

TANKER CO. YIELDS, SIGNS WITH UNION

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Plan Ship Transfer Hearings

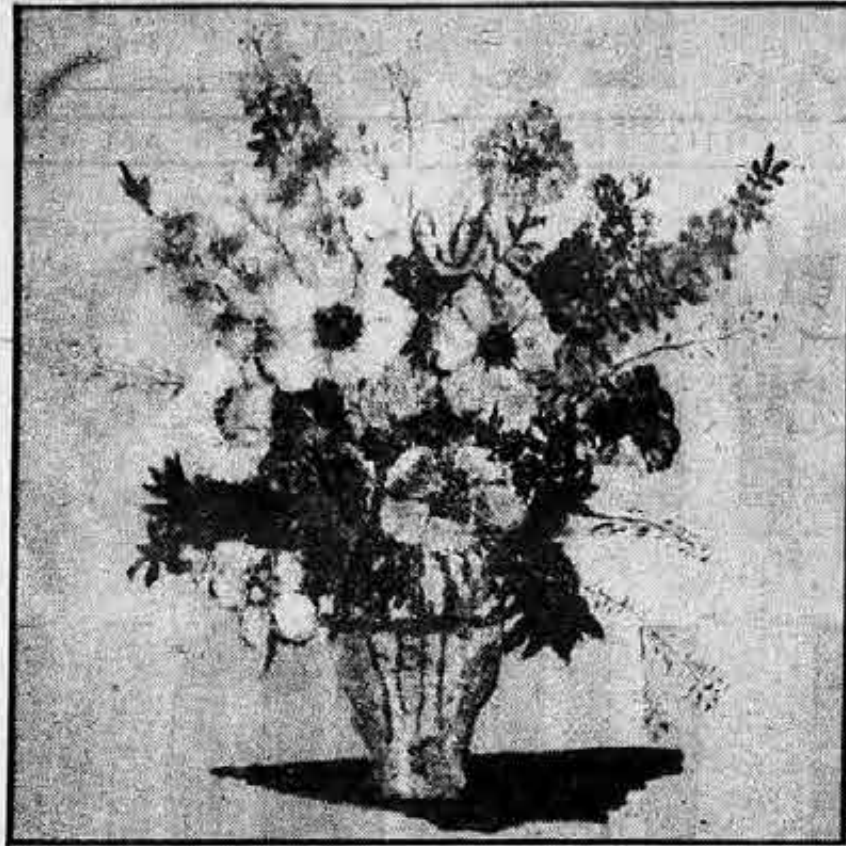
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Diaper Duo. The fourth set of twins reported born to an SIU family since the start of the maternity benefit, Elizabeth Margaret and Mary Veronica Maher nestle comfortably in the arms of their mother, Mrs. Thomas F. Maher of New York City. The girls, born February 27, 1953, toy with the \$25 bonds and \$200 checks presented to each of them by the Union. Late application for the benefits delayed payment up until now.



Parade Route. Seafarers in Mobile take advantage of the location of the SIU branch hall here to get a look-see at the annual Mardi Gras parade, which is said to pre-date the similar New Orleans celebration. Right on the parade route, the hall provided a perfect vantage point for watching the many floats passing by. (Story, other photos on Page 9.)



This painting of a flower arrangement was submitted by Seafarer R. C. Kienast of Mount Pleasant Beach, Maryland.

Six Weeks Left For Art Contest Entries

With six weeks left to the Art Contest deadline, Seafarers interested in competing for 12 awards are sending in their stuff to SIU headquarters. Deadline for entries in the 3rd annual contest run by the Union is midnight, April 30.

Under the contest rules in force this year, each Seafarer can submit up to five entries in each of four contest classifications—oils, watercolors, drawings and handicrafts. The best three entries in each of the classifications will be awarded valuable prizes.

Two Displays

Judges of the contest will consist of a panel of art experts plus the art editor of the SEAFARERS LOG. All entries will be displayed in two places, at headquarters for one week following the prize awards, and at the Labor Temple, 242 East 14th Street, New York City, at an exhibition sponsored by the New York Public Library. The work of other trade union members will also be on exhibition at that time.

Particular attention is usually paid by Seafarers to the handicrafts section of the contest, because there is where shipboard skills can come into play with exhibitions of fancy-rope work, wood-

working, metalwork and other craft skills.

All entries sent in by mail should be addressed to the Art Editor, SEAFARERS LOG, 675 Fourth Avenue, Brooklyn 32, New York.

Congressman Demands Halt To Transfers; Sets Hearings

Acting after vigorous protests by the SIU Washington office in conjunction with other maritime unions, the House Merchant Marine Committee is planning to hold hearings on the recent relaxation of ship transfer rules. Pending the hearings, acting committee chairman Rep. Thor C. Tollefson

has asked the Department of Commerce to put a stop to all pending transfers.

The announcement of the committee chairman's decision followed upon requests by the joint legislative committee of the Conference of American Maritime Unions that these transfers be investigated. The maritime union representatives objected strongly to new regulations issued by the Maritime Administration permitting such transfers without the owners having to replace them with equivalent tonnage under the American flag. Under these regulations, eight Liberty-tankers have gone to foreign flags, while seven more ships have applications pending, including the SIU-manned molasses carriers, the Catahoula and Carrabelle.

Switch Yarmouth

In another ship transfer action, the Eastern Steamship Company announced that it had obtained permission from the Maritime Administration to switch the passenger ship Yarmouth to the Liberian flag. The vessel has run for a great many years each summer with SIU crews between Boston and Nova Scotia, with Eastern's home port being Boston.

Tramp shipowners who operate Liberty ships under the American flag have also indicated they would like to get under the

friendly shelter of the tax-free, low-wage Panamanian or Liberian flags.

On another ship-transfer front, the State and Commerce Departments have approved long pending proposals that would authorize the sale of 12 C-1 ships to Brazil as well as four C-1 and two N-3 type ships to the Philippines for use in that country's inter-island trade.

All the ships involved in the proposed sales would come out of the US reserve fleet and would be used in the domestic trades of the two countries involved. While none of them would compete with American flags, the opening of ship sales to foreign nations is considered a dangerous precedent which might renew pressures for more ship transfers.

In a letter to the Department of Commerce, which has jurisdiction over the Maritime Administration, Rep. Tollefson pointed out that according to the Defense Department, the US was lacking 165 dry cargo ships, six passenger ships and 43 tankers for minimum needs. "Also, they stated that our nation must place reliance upon American-flag merchant ships. Despite this warning, the Maritime Administration has permitted freer transfer of American ships to foreign flags."

Tollefson also questioned

whether transfer of American flag merchant ships would "materially aid the US economy, national defense and the merchant marine" as required in the nation's basic maritime policy. Pending receipts of information as to how

(Continued on page 17)

Galveston Hunt For New Hall Strikes Snag

GALVESTON—Prospects for an early solution to the housing problem for the SIU branch in this port faded suddenly, when plans to lease one or more floors of a building owned by the Odd Fellows, a fraternal order, fell through recently.

SIU Galveston Port Agent Keith Aisop and members of the Building Committee elected by the branch membership reported that when plans to lease part of the property were nearly completed, details for the desired lease couldn't be worked out at the last moment. Accordingly, the search for suitable space for a new Galveston hall goes on.

Long-Range Plan

The quest for a new hall is part of the Union's long-range plan to provide modern, up-to-date membership facilities in all ports. The present hall, located at 308½ 23 Street, has long been felt to be inadequate and unsuited to the needs of the membership in the port.

Under present plans, an attempt will be made to lease space in an existing structure rather than build an entirely new building. Although, at the time, the Odd Fellows Building was felt to be a suitable choice, several other prospective sites were under consideration.

NLRB Finishing Dock Vote Hearings; Outports In Mass Swing To AFL

As the National Labor Relations Board winds up its New York hearings on AFL charges of intimidation during the December longshore election, matters reached a new height of tension in the New York area. For the past two weeks, since a court order prohibited the old

ILA from continuing its boycott of trucks driven by AFL teamsters, old ILA leaders have openly promoted a "wildcat" strike on the docks. The strike, enforced by roving gangs of professional hoods, has shut down most piers in the port.

However, at weeks end the AFL-ILA was rallying its forces and reopening the piers one by one in such key areas as the Breakwater in Erie Basin and the Brooklyn Army Base.

Outports Break Away

Meanwhile, the old ILA suffered a major setback in the outports when leaders of eight locals in the ports of Tampa and Jacksonville, Florida and Galveston, Texas, swung over to the AFL. Other leaders of old ILA locals elsewhere in the Atlantic and Gulf District balked at an old ILA suggestion that they transfer to the United Mine Workers District 50 and lose all their autonomy.

At the NLRB hearings, a string of AFL witnesses testified as to how supervisors ordered men to vote for the old ILA to keep their jobs, herded them into busses and sent them off to the polls where they were greeted by well-known professional enforcers and told more of the same. Further, the witnesses testified to beatings and stabbings of AFL-ILA supporters by these same enforcers, led by a well-known waterfront operative, Albert Ackalitis.

The NLRB examiner, Arthur Left, will now make his report to Washington headquarters which will then act on it and decide

whether or not to throw out the December election. If the NLRB so decides, it is likely a new election will be ordered within 30 days, with additional safeguards set up to see to it that illegal interference is held down to a minimum.

Meanwhile though, the fight on the docks was assuming ever-larger proportions. It all began on Pier 32 North River, when an AFL-ILA shop steward was fired. The AFL immediately placed a picket-line on the pier, and truck-drivers, members of Teamsters Local 807, respected the line and refused to deliver.

The old ILA attempted to retaliate by boycotting Local 807 truck-drivers on the upper West Side. As a counter measure, the Teamsters placed picketlines on all piers where the old ILA had boycotted them, effectively throttling the boycott.

The next step took place in the courts with issuance of a court

order against the old-ILA telling them to stop boycotting the Teamsters. The order was obtained by (Continued on page 17)

Canadian SIU Official At ILO Meet



Attending the fifth session of the Inland Transport Committee of the International Labor Organization (ILO) at Geneva, Switzerland, as Canadian worker delegate, Hal C. Banks (left), secretary-treasurer of the SIU Canadian District, discusses progress of the gathering with Canadian government delegate George Currie. Delegates from 32 nations attended the recent ITC session.

Keep Those Letters Coming

With Congress now in session, Seafarers are urged to keep on writing their Senators and Representatives in favor of retaining the US Public Health Service hospitals. The flow of mail has been heavy up to now, but from now on it is the time that it really counts.

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Elected to the New Orleans City Council, Fred Cassibry (left) addresses last New Orleans SIU branch meeting, thanking Seafarers for their support. Cassibry was backed by SIU and other local unions. Port Agent Lindsey Williams is at right.

SIU-Backed Candidate Wins NO Council Seat

NEW ORLEANS—Victory for the first labor-sponsored candidate to win election to a municipal office in New Orleans' history could not have of the SIU, Fred J. Cassibry, the successful candidate, told Seafarers at their membership meeting here.

Cassibry, young labor lawyer and a newcomer to politics, upset the political dope by nosing out State Senator Robert B. Richards in a hotly-contested campaign. Richards was a top-heavy favorite to win the council seat, newly-created under a revised municipal charter.

All other winning candidates in the Democratic run-off primary March 9 had the endorsement of the Crescent City Democratic Association headed by Mayor deLesseps S. Morrison. Democratic nomination is tantamount to election in New Orleans.

Victory For Unions

Cassibry said he did not consider the outcome of the election to be a personal victory, but rather an achievement of the New Orleans trade union movement.

"You have shown the politicians here what can be accomplished by a united labor movement," Cassibry told SIU members. "I hope note of it will be taken in Washington and Baton Rouge."

There is greater need now than ever before, Cassibry added, for labor to take an active and effective interest in politics. Anti-labor legislation of recent years is only an indication of the lengths to which the enemies of labor will go to destroy unions unless labor organizes to defeat its enemies at the polls, Cassibry warned.

"Of course, I appreciated all the help I had, but I say without any reservations whatsoever if it had not been for the support of you Seafarers, labor would not have

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 24, April 7, April 21.

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

for the first labor-sponsored municipal office in New Orleans been achieved without the aid of the SIU, Fred J. Cassibry, the successful candidate, told Seafarers at their membership meeting here.

SIU members volunteered to serve at the polls, processed campaign literature for mailing to thousands of voters and otherwise turned to in traditional SIU fashion to put over the campaign.

LOG Polls Seafarers On Ship Library Program

With the fourth quarterly distribution of SIU libraries aboard SIU-contracted vessels already begun, and the time fast approaching when plans will have to be made whether or not to continue the experimental program, Seafarers on ships and shore are asked to take part in a SEAFARERS LOG poll on the merits of the idea, which will be open through April 30, 1954.

Launched in August, 1953, under the auspices of the LOG fund, the distribution of the 50-book libraries has covered ships in all ports, through the coast-wide facilities of the SIU Sea Chest, to fill the long-felt need for decent reading material aboard ship. In addition, libraries have been donated to marine hospitals around the country for use of hospitalized seamen at these institutions.

New Books Every Quarter

Fresh 50-book assortments have been placed aboard SIU ships at three-month intervals and, in cases where ships were scheduled to be out longer, additional 50-book selections were provided, all at no cost to the membership. All books are in paperback editions, supplied through an arrangement with Pocketbooks, one of the country's largest distributors of small, paperback volumes.

Efforts have been made to provide a wide assortment of popular reading material in each library package, with no repeats in any 50-book selection. The breakdown of titles in each package provides 15 Westerns, 15 mystery stories, 10 novels, 4 non-fiction, 4 humorous books and 2 on sports.

The present effort to poll Seafarers on whether to continue or stop the library distribution stems from the Union's desire to get as full a possible reaction from the

SIU Wins Excello Bargaining Rights; Co. Union Dumped

A complete victory in an SIU organizing drive was scored this week as the Excello Corporation signed an interim Union agreement recognizing the SIU as sole bargaining agent for its unlicensed personnel. Full-scale negotiations for a prototype agreement embracing the company's specialized marine operations are scheduled for the near future.

Signing of the interim agreement brought company employees another step closer to winning Union conditions, as Excello agreed to an NLRB stipulation throwing out its company-sponsored "union" and will reinstate with back pay four men fired for Union activity. A fifth man will be reemployed by the company, without back pay.

The company is currently operating one vessel, the Excello, a converted LST, which hauls cargoes of formaldehyde between New Haven, Conn., where its main operations are located, and Corpus Christi, Texas, with side trips to Havana, Cuba, and Hopewell, Va. It is presently outfitting a second ship, a C1-MAV-1, for operation in the same trade, with the likelihood that several more vessels will be added to the service eventually.

New Haven Expansion

Facilities at the New Haven terminal have already been greatly expanded in anticipation of this

move. The company is also reportedly dickering in Puerto Rico for another terminal, which would mean additional ships to handle the Island service.

Stay As Is

Under the interim agreement, wages and working conditions remain as they are until the completion of a formal working contract. Since the company is engaged in a highly-specialized operation, the formal pact will be a prototype agreement; however, it will follow along the lines of standard SIU agreements in respect to most working conditions and overtime rules.

The SIU campaign among company employees began in January, 1953, with the result that within a few short weeks virtually all of the unlicensed personnel were signed with the SIU. But despite the announced loyalties of the crew for the SIU, the corporation decided to embark on a campaign of intimidation, threats and firings to discourage pro-Union activity.

It went so far as to set up a dummy union, "The Independent Union of the Motor Vessel Ex-

cello," including both licensed and unlicensed personnel, and exerting economic pressure among crewmembers to secure signed pledge cards for the IUMVE. All this went on, however, while the company was already on notice that the SIU represented most of its employees and while the SIU demands for recognition by the company went unanswered.

Action By NLRB

Eventually, in October, 1953, the NLRB acted on SIU charges of unfair labor practices by the company and issued a formal complaint. Periodic hearings held through January of this year established the fact that company activities against the SIU had been in total disregard of existing labor law, and a trial examiner's report was expected to uphold all the charges. The signing of the interim agreement by the company president followed, when the company realized it was fighting a losing battle.

The Excello Corporation is a subsidiary of the T.A.D. Jones Corporation of New Haven, a large distributor of fuel and chemicals in the area. The four men due to be reinstated with back pay as a result of SIU efforts are Nelson Norwood, Raymond Morey, Frank Richardson and Manuel Garza, all of whom had been sailing SIU ships after they were fired from the company.

At one point, the IUMVE was headed by the chief steward, with the bosun as treasurer. The bosun, the son of the Excello's captain, later swung to the SIU.

**Lewis, Robin
Line Head,
Dies At 45**

Arthur R. Lewis, Jr., president of the Seas Shipping Company, died of a heart attack on March 16, 1954, just 10 days after his forty-fifth birthday. Lewis had been vacationing in Fort Lauderdale, Florida.

Mr. Lewis was the son of the founder of the American and Cuban Steamship service in 1909, and later the Seas Shipping Company, which operates the Robin Line Steamship service from New York to South and East Africa. In 1935, under the direction of the younger Lewis, Seas Shipping began its first regular service between this country and ports in British East Africa, Kenya Colony and Tanganyika Territory.

Lewis was well known as a man who tried to make his ships comfortable for his crews. When Robin Lines ships were being built at Sparrows Point in 1941, Lewis demonstrated a close personal interest in seeing that the crew's quarters were adequate. His favorite form of relaxation was to ride his own ships and on every trip he spent a good deal of time with the crew at their work stations and in their quarters.

membership to the whole program. If there is sufficient sentiment in favor of continuing the program as is, orders must be placed with Pocketbooks now to meet the quarterly distribution dates in all ports for outgoing and incoming ships. If the poll shows the membership

against continuing the program, then it will come to an end when present stocks of books are depleted.

The opinion questionnaire, which appears elsewhere on this page, also is designed to get the Sea-

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Official Form in SEAFARERS LOG Poll on SIU Libraries (Please put check or X-mark next to your choices.)

Editor, SEAFARERS LOG
675 Fourth Avenue
Brooklyn 32, New York

Here's my opinion on SIU libraries.

- (A) I want them continued as is. ()
- (B) I want them stopped. ()
- (C) I want them continued with the following changes:

There should be more: Westerns (), mysteries (), novels (), non-fiction (), humor (), sports ().

There should be less: Westerns (), mysteries (), novels (), non-fiction (), humor (), sports ().

(Note: The present breakdown of titles in each 50-book library is as follows: 15 Westerns, 15 mysteries, 10 novels, 4 non-fiction, 4 humorous books, 2 books on sports.)

I would recommend the following other changes in the selections:



Under the watchful eye of Seafarer Pat Donahue (right), Bob Morgan works on the heavy bag. Looking on is Tommy Doyle, Marine Allied Workers. Donahue, a former middleweight, is Morgan's manager.

La. Boxer Seafarers' Favorite

NEW ORLEANS—Seafarers who call this their home port have been avidly following the boxing career of a 17-year-old youngster whom they have high hopes for in the fight game. The young fellow, 17-year-old Bob Morgan, recently carried the best wishes of his followers to the Chicago Golden Gloves.

However, a badly bruised eye sustained in a first round victory tripped him up, because he had to go into a second bout that same night with one eye nearly closed. As a result, he dropped a close decision to one of the finalists in the Golden Gloves.

Morgan, who comes from Algiers, across the way from New Orleans, only recently won the mid-South lightweight title by knocking two opponents and winning a clear-cut decision over a third in

the regional Golden Gloves tournaments at Memphis.

The promising lightweight is coached by Seafarer Pat Donahue, who fought professionally as a middleweight and won local fame several years back with victories over Nick Guagliardo and Cosby Linson. He says Morgan is the best amateur fighter he has ever seen in action.

On the basis of Morgan's record, there is ample reason for Donahue to be so "high" on the boy. The young amateur, still in high school, has fought himself out of oppo-

nents locally, having whipped everything in sight in his weight class. Of late, he has been traveling to Mobile, Shreveport and other cities in this area to find opponents, whom he has knocked over with ease.

Morgan packs a real wallop and has built up a sensational string of knockout victories.

Idol of Seafarers

Needless to say, he is the idol of Seafarers and SIU-affiliated towboatmen in the West Bank community where he lives. When he goes out of town to fight, he usually is accompanied by a big delegation of SIU supporters who first became interested in his ring career through Donahue.

Morgan intends to keep trying at Chicago and hopes to represent the South in the Chicago tourney again next year. It is likely he will be fighting as a welter by then, however. He is finding it increasingly difficult to make the lightweight limit and he is still growing.

BROTHER CHAIRMAN!

Three rank and file Seafarers in the port of Savannah took charge of the last port membership meeting and ran everything smoothly. They were James M. Davis, chairman; James B. Christy, recording secretary, and Harry Henze, reading clerk.

Davis, the meeting chairman, is a steward department member who has been with the SIU since June 4, 1952, joining in the port of New York. The 34-year-old Seafarer is a native of Alabama and calls Birmingham, Ala., his home town. Christy, a deck department man, has been an SIU member since last June, getting his membership book in New York. The 30-year-old Seafarer was born in Texas but now makes Jacksonville, Florida, his home port of call.



Christy

Reading clerk Harry Henze is a veteran Seafarer from way back, joining the Union in Savannah on December 23, 1938. He is 61 years old and a native of Germany, although he now makes Savannah his home town. He too sails in the deck department.

Mobile's meeting chairman was Seafarer William Wallace, who like many Seafarers in that port, was ashore during the recent Mardi-

Gras festivities. Wallace is an Alabama man all the way, having been born in the state in May, 1910, and still making his home in the port of Mobile. He joined the Union in that city on December 10, 1949, and sails regularly in the deck department.

Over in the tanker port of Lake Charles, Louisiana, Seafarers William Walker and Seward L. Cantrell served as chairman and recording secretary for the port's last membership meeting. Walker, who sails in the steward department, is 26 years old and a native of Tennessee. He joined the Union in New York City on May 28, 1948. He's married, and makes his home in Lexington, Kentucky.



Walker

Cantrell, a deck department man, joined the union in New York on August 12, 1947. He's a native of Georgia, 26 years of age and lives in Acworth, Ga.

San Francisco's recording secretary at the last meeting was Seafarer Roland E. Parody from Worcester, Massachusetts. Parody, who sails on deck, was born 32 years ago in the Bay State. He got his SIU membership in New York on August 31, 1944.

As I See It . . .

Paul Hall



A PROPOSAL BY OUR BROTHER UNIONS ON THE WEST COAST that a new type of passenger ship service be established out there illustrates once again that it is the maritime unions who are taking the

lead in attempting to solve the problems of the merchant marine under the American flag. While the shipowner licks his chops and gazes with longing at the sight of the Panamanian flag, and many in official positions down in Washington are pushing them along in the same direction, the unions are making serious efforts to find a solution to the existing problem.

The Marine Firemen's Union and the Sailors Union of the Pacific are considering the idea of a short-run passenger service between San Francisco and Los Angeles, which would call for both sleeping quarters and chair service for passengers. In other words they would offer competition to railroad day coach service that has cut so sharply into the coastwise shipping business in recent years.

Of course, the proposal alone is not the answer to the industry's needs. But our West Coast brothers believe it should be given a try and are willing to back it up, because they think it desirable to explore all possible means of giving a boost to shipping.

It would be nice to see the shipowner, the Maritime Administration and other Government agencies show the same eager interest in shipping under the American flag that your Union along with other maritime unions is showing. And one way the shipowner could prove his sincerity on the question is to transfer his ships back to the American flag where they belong.



BROTHER JOHN BRADY WILL HAVE AN INTERESTING EXPERIENCE to relate to his shipmates for a while. It seems that six months ago the brother left the port just a short time before a Western Union money order for \$20 arrived for him, care of the Port O' Call bar in headquarters.

Brother Brady made a couple of trips on the transatlantic run for Waterman in the meantime, going into the Gulf on one trip so that he couldn't get up here to town to pick up his dough. Finally, when he did make it to the big town, he found his money waiting for him in the Port O' Call cash register. Now we wouldn't want anybody to go on from here and figure that the Port O' Call is a good place to deposit their life savings, because the bar isn't set up to pay interest. It all goes to show though, that every facility at headquarters is geared for one purpose—to service the Seafarer.



AN ITEM OF INTEREST COMING OUT OF THE NATION'S capital is that the Treasury Department is recommending a stiffer law to deal with seamen who have anything to do with carrying narcotics into the US. Right now the Coast Guard has the discretion to lift a seaman's papers if they should find him mixed up with dope carrying or dope peddling, but the Treasury would make this kind of thing compulsory.

Membership On Record

As far as your Union is concerned, the membership long ago went on record to give the quick boot to anybody found guilty of handling narcotics in any shape, form or fashion. Your Union doesn't want any part of these goofballs and has so acted in the past after evidence to that effect has been presented to membership-elected trial committees.

In short the goofballs have been served fair and ample notice time and again to stay away from SIU ships, and the word has gotten around that it doesn't pay to try to pull this kind of stuff while sailing SIU. Offhand, we might say that these kind of characters, who cannot be considered professional seamen because they just use seamanship as a tool for their other enterprises, would more likely be found elsewhere on the kind of ships where seamen's papers and maritime regulations don't count for very much.

Your Union is proud to say that as a result of this policy, cases of narcotics violations have been a pretty rare thing aboard SIU ships. And that's the way it should be, because the members of this Union have fought too long and too hard for the kind of conditions they have to let any goofballs try to tear them down.

AS THE ALIEN BROTHERS OF THE SIU KNOW, THE LAWS make it pretty tough for an alien seaman to ship out. The result has been that the shipowner would be just as happy not to ship the alien and some have tried in various ways to hard-time the alien seamen.

However, the SIU has always held to the idea that the alien brother, having fought alongside the citizen-Seafarer on the picket-line and against the enemies of this nation during the last war, is entitled to the same consideration as any other member of this Union. Efforts are being made in Washington to do the best that can be done for the alien seaman within the limits of the existing laws. As a result, there has been some small improvement in conditions for the alien seaman. The latest was a ruling by the Immigration people that the 29-day leave provision is to apply from the time that the man completes his voyage, and not from the time the ship first touches a US port.

The alien membership in the SIU can rest assured that the Union will do everything possible now and in the future, to make things a little bit easier for them under the law.





While John Brady was at sea for six months, Scotty Aubusson (left), bartender at the Brooklyn SIU Hall, was holding a money order for him. John made port and Scotty made payment.

Port O'Call Safe Place To Keep Dough

A Seafarer who left a \$20 money order behind him in the Port O' Call bar in headquarters six months ago, came back the other day to pick up his dough. All that time the money order had been kept in safe-keeping in the Port O' Call cash register.

Seafarer John Brady was involved in the money order mix-up as a result of the fact that his ship left town before the telegraphed order arrived. Brady had shipped aboard the Warrior (Waterman) and was all ready to leave town on September 4. The night before, he was in the Port O'Call, and being a little low on funds, telephoned his home in Philadelphia to have the money order wired to him at headquarters.

Before the money arrived, Brady had to get on board the ship. From New York the vessel went to Mobile then over the Atlantic to Northern Europe.

Finally, six months later, Brady got back to New York on the Warrior. While he was still on the ship, a couple of his shipmates got over to the hall.

It was then that Aubusson told them he was still hanging on to Brady's money. Brady, who had long since given up on the money, figuring it had gone astray, got over to the bar in a jiffy and picked up his money order intact.

Put Number On Meeting Excuses

Seafarers sending telegrams or letters to the New York headquarters dispatcher asking to be excused from attending headquarters membership meetings must include the registration number of their shipping card in the message.

From now on, if the number is not included, the excuse cannot be accepted by the dispatcher.

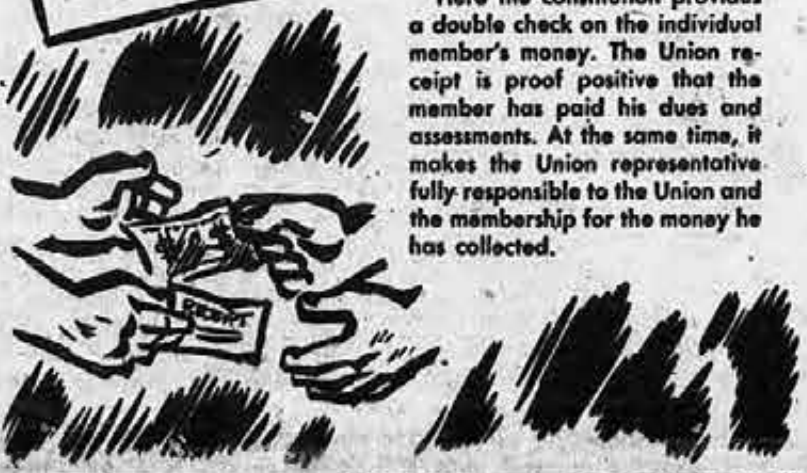
YOU and the SIU CONSTITUTION

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 XX Section 2

"No member shall be required to pay or deliver any sum of money to any Union representative without obtaining an official Union receipt."

Here the constitution provides a double check on the individual member's money. The Union receipt is proof positive that the member has paid his dues and assessments. At the same time, it makes the Union representative fully responsible to the Union and the membership for the money he has collected.



SIU Has Aided Numerous Unions Through The Years

An SIU tradition and a long-standing membership policy of helping other unions in legitimate beefs is being applied once more in the current fight of the AFL-ILA to organize East Coast longshoremen. The East Coast longshore beef is perhaps the biggest operation the Union has ever lent assistance to, but it is only one of approximately 75 such instances in which the SIU has helped unions in and out of maritime in the post-war years.

As approved by the membership, the policy is a simple one. It reads as follows: "Wherever possible, when the SIU is asked to help another trade union in a legitimate beef, the membership of the SIU will assist those unions in an appropriate manner."

The reasons for this policy are clear. They date back to an old trade union maxim, "an injury to one is an injury to all." If anti-union forces can weaken or damage other trade unions, it will strengthen the hand of those who would weaken the SIU. And turning it the other way around, if the SIU can help other unions, the SIU is assured of widespread support on its own beefs. Such support has paid off many times in the past. For example, the support of other unions was helpful in saving the 50-50 law when some forces in the Government wanted it abolished. The recent Val Chem beef when CIO shipyard workers backed the SIU to the hilt is another instance of such support.

In some of the beefs where the SIU has lent assistance, the employers often spread the rumor that the SIU was involved only because it wished to take over the jobs. However, despite aiding 75 unions, not a single union job was ever sought or taken by an SIU man. The success of the striking union and its pledge of mutual support was the only reward sought by the SIU.

Consequently, in the past Seafarers have been active in a variety of union fights, including the famous Wall Street strike, the strikes of shipyard workers in Baltimore and Brooklyn, the International Ladies Garment Workers' drive on open shop dress manufacturers and many others. Other unions have received financial assistance from the SIU when voted by the membership.

Here is a partial list of some of the occasions when other unions were helped by the SIU—a record every Seafarer and the SIU is proud of:

- Railroad Patrolmen Local 23228 (AFL), Galveston, April, 1946.
- SUP Coos Bay Beef fight on Communist-led Committee For Maritime Unity, July, 1946.
- Masters, Mates and Pilots strike, 28 days, October, 1946.
- CIO shipyard workers strike, Bushey shipyards, Brooklyn, February, 1947.
- United Financial Employees organizing drive, brokerage houses, February, 1947.
- United Financial Employees Cotton Exchange strike, March 5, 1947.
- National Federation Telephone Workers' strike against AT&T, April, 1947.
- Canadian Seafarers' strike, April, 1947.
- Office Employees Local 153 strike against George H. Flinn Corp., Brooklyn.
- CIO shipyard workers 136-day strike, Bethlehem shipyards, June-November, 1947.
- Hotel & Restaurant Union Local 301, strike at Club 13 Restaurant, Philadelphia, November, 1947.

Int'l Assn. of Machinists strike against National Airline, Tampa, Florida, February, 1948.

United Financial Employees strike, Stock Exchange, New York, 30 days, March-April, 1948.

Railway Carmen Brotherhood strike, Alabama State Docks, Mobile, Alabama, August, 1948.

Air Line Pilots Association, AFL, National Airlines strike, Norfolk, Virginia, September, 1948.

Ladies Garment Workers Union, AFL, organizing drive non-union dress shops, October, 1948.

Retail Clerks, AFL, organizing drive, New York department stores, 1947-1948.

Marine Firemen's Union, 95-day strike, September-December, 1948.

International Typographical Union (AFL) strike at Griscom publications, Glen-Cove, Long Island, March, 1949.

SIU Canadian District beef against Communist-led Canadian Seamen's Union, May, 1949.

Restaurant Workers Local 16 (AFL), Howard Johnson strike, New York, March 24-31, 1950.

Commercial Telegraphers Union (AFL) strike, Brooklyn, NY, May-June, 1950.

AFL Laundry Workers organizing, Hahne's Laundry, Savannah, Georgia, April, 1951.

AFL Teamsters Union strike, Dixie Dairy, Mobile, Alabama, May, 1951.

AFL Office Employees Union, Local 153 at Personal Finance Co., New York.

AFL Teamsters Union organizing drive, Garden City Taxi, Savannah, May, 1951.

AFL Laundry Workers strike, E&W Laundry, Savannah, June, 1951.

AFL Teamsters Union strike, Coca-Cola bottling company, Mobile, June, 1951.

Metal Workers Union (AFL) strike, Fein Tin Can Co., Brooklyn, November, 1951.

Grocery Clerks strike, Wilmington, California, December, 1951.

AFL Retail Clerks strike, J. C. Penney Company, Lake Charles, La., February, 1951.

Insurance Agents Union, AFL, 82-day national strike against Prudential Insurance Company, December, 1951-March, 1952.

Commercial Telegraphers, AFL, strike against Western Union, Philadelphia, Baltimore, May, 1952.

Operating Engineers (AFL), strike against building contractors, Philadelphia, June-July, 1952.

Impressive as this list is, it by no means represents all the occasions when Seafarers have pitched in to give brother and sister union members a hand. The estimate of 75 such cases was culled from the pages of the SEAFARERS LOG through the years and does not include a considerable number of instances of such help in relatively minor beefs. And the plaques reproduced on this page are but a few of the many testimonials that have been presented to the SIU for assistance rendered in time of need.

Whether a union is large or small, if it is involved in a legitimate beef and needs help, it can call on the Seafarers. Seafarers can truly say that no other union in the United States can boast of so outstanding a record in this respect.



BME Trounces ILA In Phila.

PHILADELPHIA — The SIU-affiliated Brotherhood of Marine Engineers scored a victory over the Marine Division of the old ILA in this port, when tugboat engineers employed by six companies voted for bargaining representation by the BME.

The results, announced following a three-cornered election involving the BME, old ILA and the Marine Engineers Beneficial Association (CIO) on March 6, gave the BME 28 votes to 5 for the old ILA. Eleven votes went to the MEBA, in addition to three ballots challenged.

Engineers involved in the election had been caught in the middle because of a two-year hassle between the old ILA and MEBA which wound up with a court injunction barring both organizations from representing the engineers. As a result, the tug engineers were without a contract for the two-year period, although engineers for several independent operators in the port were covered by ILA contracts.

When the BME entered the picture last fall, it won immediate response from the men, who were weary of working without any union representation of any kind.

The defeat for the old ILA represented a setback for the foundering longshore union, whose president, Captain William V. Bradley, headed the ILA Marine Division before he succeeded to the post formerly held by Joseph P. Ryan.



A quartet of Philadelphia tugboat engineers smiles happily after receiving word that the SIU-affiliated BME had licked the old ILA and MEBA in the recent representation election. The men, employed by the Curtis Bay Towing Company, one of the six outfits whose employees were involved in the poll, are (l-r): John Ewing, Lou Acord, John Vickers and Gordon Spencer.

Coast Unions Offer Low-Cost Ship Plan

SAN FRANCISCO.—An ambitious idea to stimulate coastwise shipping is being put forward by two SIU affiliates and a third AFL sea union, who are reported willing to invest \$1 million to set up a special daily steamship service between this port and Los Angeles.

The proposed undertaking, as disclosed by Vincent Malone, president of the SIU-affiliated Marine Firemen, Oilers and Watertenders, would involve the construction of two specialized ships, at a probable cost of about \$24 million, to provide inexpensive passenger service which could compete favorably

with present bus and railroad operations.

The idea also has the support of the Sailors Union of the Pacific and the Masters, Mates and Pilots who, with the MFOW, would supply some of the necessary capital. Attempts are also being made to interest other investors in the project, as well as the Navy Department, because of certain defense features which could be built into the ships.

Passengers And Freight

Details of the operation, which could handle both passengers and freight, are still being developed, but the plan already calls for a minimum of 200 chairs, numbered and assigned to specific passengers, and costing about \$12 a trip, plus some 300 additional berth passengers divided between deluxe and medium or tourist quarters.

The ships would include many features of ocean luxury liners, such as several bars and restaurants, snack bars and perhaps a dance band, and are considered a natural for the football season. Malone estimated that if the initial service proved as successful as expected, the idea could be extended with other ships providing quickie vacation travel to the popular Pacific Northwest. Specially-designed freight-handling features could probably tap a large potential freight market which existing coastwise carriers still haven't tackled, he added.

The West Coast once had several coastwise passenger ships operating, but while the service has disappeared, the market for it is still growing, the MFOW president noted. The launching of the enterprise in the foreseeable future, would depend on how long it takes to interest others in the idea and obtain the necessary capital, plus the time it would take to actually build the vessels required.

If the experiment should prove a success, it could possibly be extended to the East Coast to operate between major Atlantic ports. At one time passenger ship services between such ports as New York and Boston enjoyed a good deal of popularity.

Fill That Berth

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

SIU COMMITTEES

AT WORK

A headquarters appeals committee elected by the New York port membership meeting last week heard an appeal by a Seafarer who had been found guilty in the port of Baltimore of drunk and disorderly behavior on several occasions aboard the Edith (Bull). After reading the record and hearing the appeal of the Seafarer in question the committee upheld the findings but reduced the sentence.

The case in question involved a messman who signed aboard the Edith last September. In several instances where the ship hit port the Seafarer either failed to turn to or turned to badly gassed up. Such incidents took place at widely scattered points, and naturally caused a considerable amount of dissension in the steward department and grumbling by crewmembers who had to contend with poor service or lack of service.

Found Guilty

Accordingly, he had been brought up on charges before a Baltimore trial committee on November 19, 1953. After all testi-

mony was in, the committee found him guilty and recommended a \$50 fine and a six month's suspension from the SIU.

The Seafarer subsequently filed an appeal with headquarters, and an appeals committee consisting of Norman West, Donald S. Gardner, Marinus Hauser, Robert G. Cowdray, Jakob Dietrich, Wilfred Schoenborn and Orris Payne was elected to hear his case. The Seafarer appeared before the committee and readily admitted he was guilty of the charges that had been placed against him.

However, he asked consideration in reduction of his sentence on the grounds of his previous record in the SIU. The Appeals Committee agreed that his record was clean, this being his first offense. It decided to cut his suspension in half, from six to three months, which meant that he was now eligible to register on the shipping list and ship out through the SIU hall.

The committee agreed, however, that the fine which had been imposed by the Baltimore trial committee should stand.



Cowdray



Gardner

SIU NEWSLETTER from WASHINGTON

The Navy is giving high priority, together with other projects, to the problem of countering enemy potential in anti-shiping warfare. High officials in the Defense Department believe that equal priority must be given to the development of a merchant fleet composed of modern, high-speed ships to match the accelerated pace of future wars.

In the tanker field, the Navy particularly has been busy. Its recent study shows that the US has an initial requirement for tankers in the event of war in the amount of about 10 million deadweight tons. However, the US-flag tanker fleet, private and government-owned, built and building, falls short of meeting this requirement by more than a million and a quarter tons.

Therefore, the Navy has proposed to Congress a program for the long-term chartering of about 20 tankers. These new tankers would be built in US yards and would be chartered by Navy for a 10-year period. In return, Navy would lay up about 37 of its present T-2 tankers.

The new tankers to be built would be 25,000 tons, would carry almost twice the cargo as the T-2's, would operate with a crew about the same size as that required for operation of a T-2 tanker, and would consume only about one-third fuel.

The program is expected to receive Congressional approval.

Reconstruction and modernization of shipbuilding facilities in western Europe seems to be at a very advanced stage. This is the report of a Congressional unit which recently returned to the US after a study in Europe. They report that the advanced stage of shipbuilding in Europe seems to be due in part to the direct and indirect effects of the Marshall (ECA) plan aid, and very directly to the heavy volume of shipbuilding orders which have been placed in all yards since the war.

Western Europe has enjoyed the patronage of a number of American companies for many important units, especially in the tanker and ore carrier classes. In short there has been a real shipbuilding boom throughout Europe since 1946.

Western Europe is in a position to see a continued high level of shipbuilding activity beyond 1956.

Most of the advances in the shipbuilding art made by the US during the war period have been adapted to the greatest extent possible throughout Europe and many new techniques and methods have been designed and developed.

The trend toward tankers larger than the T-2 (16,000 dwt) is readily apparent from the fact that of a total of 285 oil tankers constructed or contracted for since 1945, about 65 percent have a deadweight of 20,000 tons or more. Vessels of 40,000 tons are under construction, and some even larger.

Then again the opening of foreign ore sources has brought super-ore carriers with large drafts into the US picture.

Having this in mind, Congress is considering spending \$2,000,000 as a starter to provide adequate depths, widths and alignments for many US Atlantic-Gulf channels and harbors. If approved by Congress, this work would be done at the New York and New Jersey channels; Delaware River and Bay; Mystic River; Wilmington Harbor; Port Aransas-Corpus Christi Waterway; Houston Ship Channel; Portland Harbor, Maine; and replacement of the B & O Bridge, Arthurkill Channel, New York and New Jersey.

According to recent testimony presented to the Senate Appropriations Committee, the major tanker operators have over a billion dollars invested in super-tankers and the full value of these tankers is not now being realized under the loading handicaps imposed by channels of inadequate depth and width.

Members of Congress are becoming increasingly alarmed over the mounting number of requests from American-flag operators to transfer vessels to foreign registry.

A full scale investigation seems to be in the making by the House Merchant Marine Committee to determine why, in the face of an admitted deficiency in the quality and quantity of American ships, tramp ship owners and tanker companies are turning to foreign flags in greater numbers.

As reported earlier in the LOG the Maritime Administration has encouraged, through liberalizing its transfer policy, the transfer of Liberty-type tankers to foreign flag. No new construction is tied in with such transfers. Now, the American tramp shipowners are attempting to have a liberalized transfer policy applied to their Liberty-type vessels. It is this latter effort that members of Congress are particularly watching.

The House Merchant Marine Committee has asked the Maritime Administration to halt the transfer of vessels, and submit a comprehensive report in the matter to the Committee for study. The Committee will study this report and is expected to hold public hearings to determine whether the transfer policy should be tightened up.

The long-awaited report of Commerce Department's Maritime Administration on future Government aid to the American merchant marine is expected to be sent to Congress within the next few days. The report is based on recommendations made late last year by representatives of the maritime industry, who split three ways on what is best for the "fourth arm of our national defense."

A close friend of the merchant marine in Congress, Senator Butler of Maryland, Chairman of the Senate Subcommittee on Water Transportation, has predicted that the report will be the most authoritative and reliable single document compiled in recent years on the complex question of subsidizing maritime interests.

Senator Butler says the report will present to both the Congress and the general public an overall picture of the policies laid down in maritime legislation now in effect, looking towards the establishment and maintenance of a merchant marine and a shipbuilding industry adequate to serve the national interest in peace and in war.

Your SIU Washington Reporter

Top of the News

HOUSE VOTES CUT IN EXCISE TAXES—Despite the formal opposition of the Eisenhower Administration, the House of Representatives voted a ten percent ceiling on Federal excise taxes, with the Senate expected to follow suit. The cuts would go into effect April 1. Affected are such items as furs, jewelry, luggage, toilet articles, light bulbs, photographic equipment and cabaret and theatre admissions. A major fight on party lines is building up, however, on proposals to boost personal exemptions for Federal income tax purposes from \$600 to \$700.

MCCARTHY DISPUTE SIMMERS AND BOILS—Charges by 1952 Democratic Presidential candidate Adlai Stevenson that, despite its token opposition, the Republican Party had really embraced the tactics of Sen. Joseph McCarthy as an aid to keeping the GOP in power, were branded "nonsense" by the President. At the same time, he endorsed an attack on McCarthy by another Republican Senator, Flanders of Vermont, which charged that McCarthy was "shattering" the unity of the GOP. The controversy reached a boil when both McCarthy and the GOP National Committee demanded free radio and TV time to answer Stevenson and the networks awarded it to the party committee. McCarthy immediately threatened CBS and NBC with legal and other action if they did not give him time also.

WAR IN INDO-CHINA GOES ON—The seven-year-old conflict between Communist rebels and pro-French forces continued, with fears growing in the US that a new campaign by the Reds of pin-pointing attacks against bases where US Air Force technicians are stationed might lead to direct involvement of the US in the war. The technicians are stationed at various bases in and or near the battle areas on loan to the anti-Red forces to assist in the training of airmen and mechanics.

POLITICS AND ECONOMICS AT CARACAS—Latin-American delegates to the tenth Inter-American Conference at Caracas, Venezuela, cheered US Secretary of State John Foster Dulles' pledge that the US was interested not only in good political relations with the nations south of the border, but wanted to help them keep their economy on a sound basis as well. The Secretary extended an invitation to all to a hemisphere economic conference in Washington. He noted that the US was not offended at complaints against US economic practices, adding that solutions to economic problems were often not as simple as they seemed.

RACETRACK STOCKS PARLEYED INTO MILLIONS—New York State's probe of shady deals in the harness track industry brought several major political figures in the state under fire, following exposure of stock transactions in which small blocs of stock bought for pennies eventually were parleyed into fortunes. Despite the many red faces and sensational headlines, the probes continued digging into all phases of the operation of the trotting tracks. The investigation was ordered following the murder last summer of a New York City union official whose members worked at the Yonkers Raceway, when some of the stock deals came to light.

RED ROUND-UP FOLLOWS CONGRESS SHOOTINGS—Authorities in Puerto Rico and in US cities with large Puerto Rican populations launched a mass round-up of suspected subversives and Puerto Rican Nationalist Party members in the wake of the sensational shooting of five US Congressmen from the gallery of the House two weeks ago. Following a tightening of security regulations in Washington, and asserted tips, legitimate and otherwise, that other shootings were planned to dramatize the case of the Nationalists, special precautions were taken to assure the safety of top Government officials. All five Congressmen, meanwhile, are expected to recover.

Alcoa Expands Plant In Mobile



Completion of a \$10 million expansion program at the Mobile plant of the Aluminum Company of America is expected to supply a big boost to shipping in the port. Company officials estimated that 50 additional cargoes of bauxite ore annually would be needed to supply the expanded facilities at the Mobile plant.

MOBILE—An increase in shipping on the Alcoa bauxite run may be in the offing as a result of completion this month of an expansion of alumina producing facilities at the Mobile plant of the Aluminum Co. of America.

The \$10,000,000 expansion program makes the Mobile plant the largest of its type in America, company officials said.

An additional 50 cargoes of bauxite, basic ore in the production of aluminum, will be needed annually to supply the plant's increased capacity, works manager Duncan U. Smith reported.

The firm's alumina production capacity was increased about one-third to meet the constantly increasing demand for aluminum, a company spokesman said.

In the Mobile plant, bauxite transported here aboard SIU-manned ships is smelted into alumina which is then shipped to other plants in the United States for final processing into metallic aluminum. Much of it goes to the company's big plant at Alcoa, Tenn. The annual production capacity of the expanded facilities was estimated to be in excess of 400,000 tons.

Land for the plant is leased from the Alabama State Docks which also increased facilities for unloading bauxite ore in conjunction with Alcoa's expansion.

West Coast Stewards' Vote Well Past Halfway Mark

Voting in the election to determine representation for steward department men on West Coast ships has passed the half-way mark with over seven weeks to go in the balloting.

Thus far the election has gone ahead quietly with little or no interruption in the procedure.

Contesting for the right to represent the men are the Marine Cooks and Stewards (AFL), affiliated with the SIU of North America and the National Union of Marine Cooks and Stewards, independent, the sole remaining Communist-dominated sea-going union.

Bridges Asks 'No-Union'

A third element in the picture is Harry Bridges' West Coast long-shore union which has been calling for the steward department men to vote "no-union," a step which would deprive them of any union representation.

The only dispute over the voting

up until now, came up in New York when the Labor Board voted the President Arthur (American President Lines) without an MCS-AFL observer present. As a result, the MCS-AFL challenged all the votes on the ship. The challenge was upheld and the ship was voted a second time.

The voting began on February 10 and will continue for a 90-day period. Men on the beach, but who were employed as of the start of the voting can vote at NLRB regional offices.

Since there are almost 6,000 eligible to vote, the West Coast election is sure to be the largest ever conducted by the Labor Board on sea-going merchant ships.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Bolstering Social Security

Even when we're comparatively young most of us are often badgered by salesmen for different kinds of retirement plans, and investment and savings plans.

What actually is the best way to put aside money for future retirement needs? It's difficult enough to save, especially for a family man in these days of high living costs and sometimes irregular employment. Any bucks you can put away ought to be put where they will work hardest for you.

A Seafarer already has two assets. One is the Social Security he is entitled to as is any wage-earner. The other is the disability protection in the SIU Welfare Plan. The disability benefit is not based on retirement need but is paid only when Seafarer is unable to work because of disablement. But it can be considered a protection for one's later years when incapacitating disability is more likely to occur.

This disability benefit is paid whether or not a man also collects Social Security. The Social Security retirement benefits are the keystone and main prop in any worker's retirement plan. A man who averages \$3,600 a year of earnings after 1950 could get the maximum retirement benefit at age 65, which currently is \$85 a month. His wife, when she reaches 65, would also be entitled to a pension equal to 50 per cent of the man's, or a maximum of \$42.50.

Unfortunately, at present living costs even the present maximum for a man and wife of \$127.50, would not provide a healthful standard of living. At present prices a retired

couple living in a large city would require a minimum of \$45 a week (\$210 a month) for even a modest standard of living.

Benefits Need Raising

Congress may soon raise the benefits because of the popular appeal of Social Security and pressure to increase these obviously inadequate payments. But the gap between the payments, even if increased, and today's living costs is so great a worker does need a separate savings plan.

Various plans are being offered wage-earners to fill the gap. Probably you have encountered insurance salesmen selling insurance or retirement policies that will pay monthly sums after age 65 to fill the gap in Social Security. Or you may have noticed advertisements for investment funds and stock-purchase plans that can bring in extra income. At one time such savings plans as annuities and stock-ownership were aimed chiefly at well-to-do people. Now they are aiming at working people too.

An individual annuity can be bought in installments bought by wage earners, is a lifetime income obtained from whatever age you previously determine, it will start paying you an income for the rest of your life. How much that will be depends on the amount you originally invested.

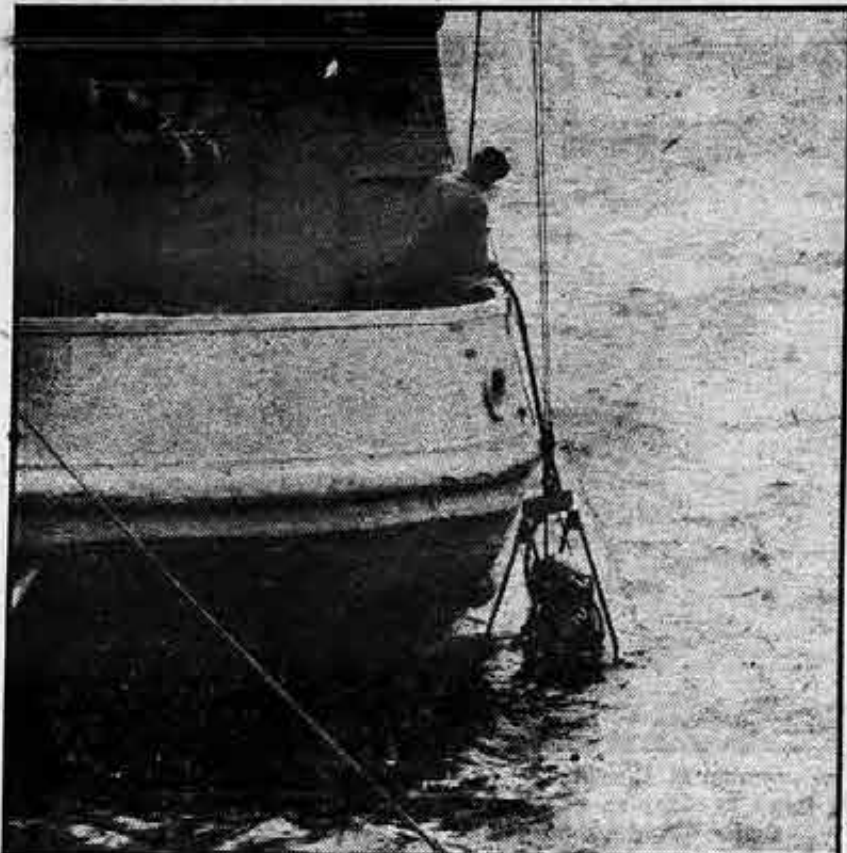
Another type of annuity, which is more frequently bought by wage earners, is a lifetime income obtained from a life insurance policy. The policy protects your dependents or other beneficiaries if you should die. That is, they would get the proceeds. But if you survive to retirement age, you can choose to convert the cash value in the policy to a retirement income.

Actually, neither of these plans will pile up savings as

fast as Government "E" bonds. For example, if you buy E bonds at the rate of \$18.75 a month, by the end of 20 years you will have \$6,000. But if you invest the same amount of money in an ordinary life insurance policy, at the end of that time the cash value will be about \$3,500. Admittedly, the bonds would not have supplied as much protection for your potential beneficiaries during that period as the insurance policy. But if you are aiming at retirement savings rather than protection of dependents, buying bonds does build that fund faster than buying insurance. Even if you do want family protection too, you can still do better by buying a low-cost decreasing term insurance policy to cover your dependents while they are still dependents, while investing the difference in bonds. If you did that you would have about \$4,000 in bonds at the end of the 20 years compared to the \$3,500 of cash value in an insurance policy.

The insurance companies claim that one advantage of saving through their policies is that it is a forced savings plan. Otherwise a man might spend his money as he earns it. But you can put yourself on a compulsory bond-buying plan too, either through authorizing your employer to deduct a certain amount of money from your pay for bonds, or through the bond-a-month plan offered by banks.

Investment funds and stock brokers are now getting after the small investor to buy shares in common stocks. A mutual investment fund sells you shares and then invests the money pooled by you and others in a group of stocks and bonds, and gives you a proportionate share of the dividends received. You do earn more interest this way than from buying Government E bonds. But be warned that it is a far riskier investment.



A Navy diver comes up after an unsuccessful attempt to locate large quantity of live ammunition that was inadvertently dumped into waters of Gravesend Bay, Brooklyn.

Hunt For Live Ammo In Brooklyn Waters

Anybody seen any shells lately? That's what the Navy would like to know. If you have, you probably spend your time walking around on the bottom of Gravesend Bay in Brooklyn, New York.

Naval authorities in New York, like most normal people, haven't seen any at all, and that's what's bothering them. As a matter of fact, Navy spokesmen warned it's better for you if you don't see any because the shells are three-inch rounds of live ammunition. The Navy said this is no shell game, nor sea shell, either. This is the real McCoy.

It all started about two weeks ago when the carrier Bennington was unloading ammunition before heading into drydock. The unloading took place in a restricted area about one-half mile offshore in Gravesend Bay. With a strong wind and ebb tide running a little after noon on Thursday, March 4, the barge onto which the shells were being loaded capsized, tumbling 219 tons of shells into the water.

Shells Doubly Dangerous

Since then the Navy has been trying to keep it quiet, but it gave up about a week ago and let the cat out of the bag along with the shells. The shells, it seems, are separately encased, each in its own canister, but that doubles the danger, experts say. In effect there are two loads that could go off—the propellant charge which is set off in the percussion cap in the base of the canister if the round is hit hard—or the fuse or detonator either in the nose or base if the projectile is tampered with by any but expert hands.

The shells, 14,460 rounds of

them, are in cylindrical metal containers 37 inches long and six inches in diameter. The great majority of the n are silver colored, but a few are painted blue.

A Navy expert explained that the canisters have an air space in them and had a "negative buoyancy" of six pounds. The Navy says they can be shifted easily by tides and currents and it is afraid that is exactly what has happened.

The Navy has had more than a dozen divers combing the bottom of the bay for two weeks now. They're going to keep it up in search of the shells, which they feel may have drifted out to sea, but the divers are expected to walk gingerly for a while.

Use Rags For Paint Job On Ore Vessel

Shipowners and their representatives have been known to cry poor-mouth from time to time, but nobody carried it as far as the officers of the Venore (Ore Lines) recently. Seafarers aboard the Venore found themselves painting the overhead with rags because, it was claimed, the company was economizing and couldn't put brushes aboard.

Crewmembers didn't even have the services of manhelpers, those long wooden broomsticks to which brushes are lashed for the purpose of painting overhead areas. The men had to soak the rags in the paint cans and then smear the paint on by hand.

By the time the crew got through with the job the paint was everywhere. Chances are the painted areas didn't look like much either.

When the ship got back to Baltimore, the crew complained to the boarding patrolman. As a result the company has been told that if it wants Seafarers to paint its ships from now on, they had better put some brushes and rollers on board.

Be Sure to Get Dues Receipts

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

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 3-1-54 To 3-12-54

No. Seafarers Receiving Benefits this Period	1080
Average Benefits Paid Each Seafarer	82.44
Total Benefits Paid this Period	89,036.16

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	6,310.00
Death Benefits	17,383.55
Disability Benefits	1,200.00
Maternity Benefits	5,200.00
Vacation Benefits	58,942.61
Total	89,036.16

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	458,600.00
Death Benefits Paid Since July 1, 1950*	876,397.89
Disability Benefits Paid Since May 1, 1952*	34,915.00
Maternity Benefits Paid Since April 1, 1952*	228,200.00
Vacation Benefits Paid Since Feb. 11, 1952*	3,139,565.48
Total	4,737,678.37
* Date Benefits Began	

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	502,675.38
	Welfare	327,656.02
Estimated Accounts Receivable	Vacation	253,288.00
	Welfare	233,705.00
US Government Bonds (Welfare)		2278,768.82
Real Estate (Welfare)		597,952.74
Other Assets - Training Ship (Welfare)		119,060.97
TOTAL ASSETS		4,303,106.93

COMMENTS:

To date, 11 applications have been received for the Scholarships of the Plan. The breakdown on the number of applicants is as follows: 3 seamen, 4 daughters of seamen and 4 sons of seamen. All of these have qualified and have taken their examinations, or will take their exams on the last examination date which is May 22, 1954.

Many members, when being released from the hospital, are failing to file for hospital benefits within the 14-day period required by the Plan. Hospital benefits not received in the hospital should be applied for within 14 days of discharge from the hospital, directly to the Administrator.

Al Kerr

Submitted March 15, 1954

Al Kerr, Assistant Administrator

... and, remember this ...

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

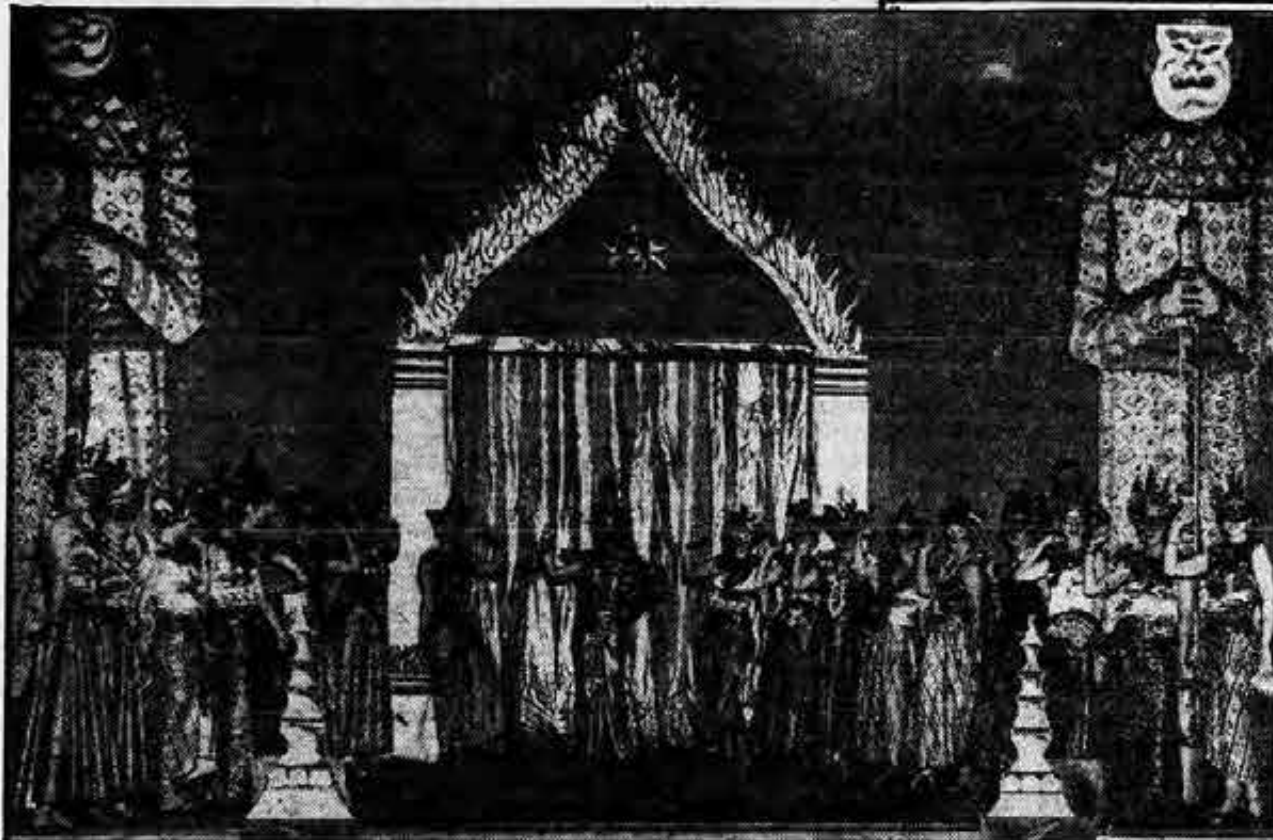


Seafarer Van Parker adds a carnival touch to the Mobile SIU hall with Mardi Gras hat, noisemaker and streamers. With him (l-r) are Seafarers D. S. Brooks, E. Allen, G. Scott, R. Harford, James E. Porter and Nick Souris. Many Seafarers residing in the city participated in the festivities while ashore.

Seafarers Help Fete Mardi Gras In Mobile, Called Oldest In US



At left, a Mardi Gras masker and his lady are all set for a big time at one of the traditional Mardi Gras balls. Although membership in mystic societies is secret, this celebrant could be a Seafarer, judging from the white cap. Above, the Mobile hall, located directly on the parade route, provides a good view of parade floats.



The ladies have their own secret societies too. This one, known as the Spinsters, is shown preparing to open its annual ball, as a group of the ladies performs the traditional rite which kicks off the festivities. Mystic societies have been in existence in Mobile for more than a century.

MOBILE—The celebration of Mardi Gras in New Orleans is world-famous. A carnival that rivals it in size, color and riotous fun-making is held each year in this nearby Gulf port, but it is scarcely known outside of Alabama. Yet the celebration of Mardi Gras in the manner in which it is observed today in New Orleans originated on Mobile's waterfront.

The first appearance of Mardi Gras on the Gulf Coast was in 1699 when the name was written on a French map by Iberville, French explorer, soldier and engineer. Iberville was journeying up the Mississippi when he stopped one night on the banks of a bayou on Mardi Gras. This prompted him to name the stream Mardi Gras Bayou.

Parade floats and the first mystic society originated in Mobile on New Year's Eve, 1830. It wasn't until 1857 that New Orleans began to have formal parades and Mobileans still claim that actually the residents of this city organized New Orleans' formal Mardi Gras celebration as it is known today.

Mobile's first secret carnival society was called the Cowbellion de Raking Society after the cowbells, rakes and hoes employed by

the first parade. The procession was organized among a band of seamen and dockworkers in a small waterfront cafe by Michael Kraftt, a young transplanted Pennsylvania Dutchman.

Ten years later, 17 years before floats first appeared in a New Orleans Mardi Gras parade, Mobile's second mystic society was organized. It was known as the Strikers to identify its members with their waterfront occupation. They were "strikers" who marked bales of cotton before they were loaded aboard ships.

The celebration in Mobile, known today as the "Mother of Mystics," continued as a New Year's Eve event until 1861 when the citizenry decided Shrove Tuesday, the day preceding Ash Wednesday, the beginning of the 40-day Lenten season, was more appropriate for the occasion.

Since then Shrove (or Fat) Tuesday is observed by the final parades and wild and joyous celebrations. (Continued on page 17)

Cartoon History Of The SIU

Commies Rig Phoney Dock Beef

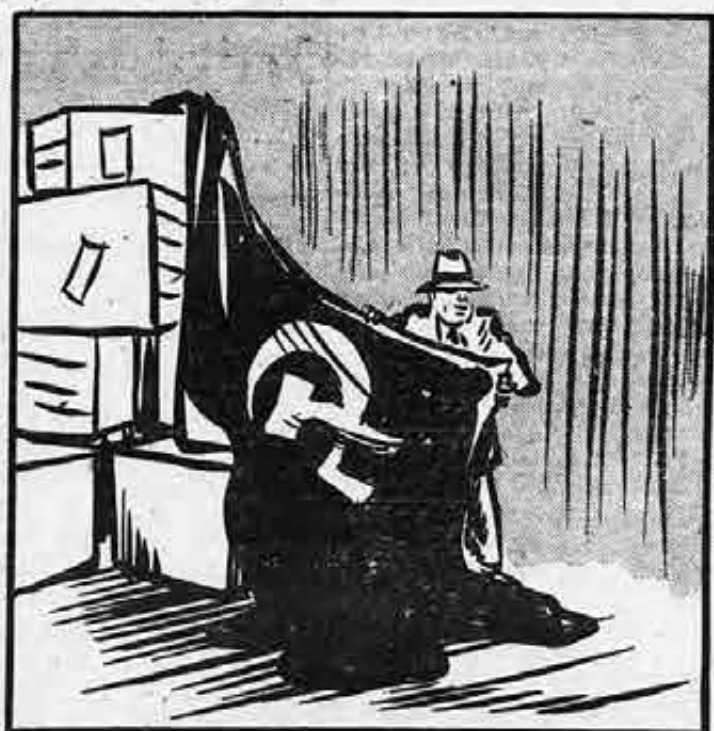
No. 59



Whipped in Canada and repudiated by its membership, in May, 1949, the Commie-run Canadian Seafarers Union carried its phoney contract beef to England. Misrepresenting the issues, Commie agitators succeeded in getting British dockworkers in some ports to tie up a few Canadian ships, now manned by the SIU.



With the SIU Canadian District pledged to honor the contract which CSU men had shown they wanted, SIU officials moved to counter CSU lies with the true story of the Canadian "beef." Armed with the facts for the first time, many British dockers immediately voted to return to work. The "beef" they were supporting in England didn't even exist in Canada.



As the tie-up of some Canadian ships continued, the SIU warned of a general boycott of British shipping in A&G ports, unless action was taken. The Labor government branded the walkout "Commie-inspired" and it soon ended, but not before the Commies had fomented a wildcat stoppage right on the docks of London.

PORT REPORTS

Baltimore:

Ore Ships Keep Port Of Baltimore Buzzing

Shipping has been good in the past two weeks and it looks like it will continue. As I said in my last report, we would have an Ore ship practically every day in here and it so happens this did occur. As you are well aware, there are always quite a few jobs available on these scows. This helped to take up quite a bit of the slack. Also due to the fact that we are getting more bookmen on these ships, it tends to make for better conditions all around.

We have had several ships come out of the boneyard that were crewed up by bookmen. We are certain that when these ships come in for the payoff, they will come in clean due to the interest being taken now by the membership to do all they can to keep these ships operated as they realize that they will have job security.

Ships paying off were the Edith and Mae of Bull; Calmar's Seamar, Massmar and Oremar; Gulfwater of Metro; Chilore, Feltore, Baltore and Venore of Ore; Waterman's Fairport, Steel Voyager of Isthmian; Jefferson City Victory of Victory Carriers, and the Winter Hill of Cities Service.

Signing on were the Seamar and Oremar of Calmar; Isthmian's Steel Flyer, Steel Navigator and Steel Voyager. Chilore, Feltore, Cubore and Venore of Ore; Troy's Trojan Seaman; Ocean Nimet of Ocean Trans; Fairport of Waterman, and Strathbay of Strathmore.

In-Transits

In transits were the Robin Kettering Seas; Bethcoaster (Calmar); Alcoa Ranger (Alcoa); Iberville (Waterman); Elizabeth (Bull), and the Cantigny (Cities Service).

There was a contest on just recently between the Seafarers Sea Chest, Weil Brothers, Aaron Cohen and Dan Christen to see who could sell the most cigarettes aboard the ships. I am very pleased to state that the Seafarers Sea Chest won first prize. I don't know whether this was caused by the crew members smoking more cigarettes or because the Sea Chest stored the ships with fresher cigarettes. But whatever happened, the Sea Chest came out on top.



Carlson

Thanks to the men who run the Sea Chest and also the crew members on board these respective ships.

We had a meeting Wednesday morning at the Baltimore Fed-

eration of Labor by the Political Action Committee. We have submitted names of the various political parties and tried to analyze the respective candidates thoroughly so that when it comes time to vote, we will be certain that we will have a slate set up that will be favorable to labor as a whole. All of the committeemen are working hard to see that the candidates are favorable to all concerned.

It was with a lot of satisfaction that I noted several of the larger locals in the Gulf in the longshoremen's beef, went AFL and am certain that before long, everything will be worked out the way it was planned at the beginning and all will be quiet and serene on the waterfront in the very near future.

I talked to Mr. Liebman, the architect, the other day and he was of the opinion that we would be in the new hall not later than June and that even though the building may not be completed, in its en-

tirety, we would still be able to take over and operate a hundred percent efficiently. The workers would continue to work for the completion without any interruption. So maybe with this information we will be able to beat the heat after all. It is with a lot of satisfaction that I noticed the kind of workmanship and materials that are being put into the building. As I have oft times stated before, this will be more than a union hall, it will be a memorial to the Seafarers International Union.

We have for our report this week, Brother Clyde Carlson, who sails as bosun and AB. In his own words he says, "I have been a member of the SIU since 1948 and have found it to be a very progressive and militant organization, fair to the membership and also the companies we have under contract. I do not know of any other vocation that a man can do where he will receive anywhere near the benefits that we derive from the Welfare and Vacation Plans. The base pay tops any in the maritime industry. Of course, all of this is due to the unceasing efforts of our officials. I wish to personally thank all of them because I know that they will continue to strive to the best of their ability for more and better gains for the membership in the future."

Earl Sheppard
Baltimore Port Agent



Savannah:

Shipping Fairly Warm, Weather Snappy

Shipping has been fair for the past two weeks and it looks like it will continue along those lines for the coming period. Wish I could say the same for the weather recently, fair, that is, but it certainly wasn't. It was pretty cold, but it's warming up a bit now.

The Southport of South Atlantic was the lone ship to pay off, and it signed on again the same day. In-transit vessels were the Seatrain Savannah, Seatrain New York, both of Seatrain Lines and both in twice. Others were the Steel Age of Isthmian; the Robin Sherwood of Seas, and the Southern States of Southern.

Oldtimers on the beach are F. G. Wesley, T. H. Nongezzer and E. J. Jordan. Men in the marine hospital are J. W. Sweat, J. B. Christy, P. Bland, J. Littleton, J. B. Setters, W. C. Bedgood, C. O. Corbett, P. Jakubcsak, J. T. Wilson, G. W. Wilson, R. B. McCorkel, and J. Kramer.

Jeff Morrison
Savannah Port Agent

New Orleans:

Del Norte Seafarers Win Buenos Aires Tilt

We don't hear much about it on the beach here when they come off on the short end, but the boys on the Del Norte (Mississippi) won a baseball game in Buenos Aires during their last trip and proudly paraded ashore here the other day with bundles of press notices and a lot of conversation about how good they are.

Playing as the "Del Norte Stars," they defeated the Gimnasia Y Esgrima team, 15 to 7. This evened the series between the two teams at one all. The Del Norte lineup was Joseph Suarez, Robert Callahan, James Connors, Michael Sporick, Ralph Boyd, Abelardo Sosa, Johnny Blaylock, Nathaniel J. Benenate and Joe Collins.



Sporick

An English-language newspaper account of the game said "Sporick gave the many spectators their money's worth when in the first of the third he demonstrated the ease with which a home run could be scored by placing the ball in the adjacent waterworks."

"Twirling Joe" Collins, according to this account, "played considerable havoc among the local batters as since his last performance he seems to have put in a lot of work in getting ball control."

An important local news item since our latest report was word from Washington that plans finally have been approved for a second Mississippi River Bridge between New Orleans and the West Bank. Construction of the proposed new bridge has been held up by a controversy over location of a pier for the bridge. This apparently has been cleared up to the satisfaction of shipping interests and engineers, and it now appears likely that work on the project will commence this year.

Shipping Picked Up

Meanwhile, shipping picked up slightly in the last two weeks, but still was off a little compared to this season a year ago. The Del Aires returned from a Far Eastern voyage and will be turned back to Mississippi Shipping Co. from MSTs charter. The ship was sent to drydock and will be in temporary lay-up until sometime in May.

During the last two weeks the Del Mar and Del Norte (Mississippi) and the Chickasaw and De Soto (Waterman) paid off here. The Del Mar, Del Rio and Del

Valle (Mississippi), the Frederic C. Collin (Dry Transportation) and the Pelican Mariner and Alice Brown (Bloomfield) signed on.

Ships calling in transit were the Alcoa Cavalier, Alcoa Patriot and Alcoa Polaris (Alcoa), the Steel Rover, Steel Flyer and Steel Age (Isthmian), Del Rio and Del Valle (Mississippi). Seatrains New York and Savannah (Seatrain), the Claborn, Monarch of the Seas and Arizpa (Waterman) and the Marie Hamil (Bloomfield).

Lindsey J. Williams
New Orleans Port Agent



New York:

Longshore Beef Sends Ships To Other Ports

Shipping has been staying on an even keel here in New York, but it would be much better if it were not for the so-called wildcat strike run by officials of the old ILA.

We have had 14 ships paying off, five vessels signed on and 20 ships in transit. The Wacosta (Waterman) was laid up temporarily, but will come out next week. All beefs were handled satisfactorily.

Ships paying off were the Evelyn and Francis of Bull; Seatrains Louisiana and Savannah of Seatrain; Seanan of Stratford; Robin Kettering of Seas; Alexandra of Carras; Steel Age and Steel Vendor of Isthmian; Wacosta, Warrior and Golden City of Waterman; and Chiwawa and Abiqua of Cities Service.

Signing on were the Robin Locksley and Robin Sherwood of Seas, and the Golden City, Fairland and Warrior of Waterman.

In-transit vessels were the John C. of Atlantic Carriers; Bethcoaster and Marymar of Calmar; Suzanne and Kathryn of Bull; Seatrains New Jersey, Texas, Georgia and New York of Seatrain; Jefferson City Victory of Victory Carriers; Wacosta, Iberville, Alawal and Chickasaw of Waterman; Steel Voyager and Steel Navigator of Isthmian; Alcoa Partner of Alcoa; Abiqua and Bradford Island of Cities Service and the Val Chem of Valentine.

At this time I'd like to thank the membership for their cooperation in this waterfront beef. As you know, the old ILA is rather desperate and went on a wildcat strike, which cannot last more than a few days. Because of the strike, several of our MSTs ships were diverted to Baltimore, Md.

I am sure that the ships will be coming into New York in the next week.

Claude Simmons
Asst. Sec.-Treas.

Seattle:

Effie's Cooking Gets Vote Of Confidence

Good was the word for shipping in the past period, but not so the outlook for the future. It does not look too good for the coming two weeks.

Paying off was the Ocean Lette of Ocean Trans, while ships signing on were the San Mateo Victory of Eastern and the John B. Kulkundis of Martis. In-transit vessels were the John B. Waterman and the Hastings, both of Waterman.

The reading clerk for the last meeting was Seafarer Richard Shaffner. Shaffner is 46 years old, married and makes his home in Chicago, Illinois. He joined in 1943 in New York and sails in the deck department. He says he prefers sailing from the East and Gulf Coasts. His last ship was the Transatlantic of Pacific Waterways.



Schaffner

Oldtimers on the beach include A. Gurskie, C. A. Gardner and R. D. Eisengraeber. Men in the marine hospital include G. G. C. Farnum, W. K. Gully, Sverre Johannessen, V. K. Ming, Vincent Rodriguez and E. L. Woods.

No good comment on the weather this time, in other words, we wish it would warm up! We have had a considerable amount of rain and snow flurries in the past few days.

The membership would like to give a vote of thanks for the good food served by Effie, the cook at the Kilowatt Restaurant, located in the building occupied by the Seafarers hall. Most of the boys patronize this restaurant and keep coming back, so we assume they enjoy the good food Effie puts out, including "grits."

Jeff Gillette
Seattle Port Agent



Galveston:

New Wharf Head May Pep Up Things In Port

Shipping has been very slow and it does not look too promising for the coming weeks.

The Marie Hamil of Bloomfield paid off and signed on the same day, while in-transits were the Frederic C. Collin of Drytrans; Cantigny and Council Grove of Cities Service; Arizpa and Fairland of Waterman; Val Chem of Valentine; Southern States of Southern Trading; Michael of Carras and the Seatrains New Jersey, Louisiana, Texas and Georgia of Seatrain.

Men on the beach include W. Jones, S. Miller, E. LaSoya, G. Bales, R. Meadows, R. Armstrong, T. Bowers, A. Sistrunk, J. Rawlins, W. Hightower, F. Nigro, H. Pruitt and S. Evans.

Men in the marine hospital are R. Lyle, A. Scheving, H. E. Horn, D. O. Skousas, E. R. Hall, J. R. Markopolo, M. Degallado, C. L. Davis.

Our plans for moving to a new location did not materialize, but we plan to keep on looking. The weather is spring-like, so everyone has spring fever. We have a new commissioner in charge of the wharves, so maybe things will get to moving soon.

Keith Alsop
Galveston Port Agent

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- DULUTH 531 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 5-2418

PORT REPORTS

Mobile:

Miss America, 1954 In Transit At Port

Shipping has been fair for the past two weeks. One hundred men were shipped on regular jobs and the same amount worked in various jobs around the harbor. Ships paying off were the Alcoa Patriot, Alcoa Clipper, Alcoa Polar, Alcoa Puritan, Alcoa Corsair and Alcoa Runner (Alcoa) and Waterman ships, Lafayette and Beauregard. Alcoa's Patriot, Polar, Puritan and Runner, and Waterman's Monarch of the Sea and Beauregard signed on. Ships in transit were the Alice Brown (Bloomfield) and Waterman ships, Chickasaw, Fairland and DeSoto. All payoffs were smooth. Prospects for the coming two weeks are good with more than a dozen ships expected.



Zuniga

make Mobile a fairly consistent port.

Our Marine Allied Workers Division is also in good shape with all contracts settled and the different divisions of the Marine Allied Workers all working. These divisions are the Alcoa shore gang, storing gang, bar pilots, towboats, Waterman repair yards and dust gangs. There are quite a few job opportunities for members of the MAW divisions, plus a few left over for the deep sea brothers to get a stake when shipping does slow down a little bit.

Seafarer Of Week

In port this week is brother David Zuniga, better known to his friends and shipmates as Mexican Joe. Brother Zuniga has been shipping out of this port for some years, although hailing originally from Mexico City. His favorite indoor sport is buying old automobiles and after wearing them out, tries to peddle them for the same amount he paid. Needless to say, he hasn't sold many of them.

Cal Tanner
Mobile Port Agent

Philadelphia:

New York Dock Beef Brings Shipping Spurt

Shipping is definitely on the upswing here, due to the changing conditions on the New York waterfront caused by the current AFL longshore campaign. The result is causing diversion and rerouting of many ships into Philadelphia, which is giving shipping in the port a big boost.

One ship, the Compass (Compass), coming in for payoff from the Mediterranean, was due to take practically a full crew and, with the in-transit traffic, is helping our situation considerably. The shipping figures also indicate we have hit about an even keel for the past two weeks, as the Arlyn (Bull) took an entirely new crew.

Four Payoffs

Our payoffs and sign-ons totaled four, with the Republic (Trafalgar), Lone Jack (Cities Service), Dorothy and Hilton Bull, paying off and signing on again.

The list of in-transits included the following: Robin Sherwood, Robin Kettering (Seas); Azalea City, Iberville, Fairport (Waterman); Steel Flyer, Steel Chemist, Steel Age, Steel Voyager (Isthmian); Southern Districts (Southern Trading); Inez, Elizabeth (Bull) and Government Camp (Cities Service).

A. S. Cardullo
Philadelphia Port Agent

Norfolk:

In Transit Ships Only Action In Slow Period

Shipping in the port has been very poor in the past two weeks and does not look any brighter in the coming week. No ships paid off or signed on. Vessels in transit were Isthmian's Steel Age, Steel Vendor and Steel Executive and Waterman's Fairport and Mobilian. There were no beefs.

In Hospital

Men in the marine hospitals are J. L. Griffin, Charles E. Carniel, Otis C. Bailey, W. Keiswetter, W. H. Mason, Manuel Martins and John R. Henchey.

Ben Rees
Norfolk Port Agent

Wilmington:

Pelican Mariner Sets Out For Far East Run

The last two weeks have still been on the slow bell. We had only one payoff, the Kyska (Waterman), which also signed on for her next trip back to the Far East. We have the Pelican Mariner (Bloomfield) in our port for bunkers and a little engine work. We put one man aboard in the steward department. This ship is making her first trip and she is bound for the Far East. Her payoff will probably be at the end of April, in San Francisco.



Cohen

In-transit vessels included the Citrus Packer, Yaka, Hastings, Choctaw, Gateway City and Andrew Jackson (Waterman); Portmar and Alamar (Calmar); Seamonitor (Excelsior); Ocean Ulla (Ocean); Pelican Mariner (Bloomfield); Steel Maker and Steel Executive (Isthmian).

The chairman of our last meeting was Sam Cohen, who's now shipping after holding down this spot for quite awhile. Everybody wishes him the best of luck.

E. B. Tilley
Wilmington Port Agent

Lake Charles:

Politics, Fishing And Shipping Make News

Things have really been on the slow bell here for the past two weeks so far as shipping is con-

cerned. We have had ten ships in here but the boys are sticking to the jobs.

Shipping

Calling into this area were as follows: The Govt. Camp, Bents Fort, Lone Jack, Fort Hoskins, Bradford Island, Winter Hill, and the Govt. Camp back again. All of these run for Cities Service. Then we had two of the Miss. Shipping Co. wagons, the Del Valle and Del Rio, the Alexandra of J. Carras, and the Bull Run of Mathiasen. The latter paid off here from an intercoastal trip and it was a pleasure to handle her.

We have listed in quite a few ships for the next two weeks but, of course, we have no way of telling what will be on them. However we have enough men in all rates to man seven or eight ships.

Labor

On the labor front, the Building & Construction Trades Council is making a lot of headway and as of right now only two unions are left that haven't signed a new contract and we expect anytime to get the word they are signed up. Of course, the unions that have signed are still waiting for the others to sign before going back to work. The men got just about all they asked for.

Politics

On the political front, there will be an election this coming summer for several posts and labor here is waiting to see just who will come out for the various offices. So far, the incumbents are all going to run again and they have always given labor a decent break so we expect that we will go along with them again.

We attended the last meeting of the Central Trades and Labor Council. Wonderful progress is being made in that body. The various locals around here, that have been out of the council for several years, are now coming back and a progressive program is taking shape in the council.

We have no members in any of the local hospitals at present, although we have a couple who are out-patients from the Galveston hospital.

On Beach

Among the men on the beach are C. W. Gann, S. Sikes, J. Rodder (who just got his full citizenship papers this week), R. Lyle, J. Zuzov, S. Cantrell, H. E. Grant, W. Sirkoski, P. Rubis, W. F. Walker, A. Alleman, P. Hammel, Karl "Swede" Hellman, L. "Wahoo" Boren, and many others.

The fishing weather is fine and reports reaching us are that the boys are really pulling them in.

Leroy Clarke
Lake Charles Port Agent

Boston:

Shipping Stays Slow In Bean-Town Port

Shipping was again slow for the past two weeks. Ships paying off were the Council Grove, Bents Fort and Fort Hoskins (Cities Service), Queenston Heights (Seatrade) and Michael (J. M. Carras). The same ships signed on. In-transit vessels include the Ann Marie (Bull), Republic (Trafalgar), Steel Vendor (Isthmian), Antinous, Wacosta and Chickasaw (Waterman). A delayed sailing beef on the Fort Hoskins was sent to headquarters. The delay was due to engine failure and the beef was that the sailing board had not been changed.



Ruggiero

Men on the beach include R. Johnston, L. Ruggiero, E. Monahan, E. Gerace, K. Goldman and V. Siso.

Mrs. Miller, the sister of Edward Cooley, who died in Wilmington last week, called the Hali to express her gratitude for the manner in which both the Boston and Wilmington Port Agents handled her brother's funeral arrangements.

James Sheehan
Boston Port Agent

San Francisco:

Seamen Attend Service In Memory Of Furuseth

Shipping is slow and the future looks poor. Only one ship paid off, the Seamonitor (Orion). Three ships signed on: Alcoa Planter (Alcoa), Ocean Ulla (Ocean) and Seamonitor (Orion). In-transit vessels include the Topa Topa, Choctaw, Andrew Jackson and Kyska (Waterman), Portmar and Alamar (Calmar) and Steel Maker (Isthmian).

The SIU received an invitation from Harry Lundeberg, secretary-treasurer of the SUP, to attend the memorial services honoring the 100th anniversary of Andrew Furuseth.

On Beach

Oldtimers on the beach include, C. Harper, S. Mavromichalis, F. Curtis, B. Gapse, W. Bause, J. Parks, A. Smith, W. Pennington, W. Kramer, C. McKee, T. Malone, M. Pappadakis, J. Callaghan, A. U. Surles, A. Anderson and W. Hunt. Men in the marine hospitals include O. Gustavesen, D. Yuzon, J. Childs, W. Singleton, H. Choe, V. Sorensen, M. Wilson, J. Perrira and H. Keller.

Tom Banning
San Francisco Port Agent

Tampa:

Nothing But Sun Visits Florida Port

Shipping for the past two weeks has been very slow, in a good part due to the old ILA tie-up in New York, where many coastwise ships are docked. The prospects for the next two weeks also look slow.

No ships paid off or signed on and only two ships were in transit, Waterman's Wild Ranger and De Soto.

The meeting's chairman was T. Kern. W. Warmack was recording secretary and G. Hammock served as reading clerk.

Ray White
Tampa Port Agent

A & G SHIPPING RECORD

Shipping Figures February 25 to March 10

PORT	REG.			REG. TOTAL	SHIP.			SHIP. TOTAL
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	26	8	9	43	8	7	10	25
New York	158	149	132	439	108	95	77	280
Philadelphia	26	27	25	78	27	23	15	65
Baltimore	106	77	54	237	76	64	56	196
Norfolk	9	13	8	30	2	2	2	6
Savannah	14	14	11	39	13	21	15	49
Tampa	16	28	11	55	3	1	4	8
Mobile	47	37	38	122	44	25	31	100
New Orleans	75	84	82	241	40	45	60	145
Galveston	30	27	28	85	14	11	9	34
Seattle	55	50	33	138	18	22	17	57
San Francisco	29	10	23	62	13	15	22	50
Wilmington	20	23	16	59	11	7	12	30
Totals	611	547	470	1,628	377	338	330	1,045

Good Shipping

Affairs of the port are in good shape with Mobile having pretty good shipping for the last several months compared with the rest of the country. We consistently have fair shipping and bookmen on the beach, unless they are waiting for a particular ship, never have too much trouble getting out. Part of our continued good shipping is due to the fact that practically all of the Alcoa ships pay off here and a good number of the Waterman ships from offshore pay off in this port. These, plus the passenger ships and the Puerto Rican runs,

IN THE WAKE

Due to its whiteness and softness, and because it was often cast up along the shores of the sea, the ancients thought that the light, soft mineral called meerschaum was actually the foam of the sea turned into stone. Little practical use was found for the mineral, which was named "sea foam" in all languages, until German artisans began to carve it into pipe bowls and cigar holders, seeing that it readily absorbed nicotine from the tobacco and eventually acquired a beautiful, warm brown color. The scientific name for it, however, is "sepiolite," from the Greek *sepid*, cuttlefish, and *lithos*, stone, because the mineral resembled the bone obtained from those animals.

Convicted of attempting to organize a mutiny on the USS Somers, Philip Spencer, a midshipman in the US Navy, was hanged at sea while his father, John C. Spencer of New York, was Secretary of War in the Cabinet of President Tyler. The mutiny charges against the young midshipman were upheld on the ground that he had sought to convert the naval vessel into a pirate ship. Thus, on December 1, 1842, Spencer, the bosun's mate and a seaman were hanged on the yardarm of the brig-of-war while she was on her way from Liberia to NY via St. Thomas, Virgin Islands. Despite the incident, his father remained in the Cabinet until 1844.

Although it was the Portuguese who were first to colonize South Africa, no extensive development of the region took place until the Dutch East India Company founded Capetown in the late 17th century. Dutch settlers immediately began to have difficulties with the natives, especially the hostile and warlike Bushmen. Adopting a strategy of the Portuguese, the Dutch organized their forces into small units or commands capable of carrying out quick raids against native villages. Each military unit was called a *commando*, which was also borrowed from the Portuguese and meant a party commanded. The word first came into English usage when the British began to establish

colonies in southern Africa in the 19th century, and was widely used in World War II.

A member of Columbus' first expedition to the New World, Rodrigo de Jerez, a native of Ayamonte, Spain, is said to have been the first European to smoke tobacco. Legend has it that de Jerez learned to smoke from the natives of the West Indies, after the expedition arrived there in 1492. When he returned to his village in Spain he took some tobacco leaves with him, and his fellow townsmen were greatly astonished when they saw smoke emerging from his mouth and nose. His own wife is supposed to have denounced him to the Holy Inquisition as a man who "swallows fire, exhales smoke and is surely possessed by the Devil."

One of the greatest handicaps in long-distance cruising by ships in the 17th, 18th and even part of the 19th century was the use of hemp cables, although chain cables were known at the time of the ancient Romans. In a small man-of-war designed for long-distance cruising at least a quarter of her service space was occupied by cables, thus cutting down her supply of water and stores to a dangerous degree. Not only did they take up a lot of space, but hemp cables had to be constantly watched for chafing when in use, or for rotting when stowed away. It is not surprising, then, that a great many anchors and cables were lost in the least bad weather, and this, in part, led to the popularization of the chain cable in modern times.

The oldest known map is a Babylonian clay tablet dating from about 2,500 BC, but the only place which was represented with any accuracy on early maps was the Mediterranean world. Although modern maps and charts are made with north at the top, this was not always the case. Many of the ancient Greek and Roman map-makers placed east at the top of their maps, that being the direction of rising sun. A map published at Rome in 1546 was made with west at the top, while still another, dated 1492, had south at the top.

The Seafarers Puzzle

ACROSS	DOWN	20. Diamond	41. Where Pescara is
1. Weeping sounds	1. Selfishness	22. Sloppy women	42. Industrial region, Europe
5. Possess	2. Smell	23. Away	43. City, Peru
8. — West, a ship	3. Island E of Java	24. French king	44. Good joke
12. Port in W. Netherlands	4. Smoky fogs	25. Make error	45. Old style of ship
13. Meadow	5. Veterans	27. Alabama: Abbr.	46. Maple or elm
14. Swear to	6. Existed	28. Steal	47. Thin
15. Race of Chinese	7. No	29. Barnyard sound	48. Hearing organs
16. — Trans	8. A 7 or 11	30. The heavens	50. Former price fixer
17. Head: Fr.	9. Always	32. Adopt	
18. Anti-sub escort vessel	10. Cast a ballot	36. Open a keg	
20. Enticed	11. Filled with wonder	37. Period of time	
21. Snow runner	19. Aviation storekeepers: Abbr.		
22. Title of respect			
23. Cargo from Duluth			
26. Portable firearms			
21. — deck			
23. High note			
34. Observe			
35. Best quality			
38. Cabin			
39. — de deux, a dance step			
40. Three: Prefix			
42. One-masted vessel			
45. Port, Puget Sound			
49. Primitive man of Japan			
51. It rows a boat			
52. City in Iowa			
53. Belaying			
54. Shakespearean king			
55. Unusual			
56. Jolson and Smith			
57. Jap money: pl.			

(Puzzle Answer On Page 25)

THE INQUIRING SEAFARER

Question: Do you have any ideas for changes in the way the Headquarters cafeteria is run?

Richard Wendell, AB: Not a single change. I think the cafeteria is being run pretty well. The food is good and plentiful and they are fairly priced to meet the men's pocket-books. There is also a very congenial atmosphere in the cafeteria which makes it pleasant to eat there.

Harry Earley, FWT: I eat there every time I am in the hall because I think it is tops in everything. The food is good and reasonably priced, well within easy range of the Seafarers pocket. As far as the portions of food are concerned, they are abundant.

Primo Fernandez, AB: Well, I can only see one change necessary in the food situation in the cafeteria. Although the food is pretty good and the prices are all right, I think the coffee could stand some sort of improvement. Although it is only a small thing, good coffee is a big help to a Seafarer.

Emiliano Acadeo, OS: I like the cafeteria very much, just the way it is, without any changes. Except one, that is. Although I find the prices and service just about the best I have met anywhere, I think the food could be improved as far as quality of the dishes is concerned as well as varying the menus offered.

Frank Natale, bosun: I think it is being run beautifully. The prices are cheap and the quality of the food is high. Where else in this country can you get a cup of coffee for a nickel? We've got those Brazilian coffee bean growers beaten in the SIU cafeteria. I wouldn't change a thing at the present time.

Allen Bell, chief cook: I think some effort could be made to bring the prices on some items down a little, especially on some of the main dishes. If prices were a little more reasonable, it would benefit both the seamen and the public. The food itself is delicious though, and the service is really the best.

MEET THE SEAFARER

BERT H. DAWSON, cook



This week's Seafarer has been sailing ships since World War I when he served in the US Navy. Bert went merchant marine in 1919, in the days before unions had made any headway on the seas, and his stories of those pre-union days are hard to believe in the light of current conditions in maritime.

Seafarer Dawson described the method by which jobs used to be given out in the early days of the twenties. "I would go down to the docks and wait for a steward's boy to come off a ship and give me a pass to go aboard. Then, I'd see the second steward and he would make it clear that I would have to 'mule before I could grab the bear' (work before I ate)."

Meals

In those days, Bert said, there was no such thing as wanting bacon and eggs in the morning. "You got scrambled eggs every day, hot, cold, or in the middle. And if you didn't make the 7 AM boat drill, you didn't get anything. For dinner or supper, we had continuous stew." That was a stew started the first day of the week, and added to as the days went along.

Foreign Flags

In addition to the American merchant marine, Bert has sailed on many foreign-flag ships, English, Norwegian, Spanish, Canadian, Panama, etc., and he says that conditions on their ships are very bad, even today. Bert once sailed on a windjammer in 1924 when he was shipping under the Canadian flag. He describes that trip ruefully. His trip before the mast was from Halifax, Nova Scotia, to Tampa, Florida, and British Honduras. Sailing as cook, Bert also had to take a turn at the wheel and he was responsible for the ship's lights.

Pre-Union

Dawson's description of shipboard conditions form a terrific contrast to life aboard an SIU vessel now. "There was no union to look after you, in case you were fired," Bert said, "and there was no one to appeal to. You could be

dumped in any port without transportation money back home. The average pay was \$40 to \$45 a month. Coastwise was a ten or twelve day trip on which you would earn about \$12 to \$14. Out of that, you had to pay \$10 to the head-waiter, unless you participated in a continuous poker game, which was the way stewards received their payoffs."

Other conditions on those pre-union ships were bad also. Bert stated that the companies didn't give the men any linen for the tables and that bedding consisted of blue tick pillows and a mattress cover. At night, men had to fight with roaches and other pests in order to get some sleep.

Despite these conditions, Bert's fondness for sailing life has kept him on ships for more than twenty-five years. He's typical of many seamen who endured company abuses for years until unions came along to change conditions.

Other Ports

Bert, who is a hale and hearty 53 years of age, sails from New York and makes his home in Peoria, Illinois. He isn't fussy about which port he sails out of though as he will grab a ship in Philadelphia, Baltimore, New Orleans, Tampa and other East coast and Gulf ports. His last ship was the Ocean Nimit (Ocean). That ship was quite a contrast to his first berth at the age of nineteen. Bert signed on as a scullion on the United Fruit ship, Surrunama, in New Orleans. He's been sailing in the galley gang ever since.

SIU

Dawson got his SIU book in 1943 and he says, "I'm 100 percent for the SIU. Sailing with our outfit is certainly a tremendous contrast to what it was like sailing in the old days." Bert was very enthusiastic about the gains made by the SIU and the type of seamen who make up the membership. In the light of his experiences sailing in the pre-union days, and for foreign flags, he is one Seafarer who knows just how much the SIU meant to men who work the ships and to the American maritime industry.

TEN YEARS AGO

Prime Minister Churchill told the House of Commons that "the Anglo-American air attack on Germany must be regarded as our chief offensive effort at the present time . . . US planes bombed the Japanese base of Saipan in the Marianas, 1,300 miles from Tokyo . . . SIU opposition blocked an attempt by the Recruitment and Manning Organization (RMO) of the War Shipping Administration to gain jurisdiction on the Great Lakes.

Russian Forces crossed the Dnieper River on a 31-mile front and retook 20 towns in Bessarabia, border province in Rumania . . . The Allied Control Commission abolished the Fascist system of government for towns and provinces throughout the Naples area of southern Italy. Meanwhile, the battle for Cassino still raged . . . Congress passed a soldier vote bill under which service people had to file applications themselves for state absentee ballots.

The US Army went into action on the continent of Asia for the first time and captured the town of Walawbum in an encircling movement in Burma's Hukawng

Valley . . . Berlin was bombed by approximately 800 Flying Fortresses from Britain accompanied by 800 fighter planes. Two thousand or more tons of explosives were dropped . . . A unique decision was won for an SIU man, an alien seaman, when a shipping company reversed its former policy and agreed to pay hospital expenses for a crewmember without deducting the costs from his wages. The ship operators previously were withholding wages to set off the amount of any hospital bill incurred on behalf of alien seamen.

The rejection by the Irish Government of a US appeal that Ireland remove German and Japanese consular and diplomatic representatives from the country because of their espionage activities worsened already-poor relations between Washington, London and Dublin . . . Less than three weeks after SIU officials and representatives of other sea unions were assured that the Maritime War Emergency Board was contemplating no cuts in war and bonus rates, the MWEB reversed itself and ordered cuts anyway . . . Pope Pius XII appealed to the Allies to spare Rome.

SEAFARERS LOG

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Unique Record

On page 5 of this issue, Seafarers can read a brief review of a proud SIU record. It is a partial listing of some of the approximately 75 instances in which the SIU gave invaluable aid and assistance to other unions. In many cases, such aid meant the difference between a victory and a defeat, or even more than that, the difference between survival and destruction.

Seafarers can justly claim, without contradiction, that no other union in the United States can boast of such a record. The Seafarer has seen more picket lines in more places than any other union man anywhere.

This kind of action is the outcome of a long-established membership policy. Its reasons are simple. Helping other unions strengthens unions everywhere and weakens those who are anti-labor. And in turn, the unions that have been helped by the SIU will pitch in and give the Seafarer a hand when he has a beef of his own to take care of.

The current campaign on the waterfront then, in which the SIU is helping the AFL-ILA is just another in a long series of similar instances. It is this kind of activity that has made the SIU one of the nation's most respected trade unions.

Library Poll

Seafarers who have been reading the SIU library assortments for the past nine months now have an opportunity to pass judgement on the kind of books put aboard ships. A poll of the membership through the pages of the LOG beginning now, is designed to determine whether Seafarers are fully-satisfied with the books they now have, and what changes they would like to make, if any.

When the LOG began to put packaged libraries aboard the ships, it was the first time that any organized attempt had been made to supply ship's crews with fresh, up-to-date reading matter. Before that, crews had to depend on the efforts of volunteer services who usually dredged up a variety of old and battered volumes for their pains.

Consequently, the SIU libraries were welcomed as a great improvement over what had been available previously. Further improvements will be made as the men on the ships dictate in this poll.

\$64 Question

A welcome voice in the wilderness of Congressional apathy over the fact that operators of a large portion of the US-flag merchant fleet are being allowed to transfer their vessels to foreign flags is that of Representative Thor C. Tollefson of Washington.

Acting chairman of the House Merchant Marine Committee, Rep. Tollefson has called on the Maritime Administration to halt what appears to be wholesale transfers of American vessels until Congress has had an opportunity to study the situation and determine how it is to the advantage of this country to allow a part of its already-dwindling merchant fleet to go under foreign flags in open competition with US bottoms.

One burning question the MA will have to answer is how such transfers can be considered to be in the national interest when an active US merchant fleet is vital to national defense and no new ships are built to replace the lost tonnage. The answer should provide interesting reading.

Mobile Scores

The traditional rivalry between the populace, SIU and otherwise, of New Orleans and Mobile, knows no bounds. Partisans for each side are always quick to claim credit as to who did what first—and better—than its rival, with the result that the competition has ripened over the years into a real contest.

Thus, the disclosure in this issue of the LOG that the celebration of Mardi Gras had its beginnings in Mobile rather than the Crescent City, which has gotten all the publicity on the subject up until now, will add new fuel to the fire. We just hope this doesn't mean a shooting war.

LETTER of the WEEK

Wants Husbands Protected, Too

To the Editor.

In recent issues of the LOG I have read several letters sent in by the wives of seamen. The idea came to me that I should write, which is just what I am doing and on a subject which I think is a very good one in regard to helping the membership.

Has the thought ever occurred to anyone that while the Seafarers are doing so much for the membership, that there is still one thing more that the SIU can do with comparatively little expense to the organization? I'm sure that there are quite a few seamen in what we will call the low-pay bracket, such as firemen, oilers and ordinary seamen. Now, say these men are married and are fathers of a brood, to some extent, anyway. It is more than probable that they have plenty of bills with the cost of living what it is, no matter how careful they may be in the matter of economy. Just what would their positions be if there were sudden expenses, such as death, in the family?

No Rainy Day Fund

I imagine few of these men would have the money laid aside to give their loved ones a decent burial without going into debt. This matter, in itself and apart from the death, would prey heavily on their minds and affect their work and earning capacity.

Now, let us say, couldn't the SIU, for a minimum payment from each member who endorsed and came under the plan, insure the lives of each member of the family under the same group insurance plan which protects the Seafarers themselves? Even to cover only the burial expenses, if necessary. This would give the men a little piece of mind about what would happen in a time of crisis. I think it is an idea worth investigating, but I leave that to the discretion of the men themselves.

Worth Discussing

I may be wholly out of line in writing this, but it was just a thought. I believe it to be a good one and worth discussion by the membership.

It's something that could be taken up at the Union meetings or perhaps the seamen could write into the LOG how they felt about it.

It stands to reason in my mind that if the wife should receive a death benefit in case of her husband's death, the husband should have something to help him along the way in a parallel situation. Nine times out of ten a man is completely lost, wandering around in a quandary, if his wife has passed away.

I think our boys need and would appreciate such a plan. It would not be so difficult to set it up, since the nucleus is there in the form of the men's own insurance through the Union. I'm sure there are many Seafarers wives who would back me in this plan and endorse it wholeheartedly.

Mrs. Virginia Tears

'Service Record'



LABOR ROUND-UP

The United Automobile Workers, AFL, won bargaining rights in an NLRB election at the Michigan Tanning Company, Boyne City, Michigan. The UAW-AFL won a whopping majority of the votes over the CIO Stone Cutters and the Independent Fur and Leather Workers. The victory followed an intensive campaign during which conditions secured by UAW-AFL locals elsewhere in Michigan made a significant impression upon the plant employees.

Fewer work stoppages due to labor-management disputes occurred in January 1954 than in any January since 1950, the Department of Labor reported.

A total of 33,000 Detroit workers lost their jobs between January 15 and February 15, the Michigan Employment Security Commission reported, with a further increase of 15,000 dismissals expected over the next 60 days. Jobless insurance payments by the commission totaled \$8.5 million in January and \$12.9 million in February throughout the state.

The NLRB upheld craft severance in a sweeping decision, it was announced by the board recently. Under the new rules, the board automatically will permit craft groups to be separated from the main group of production workers where a true craft group wants it and the union is one that traditionally represents that craft. It applies to all industries save basic steel, set milling, logging and aluminum.

Wage increases of 28 cents an hour were won for 300 members of Machinists Lodge 737 employed by 21 over-the-road trucking companies operating out of St. Paul and Minneapolis, Minn. In addition, the 2½-year agreement provides for nearly doubling welfare benefits. Of the raise, 21 cents was retroactive to November 15, two to January 16 and five will become effective May 16.

Collective bargaining in 1953 produced general wage increases averaging eight or nine cents hourly, usually together with liberalization of benefits or other contract provisions. About two-

thirds of all increases provided seven cents or more per hour. Moreover, about 38 percent amounted to fully 10 cents or more.

AFL affiliates won three important elections conducted in Texas by the NLRB. Victories were won in El Paso, Victoria and Beaumont.

New York City and the State Transit authority reached agreement to process pay differentials for injured transit workers "at the earliest practicable date." The agreement calls for the city to make up the difference between Workmen's Compensation Insurance payments of about \$2 a week and an injured employees regular pay in connection with accidents prior to last June 15 when the transportation lines were leased to the state-created authority. In addition the city will contribute \$100,000 to the authority's cost of such differentials growing out of accidents since June 15.

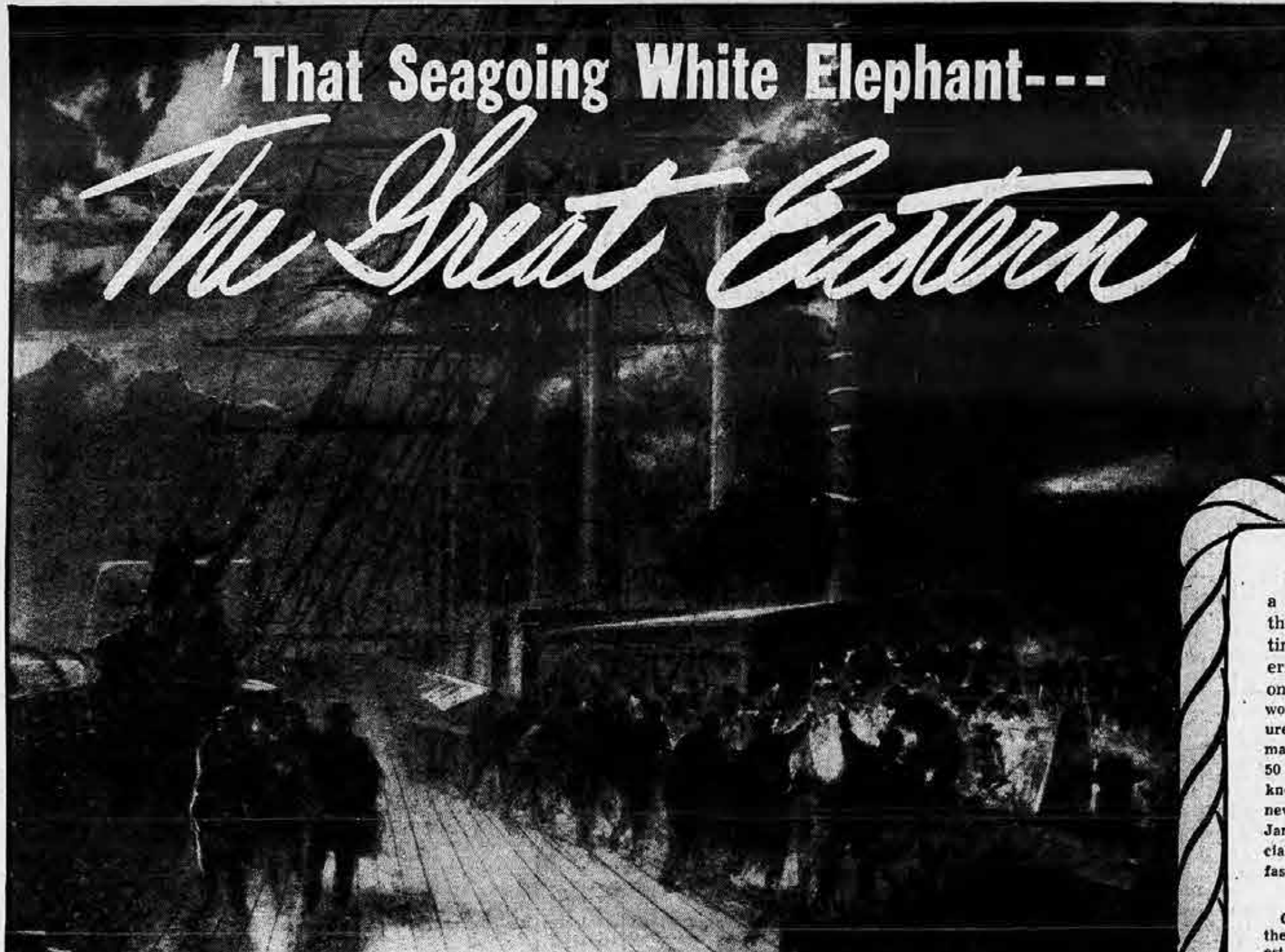
No break yet has been reported in the eight-month old strike of the United Hatters (AFL) against the Hat Corporation of Norwalk, Connecticut. The strike has been fought over the issue of company's plans to move part of its operations to a runaway plant in a low-cost labor area. Now the company has confirmed the Union's charges by announcing it may move its entire operation out of Connecticut.

A new labor agreement covering recruitment of Mexicans for work on US farms has been reached between the US and Mexico. It will run for two years. The agreement provides for operation of three recruiting centers near the border. It also calls for a joint US-Mexican commission to study the problem of the "wetbacks" or illegal immigrants who have been hired for farm work at very low wages.

A new union pension program modeled on the Federal Social Security system, is being set up by the Bakery and Confectionary Workers International (AFL). The union intends to establish a single fund to cover its members all over the country and a standard schedule throughout the industry.

That Seagoing White Elephant---

The Great Eastern



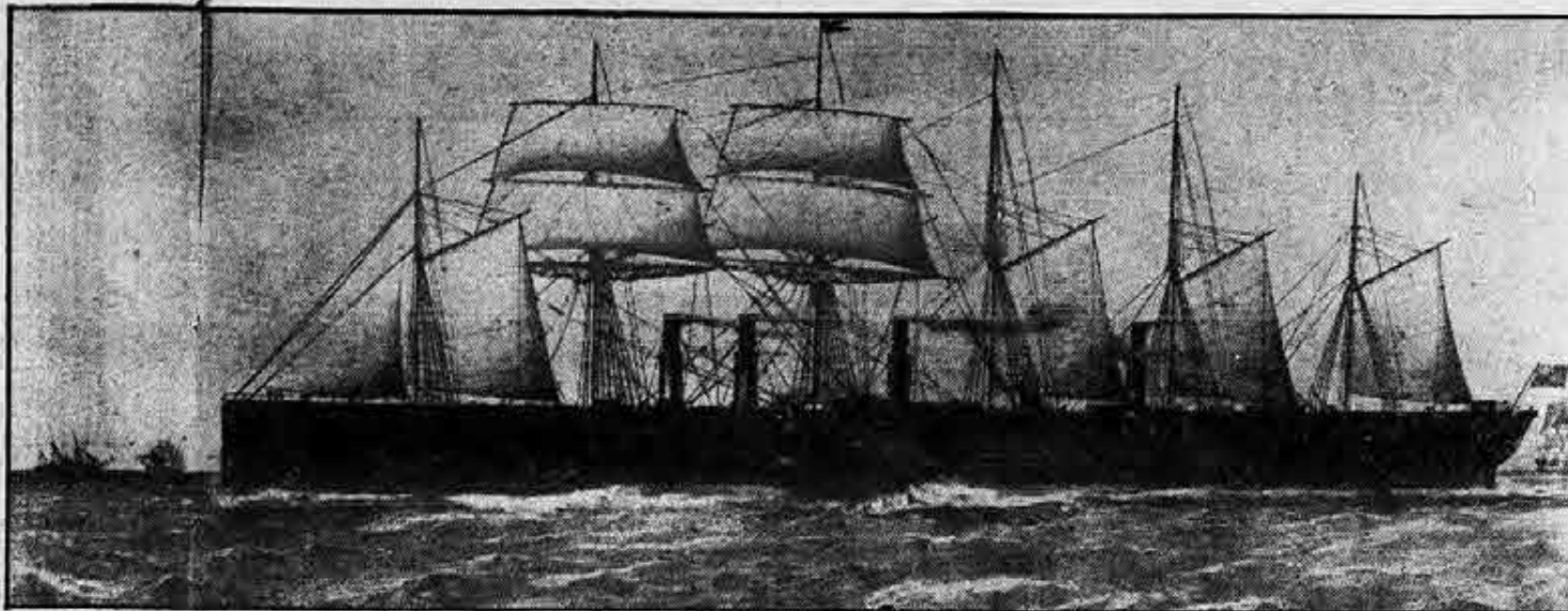
"Oxford Street," the port promenade deck of the Great Eastern, during night cable-laying in 1866. The first real success enjoyed by the huge ship was its use in connection with the laying of the first Atlantic cable, which was completed in July of that year after several mishaps. In one major accident, the ship put out 1,200 miles of cable, only to have the cable part and disappear to the ocean bottom, forcing the whole task to be started all over again. In the photo above, cablemen are shown on watch on the cable trough, right.



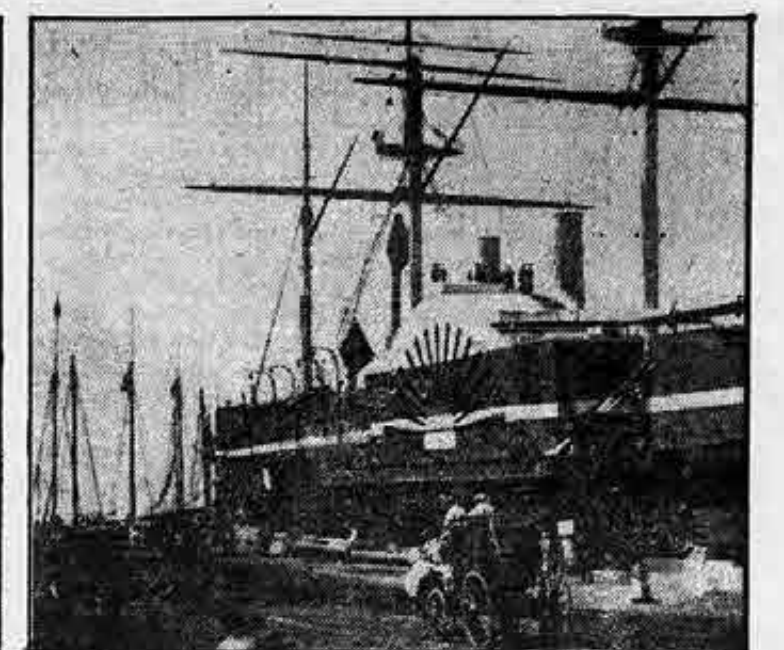
The grand saloon as sketched by one of the passengers during the storm of September, 1861, in the North Atlantic. The giant paddle wheel was chewed up and swept away, lifeboats were destroyed and the rudder post ripped away. Twenty-seven major cases of fractures were suffered on the first day of the blow, as the ship rolled 45 degrees. The position of the chandeliers shows the violence of her rolls.



Captain John Vine Hall, who took the Great Eastern out on her maiden voyage, in 1860, and came back with a nervous breakdown. Her first skipper had drowned.



Designed to carry 6,500 yards of sail, the wonder ship is shown under full power of paddlewheels, propeller and sail. She was longer than any US merchant ship now in service with the exception of the United States, and had a 120-foot beam, a bigger beam than any other merchant ship before or since.



A stage from the Western Hotel brings sightseers to the great ship at the foot of Bank Street on her maiden visit to NY in 1860.

Nearly a century ago, in 1858, a group of Englishmen who let their imagination outrun their times launched the Great Eastern, a ship which surely ranks as one of the all-time man-made wonders. Her story of repeated failure, the result of bad luck and bad management and the fact that she was 50 years ahead of her time is handled knowingly and entertainingly in a new book, "The Great Iron Ship" by James Dugan. Seafaring men especially should find her misadventures fascinating reading.

Vital Statistics

Consider a few vital statistics of the wonder ship. She was the largest ever built up to her day, 692 feet long, displaced 22,500 tons and had a 120-foot beam—a bigger beam than any other merchant ship before or since. By comparison, the Queen Elizabeth, the largest merchant ship afloat, carries a not-so-girlish waistline of 118.6 feet.

The ship was designed to carry 6,500 yards of sail in addition to five funnels. It was the first ship ever built without ribs and had such modern innovations as a double hull and 12 watertight bulkheads.

Her direct-acting screw engine had four cylinders, each seven feet in diameter, with a four-foot stroke and a shaft 150 feet long. Her 36-ton propeller was the largest ever made, exceeding the propellers on the Elizabeth and the Mary. She also had the world's largest sidewheeler paddles.

Iron Power Plant

While far inferior to today's power plants, the Great Eastern's was a marvel, considering the fact it was made of iron. There were no hardened alloy steels in those days. She rated only 25 pounds per square inch of pressure in her boilers. A Liberty ship, today rates as low pressure with 220 pounds per square inch and 4,000 shaft horsepower. At her best the

Great Eastern delivered about 5,000 horsepower, yet she made an ocean crossing of eight days, six hours to Canada in 1861. It was 41 years before a longer ship was launched, and 47 years before a larger one in terms of tonnage, the Lusitania, hit the water.

Pioneer Designer

The daring mind that conceived this monster of a ship belonged to Isambard Brunel, an engineer who built railroads, underwater tunnels, and large steamers and had pioneered in use of double bottoms and watertight compartments. There was nothing wrong with his engineering, as the ship demonstrated subsequently. As a technological experiment the ship was a great success, but commercially it rated with the all-time white elephants.

From the very beginning, trouble dogged the ship. There were no drydocks big enough so she was built on a muddy riverbank on the Thames and launched sidewise. Launching the ship took almost three months and chewed up endless amounts of equipment. After many delays the ship sailed September, 1859, only to have its forward funnel blow out because of an engine room error. Before the vessel made a trip it put the owners \$5 million in the hole—a tremendous amount in the 1850's.

Few Paying Customers

On her maiden voyage, June 17, 1860, the monster ship designed for 4,000 passengers attracted only 35 paying customers because of repeated delays. It became a great sightseeing attraction in New York as elsewhere where the ship entertained 143,000 visitors in four weeks.

The ship's worst time came on a trip in September, 1861, when it ran into a North Atlantic hurricane. Its paddle wheel was chewed up and swept away, its lifeboats destroyed and its rudder post shorn off. There were 27 major fracture cases aboard as the ship rolled 45 degrees. An American engineer who was a passenger

jury-rigged her rudder enabling her to limp back into port, where repairs cost her owners \$300,000.

Another major misfortune occurred on a voyage the following year in August, 1862. En route to Flushing Bay through Long Island Sound a mild jar was felt which was thought to be a shifting sand-bar. A diver who inspected the bottom subsequently found a rip in the bottom 83 feet long and nine feet wide. Thanks to the double-bottom, the inner hull didn't admit any water.

No Drydock Big Enough

Since there was no drydock big enough to take her a cofferdam was built, 102 feet long by 16 feet wide, sunk and sealed to her bottom. Riveters descended through a shaft and made necessary repairs, leaving another whopping bill of \$350,000.

The Great Eastern's only real successes were in connection with laying of the first Atlantic cable. A new company formed in conjunction with Cyrus Field in 1865 tore out her insides and adapted her for cable laying. After putting out 1,200 miles of cable, the cable parted and it was lost.

In 1866 a third company was organized and the Great Eastern completed the transatlantic cable crossing in July, 1866. She was then chartered to the French Government to carry visitors from New York to the Paris Exposition but after another half-million was sunk into re-converting her, the ship attracted only 191 passengers. The crew had to sue for their \$25 a month back pay and she was again put into cable service.

Laid Up In 1874

The ship was finally laid up in 1874. After rusting and accumulating untold tons of barnacles she was auctioned off in October, 1885, towed to Liverpool and her sides used to display local advertising. She was sold for scrap in 1887, putting an end to a fabulous, but notably unsuccessful career.

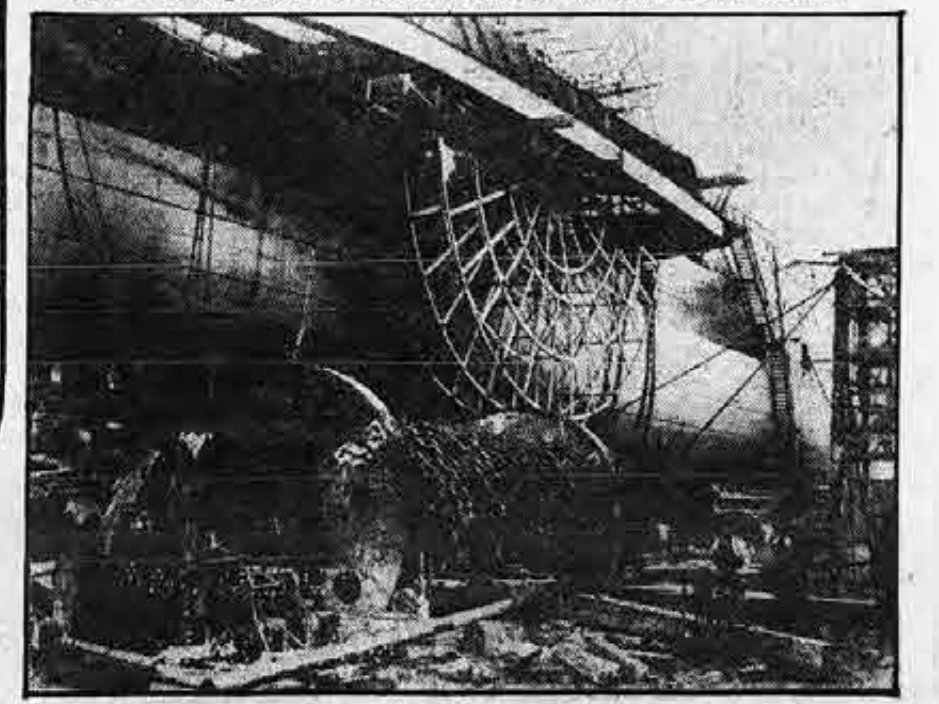
(The Great Iron Ship, by James Dugan. Harper and Brothers. \$3.50.)



Illustration from Harper's Weekly (1860) commenting on the deluge of visitors when the ship reached NY. They played in the rigging and removed everything loose.



Originally built for service to Ceylon, the ship got as close as Bombay, India, on one of her last cable-laying voyages. She was a great tourist attraction wherever she went.



Ready for launching in 1857, the ship rests on the mudflats of the Thames. The launching eventually took three months, as the original launching-cables split. The man in the stovepipe hat (far right) was the Great Eastern's builder, John Scott Russell.



The Great Eastern's officers were very unpopular in NY, possibly because of their treatment of the visiting local populace. Harper's Weekly spared nothing in its caricatures of them.



MARITIME

Ice breakers cleared Montreal Harbor of ice at the end of the second week in March. A clear channel now reaches from the Gulf of St. Lawrence to the Montreal fresh water harbor. More Canadian maritime news was made when the Canadian Pacific Steamship Co. ordered a second passenger liner from Great Britain. The ship will be a 22,500-ton passenger and cargo liner. As yet unnamed, the vessel will be a sister to the Empress of Britain, building now in Great Britain. In Turkey, authorities released the American freighter Volunteer State, after holding it three days in connection with a hit-and-run collision which killed four Turkish seamen. The small Turkish ship Yayla sank in the Sea of Marmara after a crackup.

The United States Maritime Service Institute at Sheepshead Bay will close on April 30. The school's enrollment list and correspondence course material has been offered for sale, according to Maritime Administrator Louis S. Rothschild. The winning bidder must agree to complete the approximately 7,000 uncompleted courses without further payments by the students. Japanese ship building companies have applied to their government for approval to build up to \$50,000,000 worth of oil tankers and other ships for export. Some of the ships would be sold to Greece, Liberia, Brazil, Chile and Thailand. A completely revised edition of Nautical Chart 280, covering the Philadelphia and Camden waterfronts is now being distributed (price, one dollar) by the Coast and Geodetic Survey's Washington and other district offices.

The Ampac Washington, a 10,448-ton surplus wartime tanker, was put up for sale at auction by the Federal Government and the highest bid received, \$305,000, came from the Security First National Bank of Los Angeles. The Government seized the ship in September, 1953, charging that it had been obtained fraudulently by alien interests. The Government said that one of the vessel's true owners was Greek shipping magnate, Stavros Niarchos, who was recently indicted by the US Justice Department for his part in the alleged fraudulent action. The bidding on the Ampac Washington raises a problem for the Government. Liens on the ship amount to \$450,000, and brokers say that for this T-2 type ship, the current purchasing price should be about \$500,000. As a result, it is believed that the Government will seek to have the bidding rejected, and then call for a new sale.

A docking mishap in Australia caused one of that British Dominion's destroyers, the Bataan, to stove a big hole in the ship. The destroyer tried to dock in Melbourne without the aid of tugs, which had been idle because of a strike. At the end of the first week in March, the Brazilian Government announced that they had ordered the National Bank of Development to study means of rehabilitating the country's merchant marine, which is in severe financial shape.

Israel is fast becoming a major merchant marine nation and now has the second largest merchant fleet in the Near East. Israel's fleet numbers 31 ships, grossing 160,000 tons. Only Turkey's fleet is larger. The upsurge in Israeli shipping has taken place in the short span of six years. One of the major reasons for the little country's interest in the seas, is the boycott enforced by Arab nations. Israel has also been forced to build a fleet in order to conserve currency paid to foreign lines. A new cargo liner, the Bawean sailed from New York for the Mediterranean and Middle East last week. The vessel is an 11,000-ton motorship operated by the Nedloyd Line. St. Elmo's Fire, that interesting marine phenomenon, was very much in evidence on the African Rainbow on its last outbound voyage to Capetown. A severe electrical storm north of the equator resulted in phosphorescent seas, and large balls of electricity were seen hovering over the masts for about an hour.

The Cunard luxury-liner Caronia has scheduled a 106-day cruise of the South Atlantic, Pacific and Indian Ocean at a minimum fare of \$2,950. The ship will stop at 24 ports in Latin America, the Far East and Southeast Asia. The West German Government has decided to cut down on financial aid to shipowners, claiming that the German fleet has now been rebuilt to a considerable extent. The new Greek liner Olympia suffered a breakdown in her engine room in the Mediterranean and has had to return to New York for overhaul and repairs. As a result, the ship has had to cancel a special March of Dimes weekend cruise that had been set for March 13.

Lloyd's of London is being sued for over \$1.5 million in an unusual case before the New York State Supreme Court, with a Panamanian company claiming a ship they own, the Armar, is a "constructive total loss" because its market value is less than the cost of repairing all damages. The company is trying to turn the ship over to the insurers claiming the ship is not worth repairing after it ran aground.

SEAFARERS in ACTION

Back from another trip to the Orient the SIU-manned Seacliff arrived on the West Coast with no furore and excitement this time, thanks to a new captain and a heads-up SIU crew. Last trip it will be remembered, ended with sensational charges before the Coast Guard and the removal of the captain from the ship.

This time the story was different, and crewmembers aboard were quick to give credit to ship's delegate Ed Wallace for helping to make it a harmonious trip. Wallace was thanked for his "wonderful achievement in keeping everybody happy." Wallace, who has been with the SIU for nine years now, is a native of Illinois. He joined the SIU in New York and sails regularly in the deck department. He is 26 years old.



Wallace

Another ship's delegate, Surgeon L. Woodruff of the Young America, outlined to the crew the procedure to be followed in handling shipboard beefs which makes things smoother for all hands. Woodruff pointed out that individual beefs about the work in any department should be taken up with the department delegate. When the beef concerns the crew at large, then it's the job of the ship's delegate to take up matters and follow them through.

In any case, Woodruff emphasized, there's one thing that a crewmember shouldn't do. That is to by-pass his representative in the crew and take up beefs personally with the officers.

Woodruff, who has been sailing as an SIU member for nearly 11 years, joined the Union in New Orleans on June 16, 1943. He is 43 years old and a native of Texas.

There's still plenty of action among ships' crews on the US Public Health Service issue, judging from reports that keep coming in to headquarters. Aboard the Bienville, Seafarer Stanley Kukowski prepared a letter to be sent to Senators and Representatives in Washington asking their support for the USPHS hospitals.

Kukowski's letter has been read and approved by the crew and has been sent on to Washington in their behalf, adding still more weight to the campaign for the hospitals.

On the Job

Safe Operation In The Galley

Kitchens are ordinarily considered fairly dangerous places to work in with the shoreside kitchen in home or restaurant being a source of many a mishap. Transfer the situation ashore to the confines of a ship where men have to work in the galley sometimes under extremely difficult conditions with the vessel pitching and rolling, and it's easy to see why men can and do get hurt while performing routine duties in galley, pantry, messroom and storerooms.

These things range from such accidents as getting locked in iceboxes, slipping on a wet or greasy deck, burns from hot stoves or hot utensils, cuts from sharp implements or broken glass—in other words all the common hazards multiplied by the additional difficulty of uncertain footing.

Leave It To Engineer

Galley ranges themselves can be a source of considerable trouble unless dealt with properly. When the ship is at sea, storm bars should be in place on all ranges at all times. If the range is an electric one and goes out of kilter, the proper department to handle the matter is the engine department. Electric stoves, like any electric heating unit, draw lots of amperes, and are especially dangerous to tinker with. Let the chief engineer take care of the repairs.

Oil ranges pose the problem of knowing how to light off burners. As in lighting any other burner, a torch should always be used to light the fire. Fires should never be lit off the fire box wall at any time. If the fire is out in the range, the fire box should be checked for the presence of accumulated gas before attempting to light fires.

Coal burning ranges, still in business on some ships, need a little more attention than the more modern cooking unit. The coke has to be broken up and stirred around every hour or so, and cleaned out every day for safe and efficient operation. Under no circumstances should kerosene or any other highly-inflammable material be used to start a fire in a coal burning stove.

Generally speaking, careful maintenance of stoves is an A-1 requirement in the galley, particularly on oil ranges where careless handling of oil, loose burners, careless filling and cracks between the combustion chamber and the oven all create additional hazards.

Reefer Doors

A second source of trouble for men in the galley gang is the cold storage area. The heavy doors on reefer boxes are often the cause of serious shipboard injury. Swing-doors are especially dangerous. They should be secured properly to avoid trouble. Getting locked in a reefer box is no fun either. But if a man goes in the box and leaves a padlock open on the door outside, somebody might come along and snap it shut with unfortunate consequences. So take the padlock inside with you.

Of course, in case a man should get locked in the reefer box, there is always an alarm to fall back on. An alarm is a good thing to have—provided it works. Alarm bells and emergency lights should be checked occasionally for that reason.

Another danger in reefer boxes is grease or fat that might accumulate on ladders or on the deck which could lead to a painful or injurious fall. Meat hooks in reefer boxes can also be unpleasant things to come in contact with unexpectedly.

Urn Boil-overs

Steam urns are obvious danger spots because of the presence of boiling water. One of the commonest accidents in any kitchen is permitting a steam urn to squirt hot water because somebody turned on an intake valve and then turned his attention to some other task. The solution is to take the time out to stand by the urn while it is filling and turn off the water before it reaches the top of the gauge.

A less common, but equally dangerous situation arises when the pantryman loses his balance while pouring hot water into the coffee bag with the gallon measure. Chairs or other makeshift platforms should be avoided like the plague. Since the pantryman is going to be at this task regularly, a safe platform should be provided for this purpose.

Another cause of trouble can be the dumbwaiter. Cables on dumbwaiters should be renewed regularly before they wear out and cause trouble. Every dumbwaiter should carry a safety latch so that it can be locked in place while items are being placed in or removed from the dumbwaiter. Otherwise, the dumbwaiter can start moving with a man's arm still inside.

Under no circumstances should a man stick his head in the shaft while the dumbwaiter is in operation.

Other precautions in the galley include such obvious ones as providing racks for knives and other cutlery, keeping one hand free at all times while going up and down ladders and stairways, and keeping the deck clean and dry on all occasions.

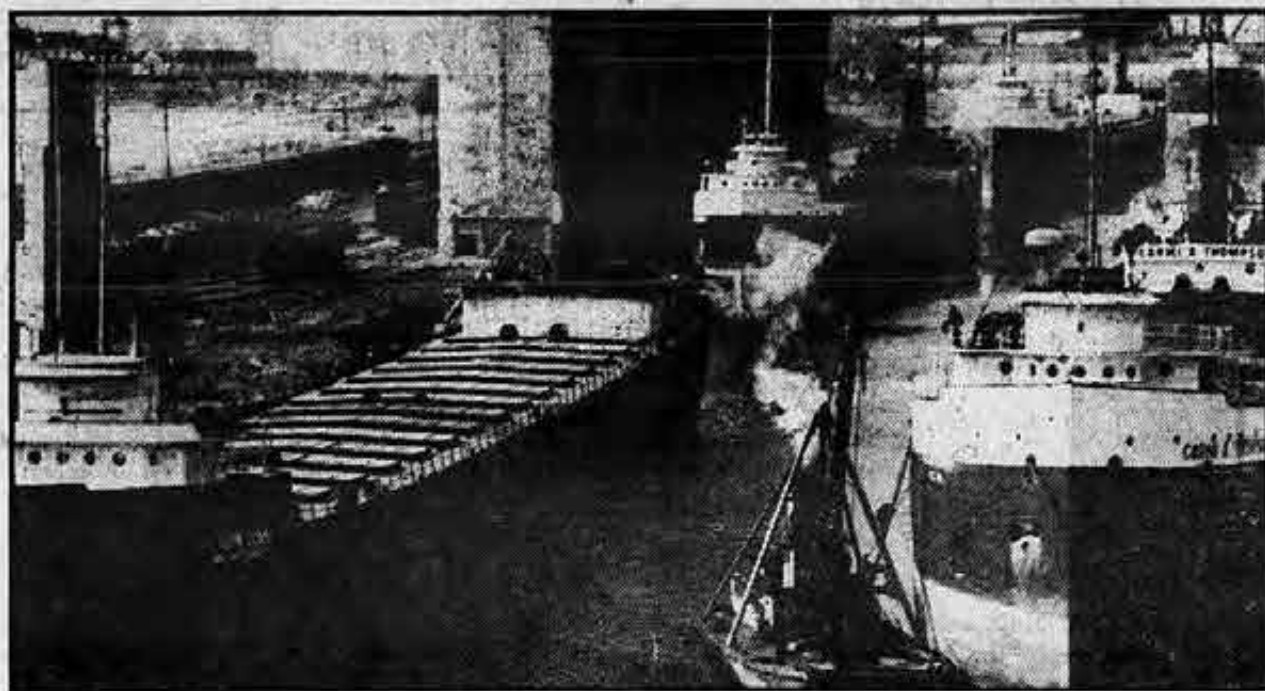
Burly

A Ray Of Sunshine

By Bernard Seaman



Great Lakes Ships Lay Idle In Wintry Berths



Five Great Lakes freighters lie in winter berths along Buffalo Creek, Buffalo, NY, early this month, four of them still without engineering crews despite approaching navigation season. Declining cargoes may force some ships to remain idle all season.

NLRB Closing Dock Vote Hearings; Outports Switch

(Continued from page 2) action of the National Labor Relations Board.

Old ILA leaders then started their undercover violation of the order. A so-called "wildcat strike" was begun in which the hands of old ILA leaders like Harold Bowers, and Willie Ackalitis were clearly evident. While Captain William Bradley, president and front man of the old ILA, issued statements calling on the longshoremen to "return to work," the waterfront enforcers maintained by Bowers, Tony Anastasia and others

of the old ILA were busy going from pier to pier and "persuading" the men to stop work.

Despite the pressure, some piers held out, notably, the United Fruit piers on the West Side where longshoremen defied all pressure. The battleground shifted to Brooklyn where the AFL-ILA again penetrated the heart of Anastasia's empire by working the Erie Basin Breakwater.

Pending receipt of the NLRB Washington decision, the AFL is counter-attacking with the object of restoring service in the port.

Baltimore Has Optical Service

Seafarers in the port of Baltimore who are in need of eyeglasses and other eye care have found it to their advantage to make use of the Union Eye Health Plan in the city. The Plan, which is formally endorsed by several AFL and CIO unions in the city, offers low-cost optical and optometrical services to its customers.

The SIU Welfare Services representative in the port, John Arabasz, has checked the service and was permitted to examine all records and other details of its operation. Several instances in the files showed cases that people were given examinations and advised that they did not need to invest in eyeglasses. Seafarers who have already made use of the service have reported that they were fully satisfied. In one instance a Seafarer was told after an examination that his present lenses were satis-

factory and he did not have to get them changed.

The plan includes for its members free eye examinations and periodic check-ups as well as low-cost frames and glasses. While the SIU has made no formal endorsement of the plan, several other unions in Baltimore have done so,

including the Brotherhood of Railroad Trainmen and the International Ladies Garment Workers Union.

The Union Eye Health Plan is conducted by the Maryland Optical Co. with offices at 202 Clay Street, downtown, and 3718 Eastern Avenue, Highlandtown.

Mobile Celebrates Mardi Gras

(Continued from page 9) aration of Mardi Gras day. Celebration of the carnival season begins weeks before Shrove Tuesday. In the 1954 season just ended, 21 separate day and night street parades were held in the weeks preceding Mardi Gras Day and 35 mystic groups, whose membership includes many Mobile Seafarers, held colorful carnival balls.

In Mobile, the Mardi Gras celebration is ruled by King Felix, whereas in New Orleans, Rex is king for the day.

The day and season is one of great portent for Seafarers who live here and in New Orleans.

Traditionally this is the season of the year when they "hit the beach" to participate in carnival festivities.

Poll Opens On SIU Libraries

(Continued from page 3) farers' ideas on the quality of the books, the proportions of types of books in each assortment and any other suggestions for changes, providing they are in favor of continuing the library program altogether.

Seafarers can either register their own individual opinions on separate questionnaires or ships' crews can be polled at ships' meetings and the results indicated on one or more poll forms. In cases where sufficient copies of the actual form may not be available, the questionnaire can be copied as closely as possible and filled out in the regular manner.

In order to get a wide response, the poll will be open through April 30, 1954, when all questionnaires must reach the LOG office at headquarters, so that results can be tabulated and announced in a subsequent issue of the LOG. The forms may be signed or not, as the individual chooses. In order to keep the polling accurate, however, Seafarers are urged to submit not more than one filled-out questionnaire. They can be submitted by mail or in person.

Ship Transfer Halt Urged

(Continued from page 2) such transfers would help the US "I trust you will not permit any transfers . . . until our Committee has had the opportunity to gather and analyze all pertinent information . . ."

The legislator then went on to review the experiences of the US in World War II and in Korea where the need for a strong merchant marine was demonstrated many times over.

Turning to the question of Liberty ships, Tollefson pointed out that the Maritime Administration's reasoning that obsolete ships should be transferred would open the gates for "wholesale transfer of our merchant marine" particularly those sections of it consisting of Liberty-types.

Tollefson also questioned the Maritime Administration's policy of permitting transfers without holding public hearings on the applications, a point that has been stressed in the past by the union legislative committee.

Law Would Lift Sea Papers In Narcotics Case

WASHINGTON — Seeking to put into law practices already followed by the Coast Guard in many instances, the Treasury Department has come out in favor of legislation permitting the revocation or denial of seamen's documents to persons addicted to narcotics or convicted of narcotics offenses.

A Treasury official asserted that "the presence of narcotic drug users or traffickers aboard merchant ships is not only dangerous to the safety of life and property at sea but constitutes a potential danger to the security of the nation."

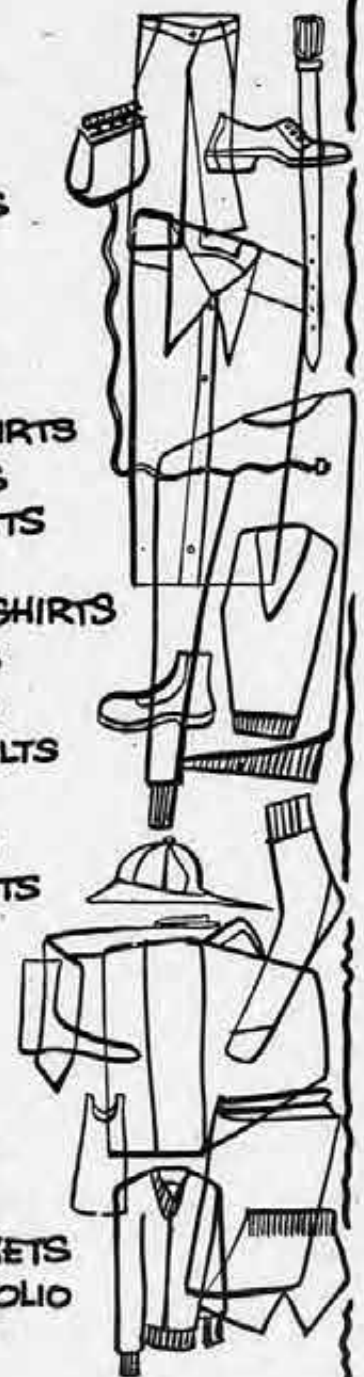
Present laws do not permit the revocation of a seaman's document for a narcotic drug offense, except where the offense is committed aboard ship while the offender is acting in the course of his duties.

The proposed bill, with amendments urged by the Treasury, would authorize the denial of documents as well as their revocation to narcotics users and addicts, as well as those convicted of offenses under Federal or local laws. The bill before the House committee now deals only with violations of Federal law.

Meanwhile, the Commerce Department has urged passage of Senate and House bills which require merchant seamen employed on US-flag vessels to be able to understand orders given in the English language. These bills originated in recommendations by the Treasury.

What do you need?

- SUITS
- SPORT COATS
- SLACKS
- TOPCOATS
- DRESS SHOES
- WORK SHOES
- DUNGAREES
- KHAKI PANTS
- KHAKI SHIRTS
- BLUE WORK SHIRTS
- FRISKO JEENS
- HICKORY SHIRTS
- C.P.O. SHIRTS
- WHITE DRESS SHIRTS
- SPORT SHIRTS
- DRESS BELTS
- KHAKI WEB BELTS
- TIES
- SWEAT SHIRTS
- ATHLETIC SHIRTS
- T-SHIRTS
- SHORTS
- BRIEFS
- SWEATERS
- LUGGAGE
- WORK SOCKS
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How to Apply For Birth Pay

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

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

Steel Navigator Has Shipload Of Fun With 600 Monkeys Aboard

The Steel Navigator went an old proverb more than one better on a trip to the Far East last year. The maxim, "More fun than a barrel of monkeys," was mere child's play to the Seafarers aboard the ship, reported Seafarer Tom Collins, because they had to deal with an entire shipment of some 600 simpering simians.

The monkeys came from a zoo in Calcutta, India, and were destined for cancer research in New York, via the Isthmian vessel. However, before the little beasts reached their destination, the boys aboard the ship had a shipload of fun with the monkeys, especially one of them. Crated as they were for shipment, the monkeys were little trouble to the crew except for their constant chattering at all hours of the day and night. Collins reported that it sounded like a convention of American University Women in the Windy City.

Charlie Aboard, Too

One of the little beasties, however, proved to be a shipboard delight as well as a pain in the focs'le at other times. For want of his pedigree, the Seafarers called him Charlie. Charlie, so it seems, brought along plenty of his aunts, and uncles, too, for that matter, as well as brothers, sisters, cousins and assorted friends, relatives and neighbors of varying sizes.

Charlie, it seems, was the lone simian of the entire shipload who was not afraid of people. The bosun, taken by his winning ways, gave Charlie the run of the ship for the entire voyage. When it came time to unload some cargo at Savannah, Georgia, the monk was unceremoniously returned to his cage. At this point Charlie raised such a howl he was heard clear to Ireland, where the banshees were frightened out of their wits. It was all to no avail, however, as the bosun was a man of indomitable spirit and iron will and would not be swayed from his purpose. Charlie was placed in durance vile and the ship settled down to normal routine once the monkey was reincarcerated.

Men Miss Monkey

Charlie wasn't the only one unhappy about the situation. Many of the boys missed the monk perching on their shoulder when they shaved in the morning or looking around the corner of the messhall at mealtimes. The chief



Charlie, above, in one of his rare moments of inactivity, sits quietly aboard the Steel Navigator near one of its fire stations. Below, some of the 600 monkeys which were loaded aboard the ship roll along in their cages under the watchful eyes of native keepers in Calcutta,

cook took up a knife to defend himself the first time he saw the monkey, probably believing it was Gargantua. Calmed down later, he claimed he didn't have his glasses on and he couldn't tell what it was that was coming at him lumbering down the passageway.

The monkey had a pretty good time aboard the vessel, too, especially with the cook. One morning the cook wandered down to the

galley to find Charlie wearing his hat and chattering about as if giving orders. It tickled everyone.

Nobody had as much fun as Charlie did aboard that vessel, with the monkey making the most of every conceivable moment of freedom by swinging up, down and around the railings and gangways on deck. The boys aboard the ship had more laughs than a shipload of monkeys.

General Dean Visits Seafarer In Hospital



Seafarer Clyde Gamel, while a patient at Tokyo, Japan, Army hospital late last year, was visited by Major General William F. Dean before the latter returned to the United States after being released in Korea. Gamel hails from Little Rock, Arkansas, and had something to talk about when he got home. Dean was visiting personnel at Tokyo hospital at the time.

Did You Know . . .

That Scotland Yard in London was really named after a palace used by Scottish kings when they visited England in the 11th and 12th centuries? The site became headquarters for the metropolitan police in 1829. New headquarters, known as New Scotland Yard, the present name, was established in 1890 on the Thames.

That the six-penny nail got its name because it originally cost exactly sixpence a hundred? Until about the 15th century nails were sold by the hundred in England, with the price determined by the size of the nails, and even when the prices changed the old names survived as a designation of size. The six-penny nail is still just two inches long today, just as it was hundreds of years ago.

That William Howard Taft was the first President of the US to make regular use of an automobile when he was Chief Executive? A car was bought for the White House at the beginning of Taft's administration in 1909. There had been an automobile provided by the Secret Service at the White House in the preceding administration, but President Theodore Roosevelt did not care much for it and seldom rode in it.

That the smallest state in the Union has the largest name? Officially it is "the State of Rhode Island and Providence Plantations," but in popular usage the last part of the name is seldom used. The full name is still used in official documents.

That brand-new 50-book ship's libraries are provided on every SIU ship every three months? The libraries contain a broad variety of titles supplied by a nationally-famous distributor of pocket-size volumes, including Westerns, detective mysteries, novels and several works of non-fiction.

That the heart of a normal man beats about 38,000,000 times in a year? The rate of heartbeat varies with the age, sex and health of the individual, but generally, for men, the rate is 72 times a minute. The extreme range of the human heartbeat is from 16 to 200. In 1939 an electrocardiograph film taken of a man who was being executed by a firing squad in Utah showed that his heartbeat increased from 72 to 180 a minute during the few minutes before the shots were fired.

That the SIU was the first seamen's Union to pay you benefits no matter how long you're sick? While most unions cut off benefits after a specified period of weeks, Seafarers who are ill collect them indefinitely, whether for weeks or years.

That the weight of suits of armor worn in the Middle Ages ranged from 25 to more than 100 pounds? One NY collection contains a specimen of 15th century Gothic armor weighing 39 pounds, while a specimen in Paris weighs 53, and another in Vienna 85. The heaviest plate armor was worn during the 16th and 17th centuries, when firearms were already pretty well developed.

Kyska Crew Has Xmas Spirit; Mate Obliges

Seafarer Red Campbell's contrary opinions notwithstanding, men aboard Waterman Line ships seem to be getting along fine with the captain and other officers. At least it is that way aboard the Kyska, according to a report submitted on its Christmas meeting minutes, where Cecil Gates acted as meeting chairman.

In the past (and possibly again in the future) Campbell has loudly decried the conditions and treatment he and others have received at the hands of Waterman's licensed functionaries. Not that the treatment has been of the worst degree, kind and order, but the boys haven't been too happy with these officers who have failed to serve them breakfast in bed and sing lullabys in their pretty, shell-like ears at night.

On the other hand, Kyska correspondents report that all is well with topside, especially around the holidays. Take last Christmas, for example. Not only did the captain and chief mate show undue consideration for the men and fill the larder fuller with added refreshments for the holiday season, but the mate went so far as to contribute some liquid potations for the added enjoyment of the Seafarers aboard the scow. In addition to this largesse, the mate offered a poem in honor of his generosity. Its succinct lines carried a message dear to every Seafarer's heart; its timeless prosody will never be forgotten by Seafarer and officer alike aboard the Kyska, which, no doubt, will live forever, enshrined in the hearts of Seafarers because

of the deathless poesy written aboard it. The poem runs thusly:

Another Christmas comes
And the Kyska is at sea
And here's a little drink
Of Xmas cheer for thee,

It isn't very much
But it's the best I can do,
And if you get drunk,
I'll throw the book at you.

Marginal notes report that the "little drink" was a bottle of scotch, and mighty good scotch it was, too. Gates said he wanted this bit of shipboard life recorded for posterity and Campbell, even though neither is going to believe it anyway.

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.



Gates

The FOC'SLE FOTOGRAFHER

By SEAFARERS LOG Photo Editor

Someone once said that if you want a job well done, do it yourself. He might have been a photographer talking about processing negatives, since no one has as great an interest in seeing that negatives are developed, washed and stored correctly as the person who took them. The trick of perfect processing is to establish a routine for yourself to follow rigidly.

If you use Kodak Verichrome, Plus X or Super XX in roll film, develop in D-76 for 16 minutes. For Ansco Plenachrome, Supreme or Superpan Press in rolls, develop 16 minutes in Ansco 17. In 35mm or Bantam size, develop Plus X for 16 minutes and Super XX for 20 minutes in Kodak Microdol. Supreme and Ultra Speed Pan get 15 minutes in Ansco Finex-L.

68 Degrees Temperature

These times are for developing at 68 degrees, using fresh developer with agitation for about five seconds each minute. The developing time must be lengthened with each succeeding roll developed in the same solution unless you add replenisher after each roll.

Let's assume that you have your film correctly loaded into the tank. Pour from your storage bottle into a glass or enamel graduate the proper volume of developer. Use a filter funnel to strain out any dirt or sediment. Now, get the developer in the graduate to that 68 degree mark. More often than not, the temperature of the solution will be a few degrees away from 68. If we get the developer to within one half of 68, we'll be doing pretty well.

If your solution is above 68, place the graduate in a pan of cold water and check the temperature carefully so your developer won't get too cold. Make sure you stir it before reading the thermometer. If the developer's temperature is too low instead of too high, the same procedure should be followed with warm water. Once you have settled the developer at 68 degrees, pour it quickly into the tank. Filling will be swifter, if you tilt the tank from the vertical position. Transfer the entire contents of the graduate to the tank and make note of the time.

During the time of development, agitate the film for a few seconds each minute. This will break any air bubbles clinging to the surface of the film. While the film is developing, you'll have a chance to prepare your acid hardening hypo and bring it to 68 degrees in the same manner as the developer. With but 10 seconds of the developing time to go, pour the developer back into the storage bottle. Refill the tank immediately with hypo, pouring it in as you did the developer. Then start agitating again. After ten minutes you can pour the hypo back into its bottle. A quart of hypo will harden and fix about eight rolls of film.

Don't underestimate the importance of proper washing and drying. If possible regulate the wash water to 68-70 degrees. Film, if you want to preserve it for a good many years, should be washed for about 30 minutes. When washing is complete hang up the film to dry. Surplus water may be removed by passing a viscose sponge over each surface of the film. If you find that your film has water marks and drying streaks after drying, try soaking the film in Kodak Photo-Flo. The cap of the four ounce bottle will hold enough wetting agent to make 20 ounces of working solution. Don't add more than the directions recommend "for good measure" since too much wetting agent is as bad as none at all.

Waterman Ship Has More Oil Than Water On Board For Far East Run

No two ships anywhere in the world, reported Seafarer Charles Mazur, had as much misfortune or unscheduled events aboard on any single voyage as did the Waterman vessel, Bienville, on a recent run to the Far East. Mazur should have expected it though, he noted himself, being an avid reader

of Red Campbell's chronicling of Waterman's troubles in other issues of the LOG. However, Mazur doesn't wish on anybody those things which happened aboard his latest ship.

In a parenthetical section of his report, Mazur noted that Japan, the Bienville's first port of call, was just about the only country Seafarers could hope to visit on Waterman's West Coast ferries. Waterman has so many ships on the run to Japan, he said, that the company ought to put the word "Maru" on the sides of their ships.

The first misfortune to strike the good ship Bienville did not tarry long in coming; it was a flooded forepeak on the first night at sea. At this point the mate took charge of the fluid situation. With no sand to mix with cement for cementing the hawsepipes, the mate ordered the men to mix sawdust into the concoction and stand aside for repercussions. The ship was taking sprays over the bow at this time, so before the cement-and-sawdust solution could harden, it was washed down into the chain locker when the first sea came over. The Bienville has some pretty stiff chains at the moment. By the time the seas stopped running, the next morning, the forepeak was inundated. Listening to the water gurgling against the bulkheads sounded like a man wallowing around in wet galoshes.



Mazur

Getting back to the mate, Mazur said, he believed in saving everything he ever came across, including time, and it is all accumulated in that forepeak. Coils of old, rusty wire, rotting lines, buckets, kegs of old, rusty bolts, nuts and nails and thousands of scrap items are just laying there. The only thing the mate missed saving, and he would if he could, is the smoke from the stack. Mazur's few words on the tool situation aboard the vessel consists of "there ain't none." He had a few other choice epithets to voice about the tools, which, he said, looked like a collection of old relics from the "Gold Rush Days," or "Better Days Ahead In Death Valley." The paint brushes, he said, looked as if they were left to dry around a clothes wringer. He hadn't seen such curved lines since Marilyn Monroe decided to keep it under cover.

Stocks Up On Fuel Oil

Those aren't the only problems aboard the ship, Mazur noted. He thinks the Bienville is the only ship afloat that has fuel oil in the hot and cold water system as well as five feet of it in that same forepeak. That mate sure has saving ways. Waterman, said Mazur, must have gotten a bargain the last time the company bought fuel oil, with the chief engineer filling up every available space except the empty ketchup bottles. I hope he doesn't see this or he's liable to get ideas.

Oil In Showers

One day Mazur saw the cook coming out of the shower, looking much the worse for wear. Accosting him on the spot, the correspondent queried him as to whether or not he had been on deck rolling around in an oil slick. The cook answered in the negative, declaring that it should be obvious to all that he had just come from the shower, since he was covered with oil from head to foot. He said he felt like a tossed salad with all that oil on him. Upon inspection of the shower room, Mazur thought, it looked like the ship took on bunkers through the shower head.

Speaking of the cook, Mazur complained, the food situation aboard the scow was not so hot. It appeared as if the food was being rationed. One brother wanted a second piece of sweet potato pie, when the baker went into the realm of higher mathematics to prove that he couldn't have any because there was none left over. Upon closer inspection, the man proved that there should be four pieces left over if the baker baked eight pies and cut those pies into eight pieces each, as he claimed to have done, because there were

only 60 men aboard. There was only one question he wanted answered: What happened to those four extra pieces of pie?

Knots To Them

The heavy seas encountered by the Bienville made going pretty rough, with the ship making little headway against the seas. To prove the point, Mazur asked the second mate what kind of speed they had been making. Not bad, replied the latter, we passed our yesterday's noon position at coffee time this afternoon. Mazur looked over the side to corroborate the statement and saw, much to his dismay, a flock of seagulls setting on a load of garbage, all of which was floating past the vessel in the direction of the bow. The vessel was under a full head of steam and so was Mazur, who promised to get on a ship the next time out.

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.

Cullinary Artists



making crew nappy aboard Seatrain Savannah with cullinary arts are, left to right, Warfield, Thiemonge, Grizzard, Dewitt, Libby, Aldridge and Johnson. Pic by Smith.

LOG-A-RHYTHM:

Follow Me Down To The Sea Again

By Sam Seafarer

Follow me down to the sea again
The sea of bygone year
Where many a sailing ship has gone

And many a salty tear
Has been shed for lads by lassies
Who wait upon the shore
Eagerly watching horizon's line
For sight of him once more.

Follow me down to the sea again
To watch the breakers roll
We'll toast the ocean's crest
With port, or lime or skoal
For the hardy sailorman
Who braves the wind's sharp lash
For fame, glory, brotherhood
And a pocketful of cash.

Follow me down, I say
Leave nary a thought behind,
Care not for life itself
But to the sea be kind
Of remorseful and contrite
For the years we have lost
'Neath starry skies
And latitudes uncrossed.

Swing your eyes this way, my lads,
And let your hearts follow step,
Toss off your land-locked chains
And fill your loins with pep
Which once flowed thru sinewy arms
And braced once-stout hearts
From here to Okefenokee
And in-between parts.

Come, hear the roaring surf
Which once beckoned to us all

And roused us from our slumber
In every waterfront hall
From whence we sped to dockside
To sign for foreign coasts
Which memories still haunt us,
Sweet, lingering ghosts.

Look not behind you, sailor lad,
Lest you waver and fall,
But hear the clear-cut clarion
Voice of the sea's endless call
To search her boundless reaches
For treasures yet untold
For rubiyats and madrigals
And verse of purest gold.

Sail before the mast, you gobs,
And keep your one true love
Let nothing come between you
And those sails fluttering above
Your wizened heads and gleaming eyes,
Your broad-beamed back and thighs,

Let nothing take you from the sea
To cause you endless sighs

Oh, listen to me now,
To what I have to say,
Stick by the sea, my lads,
And you'll never rue the day
That you chose the briny deep
As a way of life
Upon which adventure is
More plentiful than rife.

Never forswear the sea, my boys,
But keep it close to you
And in your fondest memories
You'll perceive the clearest view

Of life's consistent values,
Of priceless jewels ungrimed,
And in your heart there'll be
The joys of the sea enshrined.

Take up the gauntlet, then,
Let nothing you dismay,
Toss off the chains of terra firma
On this self-same day
Of liberation of your soul
When the sea's call you hear
Reverberating in your heart
And your pelagic ear.

Toss far away the key
To home and domicile
Heed not the consequences
Of shedding land's durance vile
For better things
More richer wrought
Than anything
You had to ought.

Follow me down to the sea again
To the lovely sea and the foam
Which many a sailing man has left
For delights of a shoreside home
And wife and child by firelight
To soothe his weary head
Faia would I be cold as stone
And stretched out, long since dead!

Follow me down to the sea again
With never a backward glance,
Lest the sight of loved ones
Cut you like a lance
Aimed at your heart and vitals
To sever you from your first love
Of roaming from shore to shore,
On earth and heaven above.

Quiz Corner

- Britain's weather is usually mild in the winter, but recently it had a cold wave. Britain's latitude is between 50 and 60 degrees north. Is it the same as Cape Cod, Labrador, or Iceland?
- Recently, Theodor Heuss celebrated his 70th birthday. He is president of what country?
- Five times a number plus three times the number plus three equals half the number plus 48. What is the number?
- What is the name of the new atomic submarine?
- What major league baseball club now has on its roster the pitcher Bobby Thomson homered off in the 1951 pennant playoff?
- What is the name, political party and state of the Senator who recently introduced a Congressional bill to increase the minimum wage to \$1.25 an hour?
- The Republican party has had only one President who served two full terms. Who was it?
- The popular Latin dance, the mambo is a cross between what two dances? (a) tango-conga; rhumba-swing; samba-rhumba?
- "Papa" is the nickname of what famous American writer?
- What was the most recent amendment to the US Constitution?

(Quiz Answers on Page 25)

Stevedores And Native Girl Pose For Seafarer



Seafarer Harry Kronmel, left, is seen in Fort Dauphin, Madagascar, with two stevedores in native costume, both of whom travel light. Top picture shows native housegirl posing for Seafarer's camera while her charge seems unconcerned.

The SPORTS LINE

By Spike Marlin

Spring reaches us officially next week which means that outdoor sports will bloom again with the crocuses. Some queer doings thus far this spring indicate that it is liable to be a wacky season.

Consider these surprises in the following order: The Canadians, who invented hockey, were shellacked by the Russians in the world's amateur championship. So far nobody has called for an investigation of the Canadian hockey team. Ted Williams opened spring training for his first full season since returning from Korea and promptly broke his collarbone within ten minutes.

The citizens of St. Petersburg were shocked and horrified when a drenching downpour washed out the season's opener between the Yankees and the Cardinals. And the National League Green Book solemnly announced on Page 33 that the Pittsburgh Pirates were the 1953 champions of the Grapefruit League.

Forget It All

The American League Red Book did its opposite number one better. With the St. Louis Browns moving on to Baltimore, the Red Book blandly wiped all Brownie team marks, including season won-lost records out of the book and substituted those of the old Baltimore Orioles instead. No doubt every-

body, including the Browns, would just as well forget about them, even though it does a great disservice to such ex-Brownies as George Sisler and Bobo Newsome.

Plenty Of Cooks

Of course, the Orioles open the season with another oddity—they have three managers on the payroll. Rogers Hornsby, who was fired in mid-season last year, Marty Marion who was fired at end of season and Dykes who is still officially hired and will have to do all the work. Too bad the club couldn't be three-deep in ballplayers of the same calibre.

The biggest oddity of course, would be if somebody else besides New York and Brooklyn won the title in their respective leagues. Even ardent fans are beginning to yawn at the monotony of it all as shown by attendance declines. It's up to Lou Boudreau and the Boston Red Sox to do the upsetting in the American League this year if anybody is to do it. Chicago and Cleveland rate merely outside chances.

In the National League of course, everybody rates Milwaukee as the A-1 challenger although that depends on how the Thomson trade works out. St. Louis could be pesty too. The Giants and Philadelphia are figured as challengers only by optimists and perennial long-shot plungers.

LOG-A-RHYTHM:

Courageous Kyska Carries On

By Nicholas Bonsangue

We've spent many a day
'Neath that "W" stack,
We took her out,
Now we're bringing her back.

Her hulls all rusted
From stem to stern,
She's been through hell,
But she'll return.

When we left Frisco,
The weather was clear
Hours later the sea
Was a glass of beer.

For days she met the elements
And bravely fought it out
"Cut her down to 30' revs,"
Was the third mate's shout.

The second assistant
Turned valves madly,
She pitched and rolled
But never so badly.

"It ain't so rough,"
Was one old salt's boast,
I looked at his face,
He looked like a ghost.

The look in his eyes
Made it clear to me
He'd rather be ashore
Than in a rough sea.

"You should have been
Out here in '32,
This scurvy old tub
Would have split in two."

A picture of the Kyska
Hung on the wall,
As the ship lurched
It began to fall.

Straight for the bucket
That held the trash,
There it landed with
A tinkling crash.

I picked it up
And wiped it clean,
The glass was shattered
But the image was seen.

I looked at her picture
And then I knew
His so-called "Tub,"
Would have pulled through.

Just about then
We met a wave
And it seemed every joint
Within her gave.

But the good ship Kyska
Showed her stuff
Father Neptune's punishment
Was not enough.

So now we enter
This Golden Gate,
Many ashore
For the Kyska wait.

We've spent many a day
'Neath that "W" stack,
We took her out
And we're bringing her back.

On Last Voyage

Signing up for his final voyage not so long ago was the late Seafarer John L. Cobb, the LOG was informed by his sister, Sophie Cobb Emerson. Mrs. Emerson wrote the LOG, inclosing a prayer by William De Witt Hyde, which she feels exemplifies her brother's life, as it does so many other Seafarers. To wit:

"Give me clean hands, clean words and clean thoughts;
Help me to stand for the hard right against the easy wrong;
Save me from habits that harm;
Teach me to work as hard and plan as far in Thy sight alone as if the whole world saw;
Forgive me when I am unkind and help me to forgive those who are unkind to me;
Keep me ready to help others at some cost to myself;
Send me chances to do a little good every day, and so grow more like Christ."

Cobb, a graduate of Cecil College, served in the Navy in World War I before entering the maritime service for his life's work. Deceased at the age of 54, in South America. Cobb is survived by his wife and daughter, as well as by three sisters and three brothers. One brother lives in New Jersey, while the other members of the Cobb family reside in South Carolina.



Cobb

Setting Type In Messhall Setting



All hands join in fun of "setting type" when it comes time to post the menu aboard the De Soto (Waterman). Shown above at coffee-time diversion while in Tampa, Florida, are, left to right, Robert McNatt, Earl McKendree, Phil Reyes, George Meaden and Francis Andrade.

Seafarer Sam Says

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



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

GALLEY CLEANINGS

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

This week's recipe brings Seafarers an extremely popular Italian delicacy, veal scallopini. The author of the tasty recipe is chief cook Peter Loleas, who has been sailing SIU vessels since December, 1944, when he first shipped out as chief cook of the Liberty ship, Charles Brandiey Aker, during World War II. Pete's first trip took him to the Mediterranean shores of France and Africa, but he was no stranger to that area. Soon after war broke out, Pete went to Persia, where he worked in the Allied war effort for two years on a construction job. Prior to that, he worked in restaurants from 1929 to 1941 and from 1937 until the war, he managed his own restaurant in Mount Vernon, New York.

Pete's recipe calls for 15 pounds leg of veal cut into 70 pieces, cutlet size. Roll the pieces in flour and brown on both sides. Place pieces in deep pan. Slice fifteen

large size peppers and two large onions. Put onion and pepper slices in frying pan and braise. Place braised mixture in pan with meat. Add two cans of size 2 1/2 tomatoes and four cans of size 6 mushrooms, plus a dash of soya sauce, dash of worcestershire sauce, salt and pepper. Place pan in oven and bake at low temperature for 20 minutes. Take out and serve with steamed rice.

After finishing his job in Persia, Pete took another construction job in the Aleutian Islands. Pete says that as a result of these two boat trips to Persia and Alaska, "I liked the life aboard ship and the way the seamen lived, so I decided to join the merchant marine."



Loleas

Will Sail After 2-Year Hitch

To the Editor:

Just a few lines to say I must retire my book because I've been inducted into the Army. I would appreciate it if Sonny Simmons was informed of this. I have been an active Union member for nine years.

I paid off the Steel Rover in Norfolk, Va., on February 3 and was inducted on February 9. There is plenty of OT in the Army, and if I was getting paid our Union wages, I could retire in two years. I intend to return to sea after my two-year vacation is over. Meanwhile, I would like to hear from some of my old buddies. I would also like to receive the LOG regularly.

Pvt. Herman F. Webber
US 52363557
Co. D 37th Armd. Inf. Bn.
3rd Armd. Div.
Fort Knox, Ky.

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

Runaway Boy Is Safe Home Again

To the Editor:

Words cannot express my appreciation and gratitude to the many people who have given their help and prayers to find our son. Tom was found in Red Bluff, Cal., on February 16th, on his way from town to town. He could give no reason for leaving home, and said that the morning he left he hadn't felt well. He had a headache, and all of a sudden he got the idea to go somewhere. He boarded a bus to Los Angeles.

When he arrived there, he realized how wrong he had been and wanted to return, but a bag that he had with him was stolen, and to him this seemed very important. He was desperate, and now too ashamed to call home. He got various jobs washing dishes from town to town. He wanted to telephone home many times, but each time lost his nerve. He felt that by this time no one would care to hear from him. He was emotionally upset, and when he was picked up he was very happy to have it done with and be home again.

Publicity Helps
Tom might not have been noticed if it had not been for the

LETTERS

Warns Brothers Of Clothing Store

To the Editor:

I have been a member of the SIU since December 1, 1938, and would like to say a few words about Wohlmut Company, a clothing store at 206 East Baltimore Street, Baltimore, Md. About three years ago I went there and ordered a suit made. As they are a chain store and have a big store here, I did not hesitate to put a deposit on the suit.

The next time I came in, I went to get the suit, but it was so small it was impossible to wear, and I rejected it. They said a mistake had been made and that they would make me another. The next suit was not much better, so I told the salesmen to return my deposit and let it go. He said he could not do that, but if I would pay the balance and, as I was going to be gone for some time, take the suit and come in when I got back, they would make it good. This they have never done, although I fought with them for quite some time whenever I was in town.

I even had the Better Business Bureau after them, all to no avail. The Better Business Bureau agreed with me that the suit was impossible, and suggested that I take it to people's court, but like most seamen I don't have the time.

BBB Helps Customers

When you are in port and in doubt as to what concern to buy from, call the Better Business Bureau. I have found them very anxious to help and a very fine organization. A call may save you from paying for something you cannot use. I have found out that a big concern is not necessarily reliable, since I wound up with a suit that I have never worn and would be ashamed to ever wear. Had I taken the same amount of money and gone to a reliable concern, I would have had a good suit.

The money is not so important but I think the membership should know whenever a concern proves unreliable. If the brothers will write to the LOG whenever they are taken, regardless of what type of merchandise is involved, we can put a stop to some of this sharp dealing where the seaman is concerned.

C. G. Costlow

Speaks Out For Free Unionism

To the Editor:

I have just finished reading the AMEU victory edition of The Fleet. Of course, this is only the first inning victory over the organizing forces of the Union.

In this issue, the AMEU chairman, Tiny Alcott, while speaking of the subject of contract negotiations between unions and companies, and in a tone detrimental to free, independent unions, states: "We don't pound our fists on conference tables; we never threaten strike." He goes on to say, "We deal with management on equal terms—like gentlemen."

I would like to point out that it is the very power and threat of a possible strike that puts a union up on a level with management; then, and then only, is the union able to deal on equal terms with the company. Down through the years unions have been struggling with the shipping companies for the top conditions and contracts we have today. Are we to believe that Atlantic was handing out those same monies at happy little

publicity he had received. The sheriff at Red Bluff said he realized the boy was troubled about something, and when he asked him if he would like to tell him about it, Tom was anxious to get it off his chest.

Once again I wish to thank you and your staff for helping us. It has indeed been a consolation during these past four months to know there are still people who will give time and effort to help others when they need it. You have no idea the amount of mail we received from various parts of the nation, with people offering their help and prayers that Tom would be safe. A debt such as this I can never repay.

Mrs. J. Mounier

Port Agent Gets Praise From Men

To the Editor:

We, the crewmembers aboard the John B. Kulukundis, would like to call the attention of our Union brothers to the foresight the SIU had in installing the teletype machines in all branch halls. Twenty of us on board this vessel owe our jobs to that machine.

One man was in Philadelphia, Pa., without a job in sight when a teletype came in telling of the need for men in Seattle, Wash. He flew out there and had a night cook and baker's job within three days. That was the case with other brothers in the steward department as well as in the other departments.

Notified Ports

We also would like to give a vote of thanks to Jeff Gillette, our Seattle agent, for being on the ball and notifying all other ports of the shipping situation in the port of Seattle by the use of teletype. There were other cases where brothers came out from other ports and got ships the day they arrived. Once again thanks to the SIU and Gillette.

Crew of Kulukundis

Mexico's Better Than Steel Ranger

To the Editor:

Here I am in Mexico, on business, and I must say that being here beats being on the Steel Ranger. I will write a longer letter later, but meanwhile, regards to all.

Al Whitmer

tea parties? Not on your life. Strikes and tie-ups won the day, not union-management teas. The truth is that Atlantic has always followed the union's gains, sometimes adding to them to shout "leaders in maritime."

Now think! How does the AMEU stand up on these issues? This union, whose very representatives work for the company on the company payroll, cannot do much for the rank-and-filer. Are they really able to speak freely? Make demands? Give proper representation?

No, they cannot! I am still for being represented by the SIU, a free and independent union.

Eddie Burke

Ask Men Stop Going To Bar

To the Editor:

We, the undersigned, feel it our duty to warn the membership concerning the men patronizing "John's Bar" in Edgewater, New Jersey.

While contending to be a great friend of the seamen, especially off the Seatrains, there have been numerous occasions in the past when, without the slightest provocation, he has had crewmembers of various Seatrains arrested.

The most recent case concerned a crewmember off the Seatrain Louisiana who became involved in an argument with the proprietor regarding a 75-cent check. The seaman was with a group from the ship which had spent a considerable amount of money during the course of the afternoon they had spent in the bar. The owner had the man arrested, but, after arriving at the police station, said he would drop the charges if the man apologized.

In the Wrong

No apology, of course, was forthcoming, since the owner was in the wrong, as any fool could plainly see. The upshot was that the man was locked up in the bucket for the night and has to appear in court the next time the ship arrives in port.

We feel this establishment does not deserve the patronage of the SIU membership. There are numerous places in the vicinity where the men can be assured of a good time and be appreciated without ending up in the bucket.

Crew of Seatrain Louisiana

Wilmington Hall Gets Action

To the Editor:

Recently our allotment was quite a bit overdue, so with the needs of two children and household expenses currently due, it caused worry.

Remembering what my husband had told me, I contacted Sam Cohen of the Wilmington Hall. In his usual efficient and amiable manner he explained the delay and assured me that the check would arrive soon. It came the next day.

We are always thankful that we are protected by the great SIU, an always-present help in time of trouble.

Evelynne Siebert

Finds Libraries Very Inferior

To the Editor:

After due consideration and investigation I have found that the library books, pamphlets, etc., being issued are of the poorest variety and do not do justice to the membership.

I therefore request that better books be issued or do you think that the membership has not passed the stage of juvenile incubation?

Alfredo Aaron

Future Brighter To Disabled Man

To the Editor:

I wish to thank the officials and the rank-and-file members for making it possible for me to receive the disability benefit as I am unable to work any more. I have multiple sclerosis and hypertensive vascular disease in my right leg, and am unable to stand on it for any length of time.

I wish to say that our Union, the SIU, has come to the front fast since it was started, because today it is the best Union in the world for any seaman. I appreciate the fact that I am receiving the disability benefit, because it allows me to lead a normal and respectable life.

When I started to go to sea in 1916 all a seaman had to look forward to if he was disabled and unfit for duty was a flop house and eating from a greasy spoon.

Best Set-up

We now have the best welfare set-up of any Union, and are treated with respect when we visit the Union for help in any form. Your Union book is better than any bank book, so brothers, keep your dues paid up-to-date, as your Union book will give you more security than any bank book.

When I started going to sea you had to sleep on a donkey's breakfast. You got one blue mattress cover and one blanket and that was all, no matter how long you stayed on the ship, and you had to wash them yourself. You were given a bucket to wash clothes with and take a bath. You had to furnish your own towels and soap and matches, and given one small sandwich for night lunch.

We received \$30 a month. The Union has changed all that, as the ships of our Union feed like hotels and have all the modern conveniences. All the officials are on the ball, bettering your working conditions, food, etc. I say again, it is the best Union in the world, so let's all keep it that way and keep our dues paid up, because it takes a lot of money to run the best seamen's union in the world.

Burton J. Frazer

Thanks Brothers Who Gave Blood

To the Editor:

I would like to thank not only the crew of the Bradford Island for their thoughtfulness and generosity to my daughter, who was severely burned, but also all the men in the Boston hall who so willingly donated their blood when it was needed so urgently.

It is a wonderful feeling to know that although you may not be home when such an emergency arises, there are men who will help in every way possible. Just to be associated and working with such a wonderful bunch of men and an organization like the SIU, gives any man such a feeling of security, not only for himself but for his family, that words cannot express what he feels.

Thomas Cummings

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.

Come and get it!

EAT DELICIOUSLY PREPARED FOOD AT THE SIU CAFETERIA...

Old Salt Sailed For \$40 Monthly

To the Editor:
I am an old sailor and an old Union man; I got my ISU book in 1916. As you know, we lost the strike in 1921 and for a long time after that our Union was not recognized. It was hard sailing during that time—I started sailing out of New York in 1931. To get a job then you had to pay the shipping master \$3 to \$5 for a job that paid you \$40 per month, and no overtime.

During that time I knew sailors who had to take a workaway job on a coastwise ship before they could get on the payroll, and I know ship companies that used this, like Moore - McCormack.

Some companies installed the two - watch system, but that was not practiced by 1933. Since then, ship's companies started to pay \$45 a month. These companies used the shipping board and could not pay less than \$62.50, but I could not get on any of them because such jobs were more or less home-steaded. When a sailor left one of these jobs he told a friend of his, so he could get the job.

Things are different nowadays. We have a Union that we all are proud of, and we have the best officials to run our Union.

Bernard Roll

Drafted, Wants To Read LOG

To the Editor:
Just a line from another unfortunate asking that the LOG be sent him as a lifeline to civilization. I also would like my address published in the paper so that my buddies can write to me and know where I am stationed.

I was bosun on the Robin Gray when I was drafted. It's a hell of a note to me. Go to sea since 1944 and then get drafted. I'll write you a Red Campbell article on the Army soon. Lots of brothers would enjoy it, I'm sure.

Pvt. Paul L. Witthaus, Jr.
US 55464483
Co. A 15th AIB
5th Armd. Div.
Camp Chaffee, Ark.

(Ed. note: You will receive the LOG as published, every two weeks.)

Warns Brothers About Laundry

To the Editor:
I've got a beef here that I think should be brought to the attention of the entire membership. It's about a certain dry cleaning establishment in Brooklyn which deals in 24-hour service. You get it in 24 hours, but you don't get any service.

Recently I was aboard the Jefferson City Victory (Victory Carriers) when a representative of the cleaning firm came aboard to solicit business while we were at Port Newark. He got mine and I really got the business. If I can prevent the same thing from happening to any of the other brothers, this letter will have served its purpose.

Poor Workmanship

Workmanship on the laundered and cleaned articles is of the poorest quality, but that doesn't make any difference to the prices. They're sky-high. For example: I gave him a suit with two pairs of pants and a topcoat to dry clean. When they came back in horrible condition I was the one who was cleaned out because the bill came to \$4.47. He also charged me \$2.45 for a laundry list containing three white shirts, one sport shirt (flannel), one pair of jeans, one under-

shirt, three handkerchiefs and two pairs of socks. The shirts came back unwearable, with the collars mashed beyond recognition.

I had the same trouble with the outfit once before, about a year ago, but I didn't recall it at the time I consigned my clothes to its manglers. I am much the worse off because of that lapse of memory. It won't happen again. I've heard other men complain about the same company and I'd like to warn the membership to keep away from the outfit. It's just no good.

I've saved the name for last so none will forget it. It's Atlantic Marine Laundry and Dry Cleaning, 373-57th Street, Brooklyn.

Roy Lundquist

Wants Hospital Plan For Men

To the Editor:
I am writing to tell you how much I enjoy reading the LOG. I have been receiving the LOG since 1947 and it gets better and better. I would like to put in a word about hospitalization.

It would be so good if there was some way for the members to join a group hospital plan. As the wife of an SIU bookman, I have tired to get contracts with the Blue Cross and the White Cross companies, but the premiums for an individual enrollment are so high it just doesn't pay.

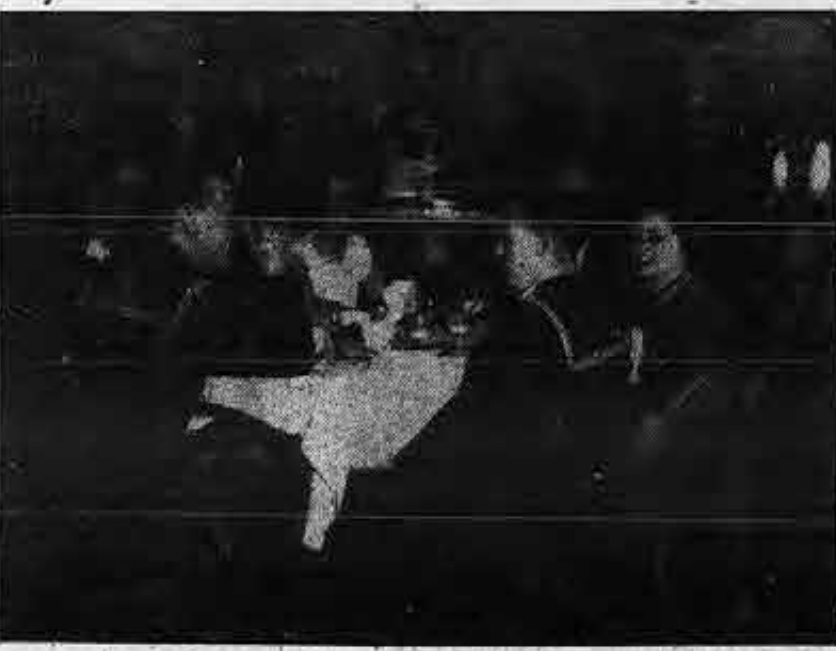
Low Group Cost

A man could ensure his wife and children for hospital and surgical care for about \$4 a month in a group hospitalization plan. It needn't be compulsory, since many of the members are single men and might not want the plan for their own protection.

I'm sure if a man is at sea and knows his family is taken care of at home, he will be happier. So, how about it?

Mrs. Jack Procell

Seaman's Center Serves Music, Food



Dance band plays it hot for seamen and guests, above, at the Seaman's Club in Seattle, Washington. Listeners, whose feet can be seen at lower left, decided to sit this one out. At bottom, visiting French sailor avails themselves of refreshments and fair companionship at the center.

LETTERS

Looks Forward To Getting LOG

To the Editor:
I am typing you these few lines from out this way here in London, Ohio, to notify you of my change of address. The LOG has been forwarded to me here. It has been coming regularly and I enjoy it and its articles very much. I really mean to go back to sea again this time. The LOG is something to look forward to reading. It just seems I cannot wait until mail call when it arrives. I am always anxious to read about the shipping world.



Kellar

That is about all for now, and thank you for your kindness. Will you please put this letter in the LOG so some of my friends may see it and write to me.

Louis Kellar
Box 69
London, O.

Wants To Beat Hubby To LOG

To the Editor:
My husband mailed you a change of address. Somehow our LOG has not been coming to this address, as yet.

So here goes. I'm trying my luck for I really do enjoy reading the LOG very much, line by line. So, how about putting my new address in your file?

Since I am a working girl as well as a housewife, the paper helps me keep up with things maritime. However, if it is as late as the last one was, I can get all the news from my husband when he gets in off his run on the Seatrain Louisi-

ana. He has a chance to read the LOG aboard the ship. If mine gets home in time, then we can discuss things together, which gives us a mutual basis of conversation.

Makes Happier Home

Believe me, I'm very interested in the doings of the Seafarers and the SIU. I think all Seafarers who have wives who are interested in their husbands' work and welfare, make a better, happier home for the men in their lives. Congratulations to your Tiny Wallace, wishing him many happy years of married life. He comes from my old town of Pascagoula, Miss.

Since I want to be the big wheel (next to the SIU) in my wonderful husband's life, please don't let the steward aboard the Seatrain Louisiana beat the next issue home. Carry on the good work, but don't forget me, too.

Mrs. Vicki Szymanski

(Ed. note: Your change of address has been noted. The LOG will be coming your way every two weeks, as published.)

Patrolman Is Ray Of Sunshine

To the Editor:
It's raining cats and dogs at this writing and the window pane is getting a natural bath. Perhaps we can see a clearer view of the harbor tomorrow—watching the ships come and go on their respective itinerary, coastal, intercoastal, foreign.

However, there is a bright side to the situation, too, and that is when you have a direct representative of the Union paying you a call at the sick bay. For, while many fellows who are laid up may have many friends and relations visit them, there are many others who come from various parts of the country, as well as the world, who have no visitors at all, with the exception of the visiting patrolman.

This is not only gratifying, it is a welcome sight. To those who are confined or bedridden for a long spell, it is like a ray of sunshine that comes through that window we spoke of after the downpour of rain on a cloudy day. So, once again, the SIU is giving a lift to its membership.

Sir Charles

Sees Hospital Fight Not Over

To the Editor:
I was really glad to learn recently that the Government apparently doesn't plan to shut down the marine hospitals after all. You can go a long way to look for good medical care and treatment, but when you're a seaman, you've got the best at the US Public Health Service Hospitals.

One thing is sure though. If the SIU and other maritime unions hadn't gone to bat for these hospitals, we might find the story ending a lot differently. It's hard to figure how the people in Washington can consider closing down these hospitals, which have been in business over 150 years and have contributed so much to the development of research and treatment in many diseases.

Now that the budget figures indicate that the Government wants to keep them open, we still have the job of keeping this economy-minded Congress from lopping off a couple of million from the dough requested to run the hospitals.

Let's make sure every Seafarer writes his Senator and Representative urging the full appropriation for the hospitals for the coming year.

Charles Stewart

Will Sail Again In 13 Months

To the Editor:
I retired my book when I was drafted in April, 1953 and am writing to you hoping you will put me on your SEAFARERS LOG mailing list. I only have 13 months to go in the Army and then I hope to start shipping again. I naturally would like to keep up with the Union news as I am sure it will affect me when I get out.

I've read almost every issue of the LOG, ever since I joined the SIU in 1945. I used to enjoy sitting in the hall and reading all the old bound volumes of the LOG. I am in the 501st Harbor Craft outfit here in Pusan and I try to make every SIU ship that comes in, hoping to find some old shipmates and some LOGs.

E. P. Moran

(Ed. note: We have added your name to the LOG's mailing list. You will receive a copy regularly every two weeks, as published.)

Praises Service Of Bombay Store

To the Editor:
We the crew of the Steel Admiral take pleasure in stating that while in Bombay, India, we visited a store called Cherry and Company, owned by an elderly lady, Mrs. D. Parkes, whom we found to be remarkably courteous, sympathetic and well disposed to us. The prices of all the articles—brass, ivory, wood, souvenirs—were definitely much cheaper than in many other shops.

The prices are fixed and the proprietress does not exert any pressure on the client to purchase anything, as is the common, usual practice among many shopkeepers in India.

During our stay, Mrs. Parkes was good enough to arrange for an excellent excursion for us to visit the Kanehri Caves, which are an ancient monument and an interesting relic of ancient civilizations. She supplied us with home-cooked, delicious Indian food and made our picnic remarkably happy and pleasant.

We strongly recommend a visit to this establishment whenever you visit Bombay. The address is: S. Cherry and Company, 2, Anees Chambers, 3, Carnac Road, Mistry Estate, Bombay 1, India.

Charles Collins

Sees Dock Union Change Overdue

To the Editor:
I have not been a waterfront worker nor do I live in New York City, but I take an interest, naturally, in all things that concern longshore workers.

For years I have read the LOG when I have visited the home of a Seafarer-friend of mine. I think I am pretty well acquainted with the waterfront situation in the Port of New York and I would like to say that the members of the old ILA are getting a raw deal by the people who run that outfit.

George Eggers

Sign Name On LOG Letters

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

When The German Fleet Mutinied

Early in 1918, 74 vessels of the German Imperial Fleet ended up at the bottom of the British harbor at Scapa Flow, scuttled by their own crews. The events leading up to this, and what amounted to a revolution inside Germany was touched off by a food beef on five battleships of Squadron IV of the fleet in June of 1917.

In that month, Squadron IV, which contained the pride of the German Fleet—five Kaiser Class battlewagons—was in the fleet anchorage in the Jade River between Wilhelmshaven and the sea. For 34 months since the Battle of Jutland, the German fleet—which at that time ranked second in the world in size—had been inactive and had remained in hiding from the Allied fleets, relying only upon submarine activity.

The men in the fleet were restless and unhappy. The food was bad, and was becoming worse. In June, the stokers on the five battleships, after making numerous complaints, went on a hunger strike.

Committees

A few weeks later, the Secretary of the Navy issued an order that "A committee will be chosen from the lower deck personnel of each ship to represent the crew in matters concerning food." However, a controversy immediately came up about who was to choose the committees, the captains or the men. In most cases, the order was ignored by the captains.

A later order proclaimed that "no socialist publications or literature was to be brought aboard any vessel." This brought a roar of protest. The seamen, led by the stokers, held meetings ashore and decided to form a Sailor's Union. The men spread throughout the

fleet to organize the union, each wearing a small red thread woven through their collar.

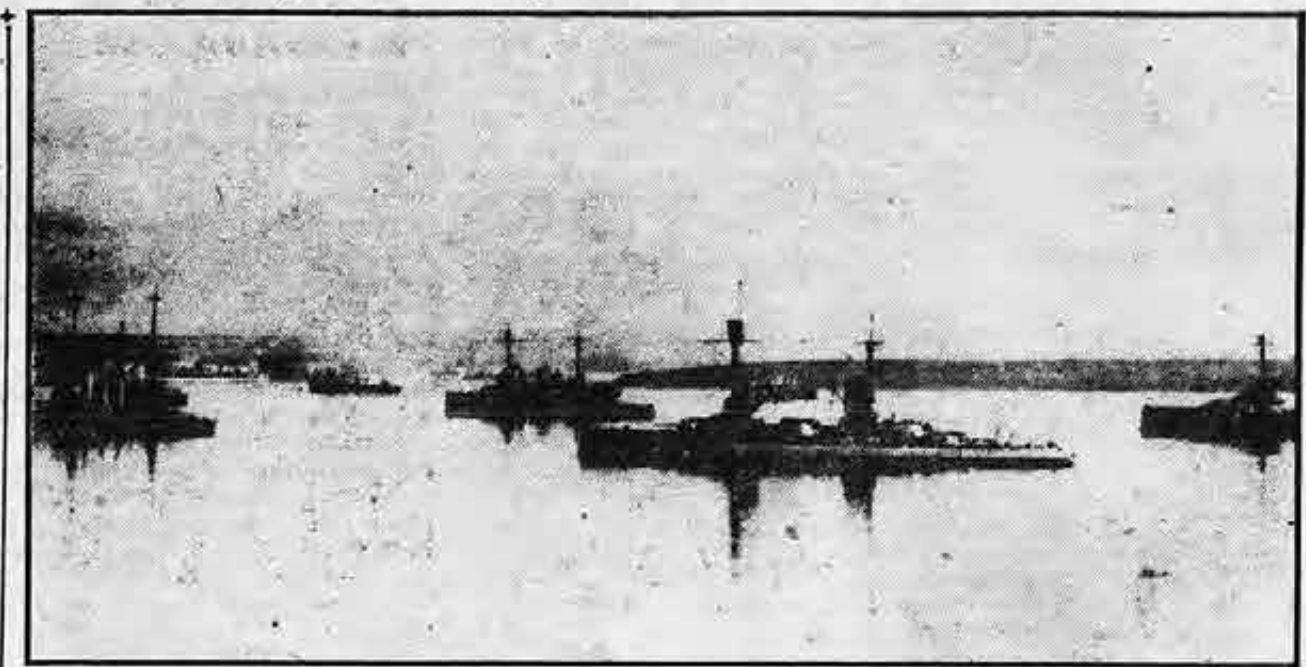
Due to the unrest, Squadron IV was ordered to the Naval Colony at Kiel, a naval base and colony which was governed by a naval governor. There were more meetings at Kiel. The battleship Prinzregent Luitpold tried to sail from Kiel, but had trouble coaling as stokers threw blocks and falls over the side. When finally coaled, the crew forced her to anchor when one day out of Kiel by pulling a hunger strike.

Men Walk Off

Toward the end of July, the stokers on the Pillau, berthed in Kiel, were told they were restricted to ship instead of having their usual 24 hours off. Some 240 men swarmed off the ship and returned over five hours later. The next week, the captain of the battleship Konig Albert was stabbed as he returned to his vessel and dumped over the side. The entire watch on deck was arrested.

Then the stokers of the Prinzregent Luitpold were ordered to infantry drill for their day off. They posted a warning, and then 50 of them walked off the ship, stormed out of the gate and held a mass meeting. When they returned, 11 of their leaders were broken to the lowest rating.

Things were quiet for almost a month, and then some 600 men went over the side of the Prinz-



Part of the remains of the German imperial fleet sits in shallow water in Scapa Flow, Scotland, after being scuttled on orders from officers. Scuttling came after the surrender of Germany to the Allies on November 11, 1918.

regent Luitpold, marched out the gate and held a mass meeting in town.

By this time, the rest of the fleet was pretty well organized, and when the Prinzregent Luitpold was ordered to sail out of Kiel to isolate the "troublemakers" aboard, half of the men in the rest of the fleet walked off their vessels in protest. They returned, however, and five men on the Prinzregent Luitpold were sentenced to death. Three of them had their sentences commuted to 15 years, and two were shot.

The unrest continued, and by this time Germany was beginning to negotiate with the Allies for an armistice. The men in the fleet, as well as the rest of the country, knew that they had lost the war.

Plan Battle

However, the men got wind of a plan to send the German fleet out in a last-ditch battle to "save face." Both the admiralty and the men knew that even winning a naval battle could not save Germany.

So, when the fleet was ordered out, the men refused to sail the ships. The sailing was cancelled. Then the battleships Thuringer and Helgoland were ordered out. The desperate crews sabotaged the gear aboard the ships, put out the fires in the boilers, and refused to sail. A patrol of 200 marines were sent aboard the Thuringer to arrest the mutineers.

When the crew of the Helgoland learned that their men on the Thuringer were being arrested, they decided to help, and ran to man the Helgoland's guns. Once out on deck, they stopped. On one side, the 12-inch turrets on the Thuringer's stern, manned by her officers, were trained on the Helgoland and ready to fire. On the other side, the U-135, manned by a loyal crew, stood ready to torpedo the Helgoland if they tried to man the guns.

Marines then boarded the Helgoland, and some 500 seamen were taken off the Thuringer and the Helgoland under arrest. They were loaded on a train for an hour ride to prison. However, halfway to the prison, the train stopped and the 500 prisoners, as well as the two companies of marine guards, disappeared into the countryside.

180 Arrested

Meanwhile the Markgraf had been having trouble with her crew, and put into Kiel, where 180 men were arrested and put in prison there. The rest of the fleet walked off their ships and held a mass meeting in town. They had planned to use the Trade Union House, but the naval governor had ordered it locked up, so they held

the meeting outdoors. Some 200,000 persons attended, including the shipyard workers and other civilians in the base.

The naval governor of the base sounded a battle stations alarm to break up the meeting, but the men ignored it. Some 10,000 persons marched on the prison to free the Markgraf prisoners, but when they arrived, the prison guards fired into the crowd, breaking it up after eight men were killed and another 21 wounded.

At this point, the seamen elected a seven-man sailors soviet or council to lead the revolt, and broke into the arsenals to arm themselves. At that time the word "soviet" meant a revolutionary committee. The sailors soviet called on the naval governor with the following demands: release of the Markgraf prisoners, abolish all salutes except on duty, better food, easier service, more shore time—and then feeling their power, they incorporated the political demands of universal suffrage and unseating of the Kaiser.

Red Flag

The governor asked for time, but the revolting fleet, armed this time, roamed the city. The men quickly adopted the red flag symbol of revolution from time immemorial for their own, and one by one, the Imperial German flag was brought down aboard the ships and the red banner hoisted instead.

Detachments of infantry were sent into Kiel, but the naval governor, still hoping to find a way out, ordered the troops to leave. The men, by this time, had begun a systematic looting of Kiel. Gunfire was heard in the streets, and the men were all talking about the recently successful red revolution in Russia. It was believed at the time that this revolution meant the abolition of tyranny and a new dawn of freedom.

One of the heads of the German Socialist Party, Noske, arrived in Kiel and was immediately made the head of the sailors soviet. Other of the men in the fleet, heartened by their easy victory in Kiel and still afraid that troops would be sent into the town, spread out. In Cologne, a group of about 600 sailors arrived and the 45,000 troops in the garrison promptly surrendered and joined them. In Wilhelmshaven, the men in the fleet anchorage revolted and took over the city.

As Germany settled on pre-armistice terms with the Allies, the food beef that had started in Squadron IV was spreading into a full-scale revolt throughout the hunger-ridden country. As the revolt spread to the cities, the sailors soviet in the fleet reached an armed truce with the officers. They

agreed that the officers would command in technical matters, while the sailors soviet governed in matters of policy.

It was at this point that they learned that the German fleet, as part of the pre-armistice terms, was to surrender to the British, and to be "interned" in a "neutral" port. They received an order from British Admiral Beatty that a "flag officer" was to meet with him to discuss the details of the surrender.

The sailors soviet, along with one German admiral, sailed to meet Beatty and he refused to see anybody but the admiral. It was then learned that the German fleet was to be disarmed, and to be kept at the British Naval Base at Scapa Flow, under guard of Beatty's fleet, until the armistice was settled.

Fleet Sails

Under the threat of an attack by the Allied fleet, the German fleet—under command of the sailors soviet—sailed to Scapa Flow. One of the reasons the men in the fleet agreed to sail was a rumor that the British fleet was already under the red flag, and they expected to join the British sailors there. As soon as they arrived, they were amazed to find no red flag over the British fleet, and Beatty immediately began a campaign to break the sailors soviet in the German fleet, by refusing to deal with anyone other than the officers.

Some 74 German vessels anchored in Scapa Flow, including 24 battleships and cruisers.

As the fleet lay under the guns of the British fleet, word came through of the victories the sailors at home were winning. The Red flag now flew over the German admiralty and the royal palace in Berlin.

Plan To Scuttle

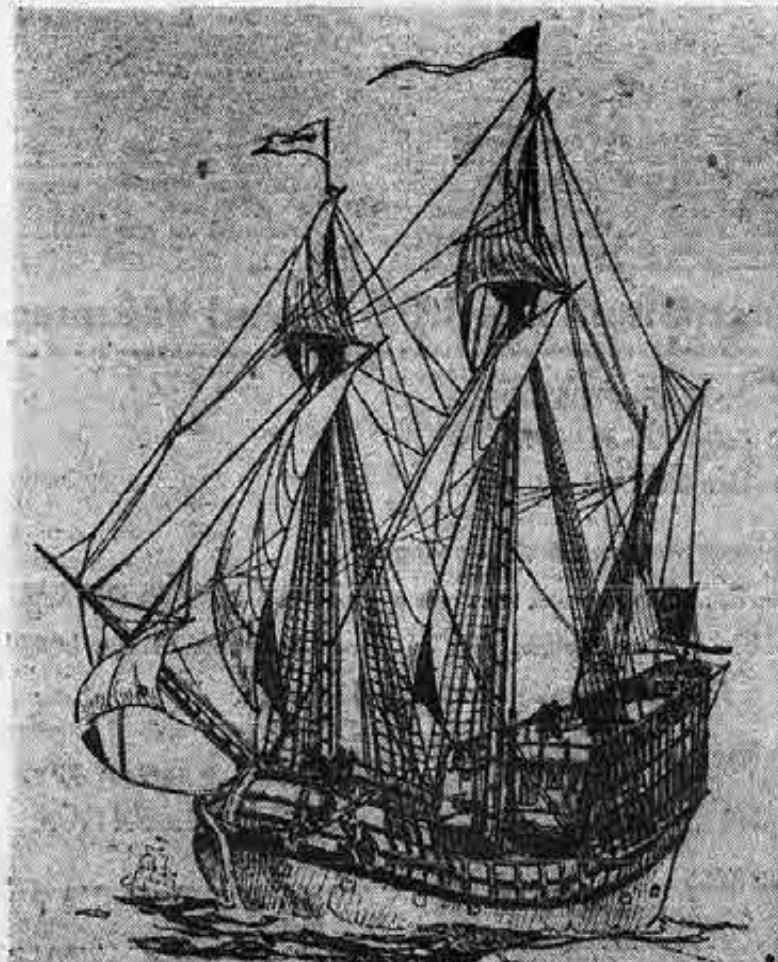
At the same time, the negotiations for an armistice dragged on. The commanders of the fleet began to wonder if the war would continue, and decided that the German fleet would not remain in British hands. The plan was carefully laid, with each of the 74 ships alerted for a signal of "Paragraph 11, Acknowledge."

As the signing of the armistice was delayed, Beatty ordered his fleet out of the harbor for maneuvers, leaving a squadron of destroyers to guard the German fleet. When Beatty was gone, the flags "Paragraph 11, Acknowledge" ran up on the German flagship. At that instant, the seacocks on every one of the 74 German ships were opened, and the remaining crews abandoned their ships. By the time that Beatty returned, all 74 vessels were at the bottom. The Imperial German Navy was dead.

SHIPS OF THE PAST

"The Hulk"

Although today's sailors often apply the term to whatever ship they happen to be on at the time, regardless of condition, the hulk actually was the name of a type of ship in olden times, particularly during the early years of the 18th century. One of the larger-sized vessels of the times, the hulk was round-sterned,



square-tucked, high-pooped, and covered with weak and ineffectual clench work or skids. At its prime, the hulk constituted one of the principal classes of cargo carriers for the northern and western European countries. It ranged in size from 100 to 800 tons.

(From "The Book of Old Ships" (Doubleday), by Grant and Culver.)

... DIGEST of SHIPS' MEETINGS ...

WACOSTA (Waterman), February 18—Chairman, John McConnell; Secretary, R. Griffith. We have a clean ship, let's keep it that way. Repair list was read and new items were added. There was a discussion on handling of soap and linen. Room next to the 8-12 foot is uncomfortably hot due to uninsulated heating room bulkhead. Vote of thanks went to the steward department.

JULESBURG (Terminal Tankers), February 28—Chairman, A. G. Alexander; Secretary, C. I. Copper. B. H. Kimberly was elected ship's delegate by acclamation. All departments will prepare repair lists. Scuppers in the galley are stopped up. Dirty dishes are to be placed in the sink. Steward department toilet needs repairing. Letter will be sent to the California agent from Panama about the shortage of stores.

ARIZPA (Waterman), December 23—Chairman, E. Warfield; Secretary, P. Cassidy. Beefs of the last trip were settled; there are no beefs this trip. Matter of one day's subsistence in San Francisco will be referred to the patrolman at the payoff. E. Warfield was elected new ship's delegate. It was agreed that the watch post any time change on the board in the messhall. Delegate cautioned against noise in quarters and keeping the messroom and laundry clean.

January 31—Chairman, P. Cassidy; Secretary, R. Narzrev. One man missed ship. Repair lists will be turned in at least ten days before the payoff. A few minor beefs were discussed and settled amicably. Ship's delegate will talk it over with the patrolman. Rooms should be cleaned up before leaving the ship and linen should be turned in.



MADAKET (Waterman), November 29—Chairman, A. M. Brancioni; Secretary, N. D. Merrick. A. Hammock was elected ship's delegate by acclamation. Ship's delegate was asked to see the chief engineer about the heads, as they were on the repair list last trip. Everyone should help to keep the messroom clean. The steward reported a balance of \$91.32 in the ship's fund. He will keep the money. Steward reported that the captain bought a movie projector for \$280 and rented eight films for \$200. It was agreed that everyone will sign the log book for \$5 to see the pictures and pay for the cost. Ship's delegate will get a receipt for port payment on the projector and pass it on to the new crew. If any brother doesn't want to see these films, the rest of the crew will make up the difference. Captain agreed that this projector will be the permanent property of the ship—three quarters owned by the SIU and one quarter by the officers. Each man will clean the laundry after using it. OS and wipers will clean the recreation room for a week.

December 31—Chairman, T. W. Hinson; Secretary, M. D. Meulich. There is trouble in the deck department. The chief mate has run the bosun off the deck twice; this will be brought to the attention of the patrolman at the next port. Steward got off the ship in Japan to go to the hospital. Christmas decorations cost \$11.32 and the captain gave \$10 to the fund. It was agreed to donate \$35 for payment on the camera, leaving a balance of \$35. A vote of thanks went to the exceptionally good steward department.

KYSKA (Waterman), November 22—Chairman, H. C. Hill; Secretary, M. Carmichael. Frank A. Gages was elected ship's delegate by acclamation. Suggestion was made that steaks be cut a little thicker. All hands should keep feet out of the chains in the messhall. All dishes should be left in the pantry sink after use. Crewmembers should cooperate with the messman in keeping the messhall and pantry clean.

December 26—Chairman, Cecil Gates; Secretary, Vyrel G. Suth. Electrician and one fireman were hospitalized in Kobe, Japan. Steward should make out a requisition for two new electric coffee percolators and a toaster. Members enjoying early morning breakfast after watch should clean the pantry and put dishes in the sink. Department repair lists should be turned over to the ship's delegate as soon as possible. A vote of appreciation went to the steward department for the excellent food provided on this voyage. Captain got a vote of appreciation for the many considerations shown the crew, and for the added refreshments he provided on Thanksgiving Day and Christmas Day.

STEELORE (Ore), February 17—Chairman, Leroy Bewig; Secretary, Richard A. Gruber. Ship's fund of \$20 was turned over to the bosun, who was voted ship's treasurer. Ship's delegate will call the hall for a library exchange. All delegates will see the captain if and when the food gets poor again. Crew voted to have the milk kept under lock and key until the vessel's departure, so we will get some to drink for a few days. Anyone wanting a relief is to call the SIU hall for such relief. Violators will be turned over to the Union for action. Each man must call his own relief. Deck engineer asked that if he brought to the attention of the Union that the rating which he holds should also be qualified as pumpman.

STEELORE (Isthmian), February 11—Chairman, James Long; Secretary, F. P. Bittle. Membership voted unanimously at this special meeting that the chief steward be replaced.

ELIZABETH (Bull), February 21—Chairman, T. Gonzalez; Secretary, C. Kaut. D. De Dulain was elected ship's delegate. Repairs for refrigerator mentioned two trips ago were not made. Steward department was told to be on

ship an hour before sailing time, as per contract. Steward will put out bananas before they get rotten.

BETHORE (Ore), February 13—Chairman, A. M. Weems; Secretary, W. P. Anderson. Steward reported that there is only 15 pounds of sugar left aboard ship. Crew voted not to use sugar for anything but coffee and tea.

FELTORE (Ore), February 14—Chairman, R. Clymer; Secretary, J. Keivney. One man missed ship; a report will be sent to the patrolman. P. Adkins was elected ship's delegate. It was asked that the PO mess be brought up before the patrolman. He is unable to perform his duties. Men were asked to cooperate in making up a repair list.

INÉS (Bull), January 31—Chairman, Ray Brown; Secretary, Harold Long. Discussion in the galley was squared away to everyone's satisfaction. Repair list will be taken care of by the ship's delegate. Repair list was read. Patrolman will be asked which department is supposed to take care of the hospital. Patrolman was asked about the milk situation. Ship was over-supplied and spoilage resulted. Milk should be ordered in Puerto Rico 75 well as the States. New buckets will be requisitioned for all hounds if laundry tubs are not repaired or replaced, one new toaster is needed for the crew pantry. The three departments will rotate the cleaning of the recreation room, laundry and library.

February 15—Chairman, F. A. Hipp; Secretary, S. F. Sokol. Discussion was held on the repair list. Voice of thanks from the crew went to the ship's delegate and the department delegates for good work and cooperation.

CUBORE (Ore), February 21—Chairman, C. Ray; Secretary, C. Kinkade. There is a \$21.30 balance in the ship's fund. Frank Clawson was elected ship's delegate. Ship's fund will be donated to the March of Dimes. Crew was asked not to leave cups in the footies or out on deck.

STEEL ROVER (Isthmian), March 1—Chairman, William Andrews; Secretary, George M. Schmidt. There is \$26.34 in the ship's fund. Ship's delegate asked to resign his position, as the chief mate will not allow him to go to or to call the SIU hall on company time. Also, the chief mate takes the position that if the SIU wants a ship's delegate on board, they should put one on board, and not interfere with the routine. Vote of thanks went to the steward department on the improvement of meals and conditions in their departments. Washing machines should be cleaned and shut off after use. Duties of sanitary men were discussed. Men who don't turn to for weekend watches will be logged. Steward remarked that in general stores this trip are the same as last trip, and that any improvement in meals is due to the new galley crew. Carlisle Stack was elected ship's delegate by acclamation.

AZALEA CITY (Waterman), March 2—Chairman, Red Brady; Secretary, Pete Christopher. Report was made on repairs. New repair list was posted. One man missed ship in Philadelphia and was replaced before departure. Pete Christopher was elected ship's delegate. Some repairs were missed by repairmen at the payoff. Ship's movements, with addresses, will be posted.

MARINA (Bull), February 14—Chairman, Allan L. Lake; Secretary, M. Repkour. There is a very good crew, and cooperation between all departments. All repairs should be checked before the ship sails. A vote of thanks went to the steward department for good feeding. Good cooperation should be continued.

HILTON (Bull), February 25—Chairman, Egbert Goulding; Secretary, Robert Hutchins. Ship's delegate wrote a letter to New York to find out about the old ship's fund of \$200. New ship's fund will be started next trip. Suggestion was made to have the chief engineer look at the washing machine. Brothers should cut down on the length of time they run the washing machine. Cups should be returned to the pantry.



QUEENSTON HEIGHTS (Seatrains), February 22—Chairman, Thomas M. Fleming; Secretary, Charles Moss. There is \$17.58 in the ship's fund. Letter of thanks to James Sheehan, Boston agent, will be sent to the LOG. Performers will be punished in the future. OT will be paid only to men on board doing work in port. More variety in meats is needed.

ALCOA RANGER (Alcoa), February 19—Chairman, Charles F. Garriz; Secretary, W. B. Yarbrough. Everything is very nice, we have had a good trip with no beefs, so let's keep it that way. Vote of thanks went to the steward department, especially to Larry and the pizza pie. Vote of thanks went to the engineers, a swell bunch. We have taken up a collection for a present for Sweeney, radio op—a swell fellow who has done a lot of favors for the crew. We decided to get a razor.

ALAWAI (Waterman), February 21—Chairman, Jackson; Secretary, Pedlar. Relief captain misplaced the repair list. However, all repairs that were remembered were taken care of except messroom chairs, chipping and painting portholes and replacing gaskets, clearing inside passageway scuppers and deck scuppers, water-tight doors and gaskets on them. Luke A. Clamboli was elected ship's delegate unanimously. Gear of the man who missed ship in Long Beach will be packed, and the patrolman at the first port will be asked what to do with it. Crewmembers were asked to

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.

keep shoreside personnel out of the messroom. Repair list will be made up by each delegate before arriving at New York. Coffee will be made in pots instead of the urn during meals. Cots should be taken off the deck when not in use.

WINTER HILL (Cities Service), February 7—Chairman, J. R. Lane; Secretary, George Mihaleppoulos. Motion was passed that the crew will go on record as supporting the ship's delegate, who was fired by the chief mate, against the tactics of the chief mate. There is \$23.05 in the ship's fund. Deck delegate also supported the ship's delegate against the chief mate. Steward and engine delegates also support the ship's delegate. Present ship's delegate will continue to represent the crew until the beef is settled. Engine delegate will hold the ship's fund. Engine delegate will see if the television set can be repaired in Galveston.



CATHERINE (Drytrans), February 28—Chairman, H. R. Nightfower; Secretary, Larry Arbec. No one is to pay off until a patrolman arrives to square away all beefs. Minor problems will be taken to the department delegates. All white cards have been congratulated on their work by the crew and recommended to the brotherhood of the SIU for membership. Repair lists will be made out and tugged over to the ship's delegate. Steward has disposed of all stale and bad food. Captain didn't issue draws in Egypt, as he didn't have the authority to do so. Crew put in for OT. Crew feels that the captain brought the ship's delegate up on charges to get even with the crew.

COUNCIL GROVE (Cities Service), February 21—Chairman, W. W. Reid; Secretary, James H. Parker. All footies will be checked to see that fans are in order. Company will be asked for boards hung to handrail for seats. Future meetings will be held at one and at six alternately. Steward was asked for an additional coffee pot for the messroom. Another agitator will be purchased out of the ship's fund. Union will be asked who pays for washing machine repairs. Ship's delegate will find out about repairing the messhall radio.

HASTINGS (Waterman), February 21—Chairman, Mullins; Secretary, J. Wells. Discussion was held on misbehavior, like drinking, spitting, leaving toilets dirty. Guilty members in the future will be turned over to the port patrolman for action. Pressure on all toilets should be increased. Toilet seat should be repaired.

BEATRICE (Bull), February 21—Chairman, Jim Foti; Secretary, Frank Zananski. Everything is satisfactory in all departments. Worn out hand wash ringer in the laundry will be replaced. Delegates' repair lists were turned over to department heads. All departments wholeheartedly thanked the steward department for excellent menus, well prepared meals and good service.

SEATRAN LOUISIANA (Seatrains), February 21—Chairman, J. Lippencott; Secretary, D. Robinson. Cockroaches are being exterminated. Ship's treasurer reported \$134.31 in the ship's fund. Ship's delegate will write a letter to the Union about wash tubs in the laundry which the company refuses to repair. Engine room door should be kept closed.

SEANAN (Stratford), November 1—Chairman, A. D. Williams; Secretary, John Fisher. Master's attention will be drawn to the fact that the articles should be dated October 23, not 24. A balance of \$65 was turned over to the ship's delegate from last trips ship's fund. \$15 was spent for a radio speaker, leaving a balance of \$50. Robert Wagner was elected ship's delegate. There was a discussion on doing repairs before painting, but after weighing the matter we thought it would be best to paint now while the captain is in the mood. Messhall should be left clean. Last standby should put the finishing touch to the messhall tables. Wipers and OS will clean the laundry; steward department will be responsible for the recreation

room. Engine delegate told wipers that a full two hours is to be spent on sanitary work.

SEATRAN GEORGIA (Seatrains), February 14—Chairman, A. Hansen; Secretary, Joe Atchison. Matter of larger draws in port has been taken up with the Union. Letters on bad eggs written by the steward were read. One man missed ship. Several minor matters were discussed. Crew went on record to ask the negotiating committee to propose a \$10 raise in clothing allowance to the Seatrains Lines or have a gangway installed back aft. Copies will be sent to ship's delegates of all Seatrains ships for their consideration and approval.

TOPA TOPA (Waterman), December 22—Chairman, Sam Carlisle; Secretary, Joe Gareolo. Men were warned not to foul up in Honolulu, and keep the payoff clean. Ship's delegate volunteered to buy Christmas trees and trimmings from the ship's fund, and do the trimming. New mattresses are needed for the crew. Repair list was taken to the captain, who said he will take care of it. A vote of thanks went to the steward department for a job well done, as well as to the ship's delegate, J. Markham.

GOLDEN CITY (Waterman), January 20—Chairman, Henry Bilde; Secretary, Francis R. Napoli. Four men were logged; one missed ship in Houston, Texas, and caught it in Beaumont. He was logged by the captain. One man left ship in Japan. Action should be taken by the patrolman on this man. Ship's delegate will bring it to his attention. The whole crew gave a vote of thanks to the steward department for good food and service during the entire voyage.

YAKA (Waterman), February 27—Chairman, J. Taurat; Secretary, C. E. Owens. \$63 out of the ship's fund was given to the pantryman, whose wife passed away. Vent in dayman's room needs repairing. Water cooler in crew's quarters aft should be repaired. Standby on each watch will clean the messroom and leave clean cups for the next watch. Cots that are issued to each man should be taken care of, not left lying around and out in bad weather. There should be no performing around the gangway in Puerto Rico or any port.

WESTERN RANCHER (Western Nav.), February 27—Chairman, Thurston Lewis; Secretary, M. H. Simoneaux, Jr. Pantry urn should be replaced. Chief engineer should be asked about having the refrigerator repaired in Japan. Stove, mixer, two fans should be repaired. Clothes should be taken off the line when dry. Captain said the ship would be painted inside on the way back if it doesn't lay up. Steward should serve cold drinks with meals. Steward said that it is not required that ice be made aboard ship, but that he will see the captain about making ice once a week for OT instead of daily. Ship's delegate will accompany the steward. More variety of the menu is needed. Stores will be obtained in Japan. Mess table should be fixed. Meat block needs repairing.

WARRIOR (Waterman), January 31—Chairman, J. W. Crews; Secretary, M. B. Elliott. Motion was passed to keep the same ship's delegate, as he has done a good job. Cigarette butts and magazines should not be thrown on deck.

February 28—Chairman, Harold Ducloux; Secretary, M. B. Elliott. A moment of silence was observed in memory of the brother who died during this trip. Motion was passed to donate money for flowers for our departed brother, whom we are bringing back to the US for burial. We should also send a wire ahead, so some flowers can meet the ship when we dock, to be put on his caasket right away. Ship's delegate will take care of collecting this donation. Steward should type up a list of personal property lost when the portholes and glasses were knocked out in the storm this damaged two rooms. More fans and parts are needed. Everyone should clean up the messhall at night, and not leave such a mess for the crew pantryman to clean in the morning. Patrol-

man should be contacted about getting a better slopchest put on board.

SEATRAN SAVANNAH (Seatrains), February 24—Chairman, S. U. Johnson; Secretary, T. Fales. All repairs were taken care of from the last voyage. Two hours OT for delayed sailing will be taken up with the boarding patrolman. Steward department footie lockers need shelves. A vote of thanks from the entire crew went to the chief cook for the fine food he has been turning out since he joined the vessel. Brother Smith, the ship's delegate, was highly commended for the manner in which all beefs and repairs were taken care of through the boarding patrolman on our last payoff.

VAL CHEM (Valentine), February 28—Chairman, W. Snell; Secretary, O. Raymond. There is a cash balance of \$26. One man missed ship in Port Sobel, Tex. Motion was passed to have a committee of three men investigate the possibility of installing a coca cola vending machine for the use of the crew. All expenses and profits will be handled by the ship's fund. New York patrolman will be asked about getting a greater variety of fruit, and such items as shrimp and oysters. Vending machine can be bought in Orange, Tex., since this is the only port which the ship is certain to make.



STEEL AGE (Isthmian), February 3—Chairman, Henry Rowe; Secretary, E. Pedersen. Saloon messman complained about the second mate coming in late for dinner. Steward will straighten out this matter. Geddings was elected new ship's delegate. Fireman complained of lack of attention from the doctor in Calcutta and for engineers and mate trying to minimize his injuries. He will see the doctor again in Colombo. Washing machine is reported to be in bad shape. We will put in for a new washing machine in New York.

February 14—Chairman, Bob Geddings; Secretary, E. Pedersen. Everyone is to check footies for needed repairs. Messman complained of noise at night made by checkers working outside portholes. We will try to collect subsistence on this. Discussion was held on necessary repairs. Showers should be painted before the payoff. Steward will get special eating utensils for shoreside personnel's use next trip.

VENORE (Ore), February 26—Chairman, H. Zurn; Secretary, Peter Sheldrake. Vote of thanks went to the steward department for fine preparation of food and service given.

DOROTHY (Bull), February 28—Chairman, Peter Patrick; Secretary, E. Jimenez. Ship's delegate checked with the steward about canned fruit and other matters and everything was squared away. Chief cook wanted to know who runs the steward department, the steward or the captain. Ship's delegate will call the patrolman to find out. Captain has been after the wipers on sanitary work to stoppage passageway. Washing machine isn't working, so the patrolman will be asked to inspect it to see if a new one is needed. Recreation room should not be left dirty, with cups all over. Delegates demanded better cooperation.

ROBIN GRAY (Seas Shipping), February 14—Chairman, not listed; Secretary, William M. Jenkins. Everything has been running quite smooth for the entire voyage. Only a few repairs promised by the captain were refused in Savannah. The actions of one of the ordinarys will be taken up with the patrolman. Patrolman will be asked to contact the company officials about moving the steward to the cadet's room and giving the bosun the steward's room, while the carpenter in the deck maintenance room will be

(Continued on page 25)

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... DIGEST of SHIPS' MEETINGS ...

(Continued from page 24)

given the bosun's room, with the DM. Port captain will be asked if the lookout can be moved from the bow to the wing of the bridge during windy and bad weather before there is some serious accident aboard. Nothing can be seen from the bow then, on account of the spray, and the men are nearly thrown overboard with nothing to cling to. One man nearly fell overboard and another fell and hurt his back during this voyage. There will be no sign on until proper repairs are made, as they have

PERSONALS

Steve Messaros
Eugene Ceccato

Please get in touch with Joseph Pilutis at St. Vincent's Hospital, 11th St. and 7th Ave., NY, NY.

George Cullen

Legal proceedings have been completed regarding your divorce. For further information, contact Frank Roberts & Kane, solicitors, 21 Adelaide Street, Brisbane, Australia.

Schuyler Bland Crew

Will all crewmembers of this vessel who were shipmates with Daniel H. Boyce on the voyage commencing July 30, 1953, at New York, please communicate with Stark and Goldstein, 1201 Chestnut Street, Philadelphia, Pa.

Seafarer Baldwin

Your father, William C. Baldwin, would very much like to hear from you. You can reach him at RFD 3, Box 29, Norfolk, Va.

James H. Smith

Your sister, Beulah S. Wright, 1202 Shearn Street, Houston, Texas, would like to hear from you.

Bill Odum

Contact Louis Riviere, 36 W. 138th Street, Apt. 15, NY, NY.

Herbert D. Dunlevie

Contact Robert F. Reynolds, 350 Sansome Street, San Francisco 4, Cal., regarding a suit you have pending.

Alvin C. Olander

Please write or phone Mrs. Olaf Olander, New Sweden, Maine, concerning merchant mariner's document.

Theodore Martens

Please contact Ralph Mueller at 57-14 163rd Street, Flushing, Long Island, NY.

George C. Smith

Write your sister Grace. She's worried about you.

James Byrne

Please contact Frank Plascik, 337 Market Street, Philadelphia, Pa., regarding radio left aboard the Marymar.

Ex-Carrabulle

Will the members of the crew of the Carrabulle who were aboard March 25, 1953, contact the wife of the late Floyd Holcombe who suffered a fatal accident on that date. Mrs. Gladys Holcombe can be reached at 311 Industry Street, Florence, Alabama.

W. G. Moore

John Buttmer

Whitten Hammock

Charles White

Your gear left aboard the Afoundria will be sold under authority of the law on April 22, 1954, if it is not picked up before that time at the Collector's Storage Sales Section, 311 Appraiser's Stores, 201 Varick Street, NY.

Tony Cavalier

Get in touch with Mr. J. O'Connor at 42 Broadway, NYC, concerning the case of Ernest Ramirez. It is very important.

been neglected for three consecutive voyages. Captain promised last trip to build shelves in the petty officers' mess for the library, but nothing was done. Heating in crew's quarters is cut off when it is cold, and on full blast when it is hot. A vote of thanks went to the steward department for a job well done.

STEEL EXECUTIVE (Isthmian), February 28—Chairman, Al Brodie; Secretary, J. L. Hodges. Earl L. Morris was elected ship's delegate. Suggestion was made to stop whistling in the passageways. Magazines should be returned to the proper place after they have been read. Laundry deck should be mopped up after using the washer. A longer handle should be obtained for the starboard passageway drinking fountain.

January 21—Chairman, Aussie Shrimpton; Secretary, Charles J. Hartman. Motion was passed that the ship arrival pool, which was undecided in San Francisco be decided by the first pilot to board ship at the next port. Brother hospitalized during the voyage will be given \$25 from the ship's fund to cover his immediate personal expenses, and the Welfare Department will be notified by cable. Crew was asked to leave the ship washing machine clean.

SEA WIND (Seafarers), January 31—Chairman, not listed; Secretary, not listed. There is \$22 in the ship's fund. There is not enough linen aboard, not enough stores and the ship needs extermination badly. Ship's delegate will see about sougeeing the galley and passageways and painting the decks.

AFOUNDRIA (Waterman), January 3—Chairman, Derwood Mann; Secretary, Frank Young. Ship's delegate will contact the chief engineer about painting or spotting engine room quarters, having the washing machine repaired and gaskets fixed aft before the ship is fully loaded. Mann was elected new ship's delegate. Arrangements were made about cleaning the laundry and recreation room. All cups should be returned to the pantry, and messroom should be kept in SIU state.

February 22—Chairman, Derwood Mann; Secretary, Samuel B. Thomas. Washing water is still salty. All departments are running smoothly with one exception. Chief engineer made the statement that the ship's delegate had been

NOTICES

Inoculation And Vaccination
The following men have their inoculation and vaccination papers in Welfare Services:

Alexander Crew Gear
Gear left aboard the Alexandra by crew can be picked up at the New York hall.

Theodore Katros
Contact SIU Headquarters or Philadelphia hall regarding NLRB charges.

Dean Hardin
Contact Cowdrey for money at the New York hall.

Robert Mahoney
Your personal effects off the Steel Voyager are at Headquarters. Contact Welfare Services for same.

Ture Sandstrom
Joseph A. Torrisi
Kindly notify Walter Siekmann where you would like your checks sent from Transfuel.

Ralph Wilkins
We have vouchers for you to sign regarding your voyage on the Seatiger. Inform the Welfare Services Department where it should forward same so that you may receive your money.

Lost and Found
Child's hand-knit gray sweater with name, "Jay," knit on front. Lost at New York hall on March 5. Finder please return to LOG office.

Puzzle Answer

SOBS OWN NEVA
EDAM LEA AVOW
LOLO DRY TETE
FRIGATE LURED
SKI SIR
ORE SMALLARMS
FORE ELA LOOK
FIRSTRATE BOY
PAS TRI
SLOOP SEATTLE
AINU OAR AREA
AMES PIN LEAR
RARE ALS YENS

'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.

running things too long and he will stop this. Ship's delegate will contact the patrolman in the first US port. One man missed ship in Yawata, and a letter will be sent with the minutes giving complete details. Chief mate will be asked to notify the engine department of the exact time on starting and finishing of cargo. Ship's delegate will contact patrolman on the salty water. Washing machine is being left dirty; brothers were asked to leave it in SIU condition. Vote of thanks went to the ship's delegate for the close cooperation with all matters concerning ship's affairs.

STEEL MAKER (Isthmian), January 24—Chairman, C. B. Kelleher; Secretary, El Lane. One older went to the hospital in Saigon (George Pitour, later repatriated). His replacement, hired in Singapore, was later hospitalized, with another man, at Pinang. One OS went to the hospital in Port Said. There were several beefs on electricians' OT. Five bottles of whiskey were purchased with the remainder of the ship's fund for the crew's Christmas party. American consul in Singapore was consulted by the ship's delegate about the captain hiring an alien seaman without seaman's papers or clearance from the Coast Guard. He also registered complaints about shore-side personnel having free run of the crew's quarters, showers, toilets. Men were not given proper medical attention when needed. In Bombay, getting a special draw of \$50. \$15 was donated to the Sisters of the Poor, for the orphans' Christmas. BR will take care of the library. Motion was passed to have the hospital moved to a room with portholes and that sick men be placed in the hospital as not to interfere with men working, who need proper rest. Men getting off the ship should strip their bunks and leave the fo'c'sles the way they like to find them.

DEL MUNDO (Mississippi), February 12—Chairman, J. A. Massicot; Secretary, J. S. Burke. Six men were logged for taking time off without proper authority. Ship needs fumigation; cockroaches are taking over the ship. Patrolman will be contacted about having the ship fumigated and getting aerosol bombs for spraying the ship. Vote of thanks went to the steward department for the good job they have done this trip.

ANDREW JACKSON (Waterman), February 7—Chairman, Kaare G. Sivertsen; Secretary, Leo Bruce. There is \$39 on hand. A few men still have to pay their dollar donation to the fund. Repair list should be turned in a few days before the ship reaches San Francisco. A gear locker should be built back aft below for the sanitary gear; whenever the ship rolls the gear flies around. Washing machine should be repaired before reaching California. Ship's delegate will see the chief engineer about this. All slopchest stock should be acquired, as there is nothing the men need. Cigarettes are still rationed. Ship's delegate will tell the chief engineer about any cigarette beefs. Checkers should not be thrown out. Suggestion was made to buy new games from the ship's fund in California.

YOUNG AMERICA (Waterman), January 7—Chairman, G. Baner; Secretary, C. Foster. S. L. Woodruff was elected

ship's delegate by acclamation. Department beefs should be taken to department delegates. Chief cook was asked to prepare fried food as late as possible, so it is not dried out when served. Messman and pantryman should secure working gear before leaving the messroom. Coffee cup hooks should be installed in the crew's pantry. Steward informed the crew that the company is storing ships by a form and he has been requested by the port steward not to order by trade names. Anyone who wishes may check the storing form, or the invoices on stores received.

February 12—Chairman, R. Frichard; Secretary, C. Foster. Patrolman will be asked to check on butter, quality of stores. Patrolman will be asked about collecting compensation for being restricted to ship after 10 PM in Pusan. Patrolman will check with the steward on the quality of night lunch and other stores supplied by the company. Slopchest should be checked. Patrolman will also be asked to see the captain about purchasing fresh salad ingredients and fresh fruit. New chair is needed in the electrician's room. Ship should be stored before signing foreign articles. Washing machine and laundry should be cleaned after use. Mate will be contacted by patrolman on painting fo'c'sles.

BIENVILLE (Waterman), February 3—Chairman, Ernest B. Sims; Secretary, William Whalen. Crew messhall should be kept cleaner in the future by the crew. All condiments should be taken off messhall tables after the evening meal. Slopchest should be checked by the ship's delegate before leaving San Francisco. Vote of thanks went to the steward department for a good, balanced diet, and to the cooks and baker for well prepared food.

February 21—Chairman, Charles Mazur; Secretary, Oscar Payne. Chief engineer was contacted about oil in the fresh water. The chief said he already has done all he could with no results, and promised that the tanks would be cleaned in Japan. He also asked that anything found out of order be reported at once so it could be fixed. Two replacements were secured in San Francisco. There was some discussion on sanitary work in the laundry, cleaning garbage and using too much disinfectant in deck department fo'c'sles. Baker complained that fresh bread was being taken from the galley while there is still bread below. There were beefs about one man, who is uncooperative, and whom some of the men want removed from the ship. A three-man committee will investigate charges against him. Ship's delegate complained about men carrying beefs to the captain. All hands were again asked to return cups to the pantry and wash them at night.

SEACLIFF (Coral), January 31—Chairman, Walter Crossman; Secretary, H. R. Hutchins. List given out by the captain and slopchest was correct. A word was said about performers in foreign ports. Vote of thanks went to the captain, S. V. Syre, for the cooperation and well managed job he did on this ship. He is well-liked; not one man has anything to say against him and the oldtimers on the Seaciff say he is the best they have sailed with. A vote of thanks went to the ship's delegate for his wonderful achievement in keeping everybody happy. A vote of thanks went to the steward department for their excellent work and for a well-fed ship. Next crew will not sign on unless a new wringer is acquired and the washing machine fixed.

STEEL CHEMIST (Isthmian), December 6—Chairman, M. Bruno; Secretary, P. Pearce. Bosun thanked the steward department for their cooperation in dumping garbage aft of the house, although there is still refuse found on the deck at sea. Captain has complained about performers and cots left on deck. Any cots left on deck will be taken to the chief steward and the offender will be refused re-issuance of another for the rest of the trip. This motion was voted against. Laundry will be locked in port and the key left with the gateway watchman. Chief engineer will be asked to turn on outside water for the shore-side personnel. There was a discussion on fans and heat.

January 17—Chairman, M. Keeffer; Secretary, E. Yancey. Repair list will be made out. Performers who break glasses will be punished. Books should be returned to the library. Water cooler for shower water needs cleaning. Some men have contagious diseases and still the hospital is unused. Deck department has all three 8-12 watch members sick at the same time. Patrolman will

be asked to see about this outrageous situation.

FRANCES (Bull), February 26—Chairman, John O'Rourke; Secretary, Francisco Corrier. Purser should notify the ship's delegate about posting draw time. Patrolman will see about painting the rooms that need it. Better grade of night lunch should be put out. Washing machine needs repairing.

ANN MARIE (Bull), February 14—Chairman, Cliff Wilson; Secretary, E. Gibbs. Repair list from the former crew was checked and found incomplete. Decks in rooms and passageways are sweating in cold weather. Coast Guard inspector in Boston will be told about this. Second cook has already fallen and hurt himself. More help is needed in crew mess. Ice box is needed also. Small box in the pantry is insufficient. Egg boiler and timer are needed.

RAPHAEL SEMMES (Waterman), February 6—Chairman, A. Hoag; Secretary, Robert Plonk. Repair of portholes was brought up. Ship's delegate will be backed up by the crew on deck department beefs. Discussion was held on the black gang watch obtaining preference in Slopchest. It was agreed that they be allowed to go first in line. Fresh milk was topside when there was none in the crew refrigerator. There is too much beef on the menu and pepper steak should be served once in a while. 12-4 deck watch will make coffee in the afternoon. Steward wanted to know how was it that when a member of the steward department asked to have his light fixed he was told to get matches from the steward and use them light. All doors were fixed since the last meeting. Ship's delegate will see about obtaining keys for all rooms. Bosun suggested that the crew try to get along better.

SEA WIND (Seafarers), December 24—Chairman, W. E. Waddie; Secretary, T. L. Dusan. \$5-worth of games were purchased; there is \$23 left in the ship's fund. Vote of thanks went to the steward department for extra work done for holiday dinners. Night cook and baker should be given a private room. Dishwasher should do a better job on silverware and dishes. Thanks went to the brothers who decorated the Christmas tree and made general holiday preparations. Wilmington hall was notified of the ship's arrival and of the shortage, but no representative appeared.

ALCOA PLANTER (Alcoa), January 16—Chairman, Krantz; Secretary, H. Berkenfeld. Sanitary system should be taken care of; drains have been backing up. Recreation room should be kept cleaner. One man should donate the magazines we have read to the Seaman's Club in Pusan. We will try to make the washing machine last until we can replace worn out parts. Stale cigarettes should be replaced with fresh ones. Slopchest is incomplete. At the next meeting a man who is remaining on the ship will be appointed to get an SIU library, LOTS, OT sheets, etc.

February 12—Chairman, Gould; Secretary, L. H. Marks. Brand of soap powder should be changed. One vent needs investigating, due to the overpowering stench of oil fumes. A vote of thanks went to the steward department for good show.

February 19—Chairman, Jimmy Hans; Secretary, Claude M. Sturgis. Ship is going to Seattle to pay off and then back to the Far East. The new washing machine should have an automatic timer on it. One member of the crew, who is staying to see that repairs are made before leaving the States, will also see that a new washing machine is put aboard before leaving the States. The question of restriction to ship in Pusan will be put to the patrolman in Seattle. Joe Cash will take care of the repair list.

ABIQUA (Cities Service), February 28—Chairman, N. I. West; Secretary, F. Flanagan. There is \$35 in the ship's fund. Walter Hofner was elected ship's delegate by acclamation. Ship's delegate will see the captain about having drinking fountains fixed, hatch on poop deck blocked off as a safety precaution. Engine fo'c'sles need painting. Chief mate will be asked about supplies, a flashlight for the watch on deck.

Editor,
SEAFARERS LOG,
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Getting Information On SIU Welfare Plan



SIU Welfare representative Bill Frederick explains SIU Welfare set-up to Mr. and Mrs. Frederick R. Sullivan in their New Orleans home. Sullivan received \$200 maternity benefit plus \$25 baby bond for birth of son, Frederick, Jr. Dad sails on Alcoa Cavalier.

RECENT ARRIVALS

Patricia Helen Payne, born February 23, 1954. Parents, Mr. and Mrs. Charles N. Payne, 3905 Parkside Drive, Baltimore, Md.

Elizabeth Castro, born February 14, 1954. Parents, Mr. and Mrs. Arturo Castro, 1604 Golida St., Houston, Texas.

Frederick Raymond Sullivan, born January 25, 1954. Parents, Mr. and Mrs. Frederick R. Sullivan, 909 Race St., New Orleans, La.

Joanne Marie Brown, born February 11, 1954. Parents, Mr. and Mrs. Joe Brown, 519 West 148 St., New York, NY.

Elizabeth Margaret and Mary Veronica Maher, born February 27, 1953. Parents, Mr. and Mrs. Thomas F. Maher, 345 East 83 St., New York, NY.

Charles Robert Garrison, born February 13, 1954. Parents, Mr. and Mrs. Charles W. Garrison, Jr.,

51-B Craftmore Drive, Prichard, Ala.

Michael Karner, born February 8, 1954. Parents, Mr. and Mrs. Rudolph Karner, 64 New York Ave., Bergenfield, NJ.

Dennis Allen Patterson, born December 30, 1953. Parents, Mr. and Mrs. Mack C. Patterson, Route 1, Box 71, Tampa, Fla.

Ronald David Mottram, born February 13, 1954. Parents, Mr. and Mrs. Richard P. Mottram, 40 East Main St., Merrimac, Mass.

Larry Curtis Lucas, born January 1, 1954. Parents, Mr. and Mrs. Arlie C. Lucas, 6906—21 St., Tampa, Fla.

James Joseph Labenz, Jr., born February 4, 1954. Parents, Mr. and Mrs. James Labenz, 1690 North 54 St., Philadelphia, Pa.

Frances Marie Bohannon, born February 17, 1954. Parents, Mr. and Mrs. William L. Bohannon, 410 East Charlton St., Savannah, Ga.

Renee Louise Weddle, born

February 16, 1954. Parents, Mr. and Mrs. James W. Weddle, 1206 South Fifth Ave., Yakima, Wash.

Kevin Bruce Thorne, born February 24, 1954. Parents, Mr. and Mrs. Allan S. Thorne, Box 328, Walpole, NH.

Kathleen Samdal, born February 27, 1954. Parents, Mr. and Mrs. Odd Samdal, 1058 Bay Ave., Mobile, Ala.

Warren Jeffery Mayes, born February 14, 1954. Parents, Mr. and Mrs. Homer S. Mayes, Jr., 1828 Annunciation St., New Orleans, La.

Charles Brantley Aycock Brown, III, born February 26, 1954. Parents, Mr. and Mrs. Charles Brantley Aycock Brown, Jr., Manteo, NC.

Roger Pierre Grimard, Jr., born March 2, 1954. Parents, Mr. and Mrs. Roger P. Grimard, 22629 Ravennh Ave., Wilmington, Calif.

Cecil Tyrone Jones, born January 26, 1954. Parents, Mr. and Mrs. William J. Jones, Route 1, Box 48, Penola, Va.

Cathy Yvonne Williams, born February 4, 1954. Parents, Mr. and Mrs. Bobby G. Williams, 261 Colgate Ave., Dundalk, Md.

Kathleen Margaret Heggarty, born October 16, 1953. Parents, Mr. and Mrs. Thomas J. Heggarty, 2107 Southern Drive, Virginia, Minn.

Throw In For A Meeting Job

Under the rules of the SIU, any member can nominate himself for meeting chairman, reading clerk or any other post that may be up for election before the membership, including committees, such as the tallying committees, financial committees, auditing committees and other groups named by the membership.

Since SIU membership meeting officers are elected at the start of each meeting, those who wish to run for those meeting offices can do so.

The Union also welcomes discussions, suggestions and motions on the business before the meeting.

in the HOSPITALS

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

USPHS HOSPITAL SEATTLE, WASH.
O. E. Abrams U. K. Ming
E. P. Cole, Jr. John C. Mitchell
J. Van Der Ende Louis Mussolini
Johns E. Eubanks T. R. Webster
G. C. Farnum Arthur Wilfert
Wm. K. Gulley Edward L. Woods
S. Johannesen

USPHS HOSPITAL BALTIMORE, MD.
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Jessie A. Clarke Jimmie Priddy
James R. Dodson John C. Ramsey
Frank Van Dusen Henry Schwartz
B. J. Dzelak John D. Seifert
James W. Gordon Elmer Shipp
George E. Hermann Ray B. Sunderland
Alexander Johnson John Talbot
L. G. Linticum James E. Warren
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Thomas Mungo Clifford Womack

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Jacob A. Otreba

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Hugh D. Fouche Joseph C. Revill
M. C. Gaddy W. E. Reynolds
James E. Gardiner Henry J. Robin
N. L. Gardner J. Santiago
C. W. Gann Harry L. Schuler
Jack H. Gleason Luther C. Seidle
F. Hauser James T. Smith
Rosa J. Hebert L. C. Smith
H. C. Herring Edward J. Stevens
John L. Hinton Lonnie R. Tickle
G. T. Hollier J. E. Ward
Robert E. Hommel Louis W. Wetzell

VA HOSPITAL NEW ORLEANS, LA.
L. Bourdonnay Terrill J. Nesbitt

USPHS HOSPITAL NORFOLK, VA.
Otis C. Bailey W. G. Kieswetter
Charles E. Carniel Manuel Martins
John L. Griffin William H. Mason
Bullard Jackson

USPHS HOSPITAL SAN FRANCISCO, CALIF.
Henry J. Childs W. S. Singleton
Ho Yee Choo Viggo W. Sorensen
George B. Dunn Sing Ah Sue
Olav Gustausen M. E. Wilson
A. M. Keller P. S. Yuzon
Joe Ferreira

USPHS HOSPITAL SAVANNAH, GA.
W. C. Bedgood Jimmie Littleton
Paul B. Bland R. B. McCorkel
J. B. Christy James B. Sellers
George O. Corbett James W. Sweat
Paul Jakubcak G. W. Wilson
Joseph Kramer J. F. Wilson

USPHS HOSPITAL STATEN ISLAND, NY
George Anderson Lyle Hupp
Melvin Bass Michael Katrausky
John Beckmann John MacInnes
Marcie Boyles Viktor Mstowski
Ashton Butcher Manuel Muniz
A. Caram Warren Nielson
Lai Choo Chang Eillio Ortiz
Jar Chong Donald Peterson
Pedro Claudio Robert Reynolds
Julian Cuthrell Edwin T. Rushton
Spero Demoleas Jose Saigado
Donald Dunn P. W. Seidenbergh
R. Edmondson Robert Sizemore
Joseph Faircloth Jose Sousa
Brigida Figueroa James Thompson
Deforest Fry W. R. Thompson
Antonio Garcia B. F. Trotlie
J. B. Garrison Samuel L. Vandal
Estell Godfrey Jan Vanos
John Graddick James Waldron
John H. Hannay Willie Yee
Hans R. Hanssen

VA HOSPITAL CORAL GABLES, FLORIDA.
Solomon Gerber Jose C. Vila

USPHS HOSPITAL MANHATTAN BEACH, NY
Fortuno Bacomo James J. Lawlor
Thomas Bryant James R. Lewis
Joseph Carr Francis F. Lynch
Bomar T. Cheesley Harry F. McDonald
Emilio Delgado A. McGuigan
Antonio M. Diaz David McCreath
John Driscoll Frank Mackey
Jose Espinoza Lloyd Miller
Matthew Gardner Alfred Mueller
Robert E. Gilbert Eugene T. Nelson
Bart E. Guranick George Shumaker
Thomas Isaaksen Henry E. Smith
John W. Keenan Harry S. Tuttle
L. Kristiansen Renato A. Villata
Frederick Landry Virgil E. Wilmoth

Union Aid Helps Seaman Win Loan For Purchase Of Home

A Seafarer who was stymied in his application for a home loan because of the fact that he was a seaman won a quick reversal of the bank's position after Welfare Services entered the picture in his behalf. As a result he is now well on his way toward ownership of his own home.

The Seafarer had been looking around for some time for a new home for himself and his family and finally located something which looked desirable. In order to make the down payment though, he had to get a loan so that he wouldn't clean himself out of all his funds.

Changed In Hurry
He went to the bank where he had his personal account and asked for a loan. "Everything was going fine," he said, "until they asked me where I was employed. When I told them I was a seaman and was on the beach their attitude changed right away and they told me the whole thing was off."

Stymied in his request, the Seafarer turned the matter over to SIU Welfare Services. A letter was written to the bank's New York headquarters explaining the nature of seafaring employment. The letter pointed out that while the Seafarer in question was not employed by any one company 12 months of the year, that he ship-

ped through the hiring hall to a variety of sea-going jobs. It also went into detail about his earning powers under the SIU contract.

When the bank received this information, it approved the loan. The entire matter was pushed through rapidly so that the Seafarer could take title to his new home and a check was written out for the amount of the loan.

"It's pretty clear to me," he concluded, "that if it weren't for Welfare Services help, I could never have gotten that loan anywhere, because if the bank where I had my account turned me down then every other bank in town would do the same."

At last reports, the Seafarer involved was busy making plans for furniture and for decorating his new home, secure in the knowledge that he wouldn't face any trouble from the bank. Other Seafarers who have belatedly reported similar treatment from banks where they sought home loans unfortunately missed out on good things. Prompt contacting of the Union in such cases might have avoided these disappointments.

Seafarer Baby Poses In NY



Youthful Edwin Labiosa does his best before the camera in the arms of his mother, Mrs. Carlos Labiosa of New York, after receiving the maternity benefit plus US Government bond.

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.)

Heading off the hospitalized list this week is Joe Dodge, who didn't. It seems as if Joe was in an automobile accident down in Mobile, Ala., and didn't get out of the way fast enough. At last report he was still badly hurt and is now in Albuquerque, New Mexico, recuperating from the accident.

Seafarer Frank Alasavich knows what it is to be a member of the SIU, and he's very thankful for it. It is just another indication, Seafarers know, of the way the hospital benefits work and apply to members of the Union. Frank was sick a long while some time back. When he got out of the hospital he was not fit for duty. He went back into the hospital after being out for over one year, and things surely looked black. Right then and there the SIU stepped in to brighten things up; he went right back on the Union hospital benefits list. He'll collect right along with the rest of the boys for as long as he's hospitalized, which should make things a lot easier for him.

In the hospital in Halifax, Nova Scotia, is Seafarer Charles Oglesby. Charles just underwent another operation for his condition, which is not too serious from reports we receive, since he'll be down this way to see all his shipmates in about three or four weeks.

Got Ulcers

Seafarer Robert Reynolds is in the local drydock waiting to be operated upon for an ulcer he got from worrying about all the money he makes under the top-drawer SIU contracts. He doesn't have any worries, however, now that he's under the Union's hospital benefits plan. This Seafarer usually ships out of Baltimore, Md. His last ship was the Archers Hope of Cities Service which he sailed on as ordinary seaman.

In the hospital for a hernia condition is James Stogattis, one of three Seafarers in the same boat this week. Jimmy's last job was as AB on the Golden City of Waterman. He lives in Philadelphia, Penn., and usually ships out of there. He expects to be in the hospital for awhile and would like to hear from his friends and shipmates. Drop a line and cheer him up or drop around and make him feel even better.

Heinrich Rabba is also in the hospital for a hernia condition. His last ship was the Abiqua of Cities Service, where the New York Seafarer sailed as AB.

Willis Thompson, AB off the Archers Hope of Cities Service, is recuperating in the hospital after a gallstone operation. He entered at the beginning of the month and hails from Erie, Pennsylvania, the Keystone State.

A Brooklyn boy, Azhar Curam, is now resting quietly in the Staten Island hospital after being transferred there from the Savannah, Ga., USPHS hospital. He was injured aboard the Robin Hood and he left the ship in that southern port before shifting over to the Staten Island institution.

Let us Know... if you're in trouble

YOUR PROBLEM IS OUR BUSINESS

SEE THE SIU WELFARE SERVICES DEPARTMENT

Repatriated Men Aided Quickly

Four sick and injured Seafarers who came in to New York on a weekend after a long flight from the Far East were properly taken care of by SIU Welfare Services when it appeared that they would be stranded without funds. Welfare Services then attended to their payoff and saw to it that all four of them could get down to Baltimore where they are currently receiving treatment in the US Public Health Service Hospital in that port city.

The four men, all off the tanker Stony Creek, were Alfred F. Herbert, oiler; Avery W. McKenzie,

2nd pumpman; Calloway D. Dimsdale, MM; and Harold Vincent. Three of them had various injuries, some of them serious ones with one Seafarer suffering from a broken ankle. The fourth Seafarer was ill.

Arriving Saturday Morning

Welfare Services got word late Friday afternoon on March 6 that the four men were arriving 9:30 AM Saturday morning at LaGuardia airport. Someone had to be at the airport to take care of them and provide immediate medical attention.

The Union also received notice that the company office had been authorized to issue a minimum draw of \$5 for the four men. With a weekend coming up the \$5 would have been completely inadequate particularly since the cab fare from the airport to the city is \$1.50.

Consequently, a Welfare Services representative was on hand to meet the incoming plane. The men were taken immediately to the Staten Island hospital for emergency treatment. There they received an emergency check and were told to report back Monday for admission to the hospital.

Signed Off

Arrangements were then made to provide the men, all of whom ship from Baltimore, with quarters and food for the weekend. Monday morning, Welfare Services took them to the company office for the payoff. They filled out the necessary papers and then were taken to the Shipping Commissioner for signing off articles. Pay checks were to have been ready on their return but when they got back to the company office they found that one of the two company representatives authorized to sign the checks had been called out of the office.

As a result, the men had to stay over another day and were appropriately taken care of. Tuesday they were picked up again and taken over to the company office where they were paid off that afternoon after further delay.

Subsequently, the men were taken over to the station where they caught a train for Baltimore. The SIU's Welfare Services representative in Baltimore, John Arabasz, met the train and took the men to the Baltimore USPHS hospital where they are now getting medical treatment.

Seafarer Recuperating From Rare Operation On Heart



Benjamin Trottie is shown resting comfortably at the USPHS Staten Island hospital after being operated on for a heart condition.

Having survived a rare and unusual operation on the heart to relieve a cardiac condition, veteran Seafarer Benjamin Trottie is now recuperating at the Staten Island USPHS hospital. The operation on Trottie is considered something of a medical landmark because he was only the 17th person in medical history on whom this particular piece of heart surgery was performed.

Apparently the difficult and delicate operation went through without any hitches because the 66-year-old Seafarer came through the difficult ordeal in good shape and is now recuperating satisfactorily at the hospital. Aside from the nature of the operation itself, Trottie's age made it all the more noteworthy since it is an additional hazard to the success of surgery.

Excellent Care

Trottie, who was chief steward on the Longview Victory (Victory Carriers) the last trip out before he got ill, expressed his praise of the excellent care he has received at the Staten Island hospital. He was

also happy with the boost Welfare Services has been giving him before and after his trying experience.

Trottie believes that were it not for the USPHS hospitals, his chances of getting the special care and surgery he received there would have been pretty dim. Ordinarily, any surgeon performing an operation of this kind would command a whopping fee that would be far beyond the ability of a Seafarer to pay.

Trottie added that the help he received from Welfare Services certainly added to his peace of mind. In the days when he was looking forward to the operation and since then, the regular weekly visits from the SIU representative have been a big morale booster for him and added to his peace of mind.

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.

Edward C. Dacey, 42: A member of the steward department, Brother Dacey died of a larynx ailment on February 19, 1954, in Boston, Mass. He had been sailing SIU since 1945, when he joined in New York. Burial took place at Belmont Cemetery, Belmont, Mass. Surviving is a brother, John James Dacey, 17 Mayflower Road, Arlington, Mass.

Manuel Romero, 51: On March 19, 1953, Brother Romero died of a circulatory ailment in Baltimore, Md. He had been sailing SIU in the engine department from the Port of Baltimore for three years. Burial was at Holy Cross Cemetery,

North Arlington, N.J. Brother Romero is survived by a sister, Manuela Pineiro.

Salomon Tyvold, 53: A lung ailment proved fatal to Brother Tyvold on July 21, 1953, at a US Navy hospital overseas. A member of the deck department, he had been sailing in the SIU since 1951, when he joined in New York. He is survived by a sister, Tsea Tyvold, Hotel Norge, Bergen, Norway.

Sidney T. Boudreaux, 49: A member of the SIU-affiliated Marine Allied Workers in the Port of New Orleans, Brother Boudreaux suffered a fatal blood clot in that city on September 26, 1953. He had been sailing SIU during part of 1953. Administratrix of his estate is Myra Kelly.

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.



You can't always tell a diplomat or an ambassador by his cutaway coat and striped pants. Sometimes he just wears plain working duds, as many Seafarers do.

But the Seafarer, even though he's not a specialist at diplomacy, is an ambassador all the same. Wherever he goes, in any corner of the globe, he represents his country, his countrymen and his Union shipmates.

To people in foreign lands, his behavior is the yard-

stick against which everything American is measured. If his attitude toward the local populace is unpleasant, then it must be that all American seamen are the same. On the other hand, if he's friendly, courteous and tactful, all SIU men and their Union, get a good name.

The record shows that most Seafarers regard the people of the lands they visit as friends. This friendly spirit has gone a long way toward making Seafarers among the most welcome visitors in all corners of the world.

Seafarers Int'l Union • A&G District • AFL