake City, Utah. Since 1948 he had sailed from New York as a member of the deck department. Burial took place at Holy Sepulchre, Aukland County, Mich. Brother Sullivan leaves his sister, Patricia Angela Sullivan, 2385 Glendale Avenue, Detroit, Mich.

**Steve Paul Deri, 36:** Since 1944 Brother Deri had sailed as a member of the deck department. He joined the Union in New York. On January 31, 1954, Brother Deri died in New Brunswick, NJ. He is survived by his wife, Mrs. S. P. Deri, 45 Plum Street, New Brunswick, NJ.

**Donald Mason Richey, 28:** On December 5, 1953, Brother Richey died as a result of a skull fracture suffered in an auto accident. Since 1943 he had been a member of the SIU, sailing as a member of the deck department out of Baltimore. Burial took place at Confidence Cemetery, Georgetown, O. Surviving is his mother Lenna Richey, General Delivery, Freesburg, O.

## FAMILY TROUBLES?



THE SIU WELFARE SERVICES DEPARTMENT



YOUR PROBLEM IS OUR BUSINESS



# Now Ready!



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For the benefit of those who have missed out on previous year's volumes, a complete set of bound volumes of the LOG for 1947 through 1953 is also available, at a cost of \$25. This includes all LOGs published from 1947 up through the end of 1953, a total of nine volumes, since for the years 1947 and 1948, separate volumes were issued for each six-month period during the year.

Both the individual 1953 volumes and the complete set of 1947-1953 LOGs can be obtained directly at SIU headquarters or by mail, through the use of the coupon provided on this page. Get your orders in now.

Editor, SEAFARERS LOG

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