



# AFL OUSTS ILA, ASKS SIU TO AID START OF NEW LONGSHORE UNION

## *Heavy Swing To New AFL Union*

Story On Page 3



**Mass Meeting** Thousands of longshoremen and waterfront workers gather outside SIU headquarters to hear Paul Hall (inset), SIU sec.-treas., Teamsters' officials and AFL longshoremen pledge full support to the new AFL union. (Story on Page 3.)



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 REPAIRED GUIDE TO BETTER BUYING

Vol. XV No. 11  
**SEAFARERS LOG**  
 OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION - ATLANTIC AND GULF DISTRICTS - AFL

**NEW CONSTITUTION PROPOSED BY SIU**  
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**Set Up Welfare Services Dept.**  
*Story On Page 3*



Front page of the SEAFARERS LOG of July 25, 1952 which took International Labor Press Award as best in the news division.

**LOG Gets First Prize For Best Front Page**

Once again the SEAFARERS LOG has walked off with a top prize in the International Labor Press of America annual journalism contest. Judges from the faculty of the University of Michigan's School of Journalism chose the front page issue of July 25, 1952, as the best news front page of all the hundreds of entries in the contest.

The winning issue was described in glowing terms by the judges, headed by Professor Wesley H. Maurer, Director of the Michigan school. Their statement issuing the award declared: "The judges were impressed by the dignity, force and eye appeal with which

the news was presented. This effect was achieved by an attractive selection of strong and contrasting type faces, by excellent reproduction of timely photography, and by artistically pleasing use of light and dark, all combined both to command and to hold the attention of the reader."

This is the latest in a long string of awards won by the LOG since it started entering the Labor Press contests in 1947. One year the LOG was ineligible to participate because its editor served on the panel of judges for the contest.

Presentation of the awards was made at the 42nd annual convention of the ILPA in St. Louis Statler Hotel.

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Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. STerling 8-4671. Entered as second class matter at the Post Office in Brooklyn, N.Y. under the Act of August 24, 1912.

**Atlantic Union Heads Assailed By Own Delegate; Won't Quit**

Leaders of the company-dominated Atlantic Maritime Employees Union suffered a crushing blow when one of their staunchest supporters in the Atlantic tanker fleet demanded they resign for the good of their membership. Already staggering under the impact of revelations made by SIU organizers, AMEU business manager-lawyer Emanuel Friedman, AMEU chairman Stanley Alcott and AMEU treasurer Ray Linton had the resignation demand put up to them by Herbert Reese, AMEU Fleet Council delegate. Reese up until now bitterly opposed the SIU drive among Atlantic tankermen and fought for the independent company union.

Reese's resignation demand met with a flat refusal on the part of Alcott and the other leaders of the AMEU. As a result he has finally broken with the AMEU and has pledged his support to the SIU organizing drive, along with the other men in Atlantic.

men. "As a result," he says, "the men in the fleet have become very confused and I think is the reason in such large numbers are turning to the SIU." The SIU arguments against the phony set-up in the AMEU he emphasized, have led to "the constant whittling away of the membership of the AMEU and their transfer over to the SIU."

Reese emphasized throughout his telegram that he still believed in the AMEU and was willing to support that organization. Consequently, his telegram is expected to put the final nail in the coffin of the discredited AMEU leadership.

Meanwhile the AMEU continues to show growing weakness on sev-

eral other fronts. With a National Labor Relations Board election order expected any day now, the company union is relying more and more on direct company backing.

Whereas the company had maintained a hands-off attitude up until now, SIU successes in the fleet have evidently alarmed company big-wigs. The result has been that the company has leaped into the fray with a series of bulletins of its own over the signature of Captain William G. Anderson, head of Atlantic's marine operations. Anderson has attempted to answer the SIU's charges in much the same manner as business agent Friedman in his bulletins to the tankermen.

In identically-worded telegrams to the three men, copies of which he sent to the SIU "so that anyone who does print this will have to use it just as I have stated the case" Reese called for the resignation of Friedman as business manager on the grounds that he had never sailed as a professional seaman.

**Get Off Company Payroll**

Reese also demanded that Linton and Alcott either quit their well-paid company jobs as supervisory employees in the Anchorage, or resign as officials in the AMEU.

In his telegram Reese admits that Atlantic tankermen have been impressed by the SIU's arguments that Friedman, Alcott and Linton cannot, and as a matter of fact do not, represent Atlantic tanker-

**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.

**Injuns Whoop It Up In SIU Teepee**

Denizens of Brooklyn blinked their eyes in wonder last Friday night when the SIU played host to the Tuscarora Indians at the outdoor assembly area of the Seafarers hall. Passers-by were startled to see, instead of the usual group of Union men, a band of Indians in full regalia uttering tribal chants and doing a war dance around a blazing bonfire. Brooklyn accents, which usually shatter the surrounding air, were replaced for the night by ancient war whoops.

honored by the visit because of the presence in its ranks of an Iroquois brave, Wallace Anderson, known to the Tuscaroras by the official name of Mad Bear. He, with his intrepid Chief Clinton Rickard, led the tribe to the wilds of Brooklyn last week.

The occasion for these strange doings was the annual visit to the SIU by the Tuscaroras, one of the member tribes of the Iroquois nation and of the Six Nation Confederacy, along with the Senecas, Mohawks, Oneidas, Cayugas and Onondagas. The Confederacy was participating in the second annual pilgrimage to Manhattan Island by the Indian Defense League of America.

This foray was not, however, without its casualty list. The iron horse can never really match the steed in the face of adversity. A bus, whose passengers numbered some of the most ferocious braves and faithful squaws and maidens, broke down en route and the delegation was somewhat depleted.

**City Taken Over**

This visit to the SIU by the redskins was the kickoff for a gala weekend, wherein Manhattan, originally purchased from the Indians for a paltry sum by Peter Minuit, is officially turned over to the colorful visitors. The Union was

Leading the delegation were Chief Rickard, Mad Bear and the Reverend Emory Kocsis, former missionary to the Indians and chairman of the American Day committee. Honored guests of the SIU and the Tuscaroras were Congressmen Louis Heller and Abe Multer of Brooklyn.

**Bonfire Lighted**

The ceremony began with a parade to the SIU hall just before dusk. The bonfire was lighted and the dignitaries assembled. There was a brief welcome by Bill Hall, assistant secretary-treasurer of the SIU and a response by Chief Rickard, who introduced his own delegation and the visiting dignitaries. The speeches were brief, chiefly concerned with pleas by the Tuscaroras for moral support by the SIU and the people of Brooklyn in their grievances with Congress. The evening was then turned over to the enjoyment of the spectacle.

Among the events were a traditional pow-wow, firelight dances, recitations of tribal history by the chiefs and a formal peacepipe ceremony. It should be noted that the Tuscaroras are, traditionally, a highly civilized tribe, who made peace with the settlers early in American history. This is the only peacepipe extant among the Tuscaroras and has been preserved for ceremonies, rather than war, for centuries.

**Brooklyn's Own Indians**

The Indian leaders invited Congressmen Heller and Multer, Brother Hall and Ray Denison, managing editor of the LOG, to join in the peacepipe ritual with them. After this formality, all were initiated into the tribe as

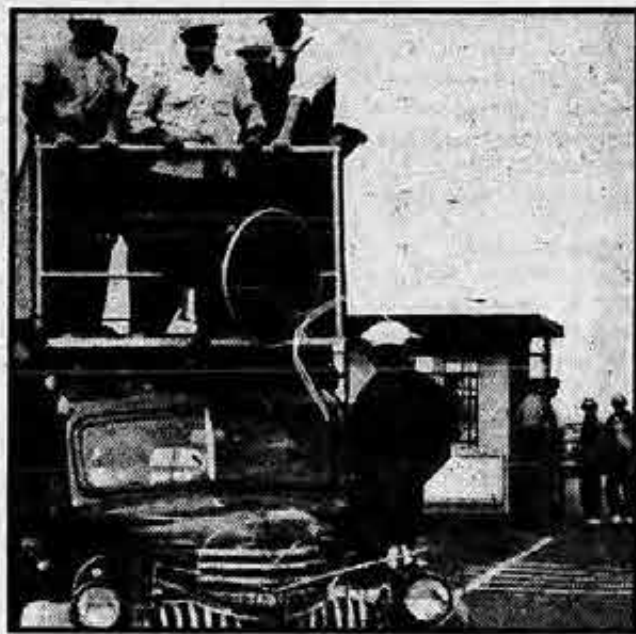


Chief Clinton Rickard of the Tuscarora tribe shows rare piece of wampum to Congressman Abe Multer (left) and Louis Heller. At chief's right are Ed Zeltner, columnist, and SIU patrolman Eddie Mooney.

(Continued on page 17)



# Dock Clean-Up Drive On



Seafarers on Brooklyn docks, top, talk with longshoremen to swing them over to new AFL-ILA union. Longshoremen, lower left, read new longshore union's publication advising them of their rights and urging them to bolt the old ILA. At right, AFL sound truck, mounted by Seafarers, makes its way along the docks as it announces AFL program to form new longshore union.

## SIU, Teamsters Aid New AFL Pier Union

With a "full speed ahead" signal from the American Federation of Labor convention, a determined coalition of Seafarers and teamsters is giving full support to clean longshore elements who are organizing a brand-new AFL longshoremen's union. Rank and file organizers are hitting the docks in the port of New York in a large-scale drive to pave the way for honest,

were signing pledge cards in droves for the new union and demanding that they have the right to vote by secret ballot on affiliation with the new union. Such votes are expected in several more local unions in the next few days.

Heading up the new union as its trustees are a committee of five consisting of AFL President George Meany; SIU secretary-treasurer Paul Hall; Dave Beck, president of the Teamsters Union; A. J. Hayes, president, International Association of Machinists; and William Doherty, president of the National Association of Letter Carriers.

### Strategy Post

Because of his close familiarity with the situation and his intimate  
(Continued on page 17)

The SIU, along with the AFL, the Teamsters and others all have men participating in this drive in a supporting role. They will remain active until the new, democratic longshore union is fully organized and can conduct its own affairs.

democratic trade unionism throughout the port.

The history-making organizing drive burst into being as soon as delegates to the convention took long-expected action by expelling the old International Longshoremen's Association. The convention overwhelmingly approved the expulsion on the grounds that the old ILA had failed to make any real effort to clean out racketeering elements in New York.

This revolutionary upheaval was the first of its kind on the New York waterfront since the old International Seamen's Union was split asunder by aroused rank and files in the middle and late 1930's. The ISU, like the ILA, had been captured by corrupt leadership. The revolt against the ISU led to the formation of the Seafarers International Union and a new deal for working seamen.

### Clean Groups To Fore

In its first few days, the organizing drive turned up conclusive proof that rank and file longshoremen were disgusted with the corrupt set-up in the old ILA and were eager for new leadership. Clean groups in the old ILA who had long been boxed-out and rendered impotent by racketeer control immediately seized on the opportunity.

Four local unions in New York, locals 1199-1, 895, 975, and 205, broke away from the old union by overwhelming votes. Rank and file longshoremen in other locals

## Union, Co's Extend Pact Sixty Days

Negotiations for a new contract with all dry cargo and tanker companies are going ahead smoothly after agreement was reached on extension of the expiration date for another 60 days.

The understanding with the shipping companies, as specified in the supplementary agreement, is that Seafarers will receive retroactivity to October 1, 1953, on all contract gains finally decided on.

As in the past, negotiations on the agreement were making headway but were tending to run past the expiration date. To assure that there would be no interruptions in the orderly process of contract negotiations, Union and company representatives agreed on the temporary extension of the contract.

Notices accordingly have gone out to all SIU-contracted companies with the companies signing the agreement on retroactivity to apply whenever the contract terms are finally settled.

## Canada's Deep Sea Crews Strike

After all attempts to negotiate a new contract with shipowners had failed, SIU Canadian District seamen went out on strike last Monday against all of Canada's deep-sea shipping. Earlier, four Canadian Great Lakes shipping concerns capitulated to Union demands that included a 40 hour week,

such as on American-flag vessels. Deep sea companies refused to go along with the 40-hour week program as well as proposals for wage increases of \$50 per

month and better working conditions.

### Membership Okay

A strike vote that had been taken previously by secret ballot showed overwhelming membership

support for the strike action.

The strike is the first major operation of its kind since the district was chartered by the SIU of North America. The last big deep sea strike in Canada was the one conducted in 1949 by the now defunct Canadian Seamen's Union. That Communist-dominated organization was put out of business by the SIU in Canada. The SIU Canadian District was granted its autonomy just last spring by the SIU of North America.

Attempts by the Canadian government conciliation service to settle the dispute failed. Canadian government sources said that approximately 30 ships would be affected by the tie-up.

Settlement of the Lakes contract, which represents the bulk of the Canadian shipping industry, came on Monday morning, September 21, a few hours before the strike deadline. Aside from the first 40-hour-week in Canadian maritime, the settlement included a first-time welfare plan and wage boosts of \$13 to \$20 monthly for the various ratings.

The Welfare fund is based on 20 cents per man per day payments into a fund jointly administered by the companies and the Canadian District.

Handling the negotiations for the Canadian District were Hal C. Banks, administrator of the Canadian District, and a negotiating committee headed by Ernie Hughes as chairman.

## Statement Of Ownership

Statement of the ownership, management, and circulation required by the Act of Congress of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 (Title 39, United States Code, Section 233) of SEAFARERS LOG, published every other week at Brooklyn, NY, for September 24, 1953.

1. The names and addresses of the publisher, editor, managing editor and business managers are: Publisher: Seafarers International Union of North America, Atlantic & Gulf District, 675 4th Ave., Brooklyn 32, NY; Editor: Herbert Brand, 675 4th Ave., Brooklyn 32, NY; Managing editor: Ray Denison, 675 4th Ave., Brooklyn 32, NY; Business manager (none).

2. The owner is: (If owned by a corporation its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address as well as that of each individual member, must be given.) Seafarers International Union, Atlantic & Gulf District, 675 4th Ave., Brooklyn 32, NY; Paul Hall, Secretary-Treasurer, 675 4th Ave., Brooklyn, NY; Robert Matthews, Assistant

Secretary-Treasurer, 675 4th Ave., Brooklyn 32, NY.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semi-weekly, and triweekly newspapers only.) This information not required.

(Signed) Herbert Brand, Editor. Sworn to and subscribed before me this 24th day of September, 1953. Harry Deitch, Notary Public. (My commission expires March 30, 1954.)



## AFL Convention Votes Major Developments In Labor Field

An action-crammed five-day convention of the American Federation of Labor came to a close in St. Louis on Friday, September 25, 1953, after several precedent-breaking decisions.

Chief among them was the action of the convention in expelling the International Longshoremen's Association and setting up a new AFL longshoremen's union.

Other important decisions taken by the convention included approval of a "no-raiding" agreement which is intended to pave the way for eventual unification with the CIO. The pact, which has yet to be approved by each of the member unions of the AFL, rules out organizing efforts by one union

among the membership of another recognized trade union.

### Jurisdiction Machinery

In addition the AFL took steps to eliminate jurisdictional difficulties between member unions of the AFL. Machinery will be set up to umpire such disputes between unions in the future.

The growing dispute between labor and the White House over

amendment of the Taft-Hartley law attracted a great deal of attention, particularly with the resignation of Secretary of Labor Martin Durkin just a few days before the convention opened.

Durkin addressed the delegates and charged that President Eisenhower had given him personal assurances that 19 proposed amendments to the Taft-Hartley law would be recommended by him to Congress. Subsequently, the amendments were killed by members of the White House staff and no recommendations sent to Congress. Durkin told the delegates he finally resigned when the President told him he could no longer go along with the proposed amendments.

### Nixon Speech

The day after Durkin spoke the convention was addressed by Vice-President Richard Nixon carrying a personal message from President Eisenhower. The message spoke of a "misunderstanding" between Eisenhower and Durkin and said that the "defects" in the Taft-Hartley law were still under study, subject to Presidential recommendations to Congress.

It was the first time that a vice-president of the United States had ever addressed an AFL convention in person. But despite Nixon's assurances, the delegates seemed inclined to accept Durkin's explanation of what had happened as the more likely version. AFL President Meany also indicated that he accepted Durkin's version. The former Labor Secretary is head of the AFL Plumbers Union and was a delegate of his union at the convention.

### Memorial Service

Former president Harry S. Truman also spoke briefly to the delegates at a memorial service for former AFL president William Green who died last year. Others addressing the convention included Secretary of State John Foster Dulles.

Action voted by the delegates included approval of a program of public relations and continuation of the current radio news series, choice of Los Angeles as the site of the next year's convention, and a decision to set up a new AFL headquarters in Washington.

## It's Mutiny Suh! Put 'Em In Irons

An outfit calling itself the Order of Master Mariners is greatly distressed at a recent Coast Guard policy statement dealing with shipboard discipline. One of its representatives testified in Washington that the policy statement was "dangerous" because it didn't specify that a seaman must implicitly obey an officer at all times.

The gist of the statement differentiates between a request by an officer and an actual order. Seamen must obey the order provided it is necessary for the safety and operation of the ship and has been communicated in clearly understandable language.

The master mariners object to the idea of an officer "requesting" anything of a seaman. According to them, anything an officer tells a seaman is an order that should be obeyed at all costs.

## Great Lakes SIU Wins Vote On Ann Arbor Car Ferries

The Seafarers International Union (AFL), Great Lakes District, won a significant victory last week in a representation election aboard five car ferries of the Ann Arbor Railroad Company. When the final votes were tabulated, the SIU came out on top over the National Maritime Union (CIO), opposing it on the ballot with a 126-114 majority. With this victory, the SIU earned the right to represent 295 employees of the company.

This is the second time the company has been under contract to the SIU, having been with the Great Lakes District before switching over to the NMU ten years ago. However, the employees once again voted to go with the Seafarers, casting better than half of the 241 valid ballots for the SIU.

Although the Great Lakes District, has not received NLRB certification as the bargaining agent at this time, officials of the union predict that they will take steps for better benefits, higher wages

and improved conditions for the men.

The election was held under the jurisdiction of the National Mediation Board after the SIU petitioned for the election on behalf of dissatisfied NMU members. The ferries carry rail cars, automobiles and passengers from Frankfurt, Mich., headquarters of the company, to such ports as Manitowoc and Kewaunee, Wis., and Menominee and Manistique, Mich.

Looking about in the field of labor representation, officials of the SIU declared they will next try for an election on the Chesapeake and Ohio Railroad's car ferry service on the Great Lakes. The company has seven ships operating on Lake Michigan and two on the Detroit River. In addition, the company is inaugurating a new car ferry service between Sarnia and Port Huron, Mich.

## BROTHER CHAIRMAN!

Seafarers at the last Mobile membership meeting showed their confidence in Brother John Crews when they elected him the meeting chairman by a vote of 33 to 7. Crews then took over and ran the membership meeting in solid style.

The 23-year-old seafarer is a native of the state of Alabama, having been born there on November 4, 1929. He started sailing with the SIU as soon as he was old enough to go to sea and became a member of the Union in the port of New York April 30, 1948.

Crews sails in the deck department with the SIU and has his home and family in the port of Mobile.



Crews

Lake Charles, which seldom has enough men around to make a meeting quorum, came up with one of its rare meetings the other night. Matters were taken in hand by Seafarer James Parker of Moultrie, Georgia, who served as meeting chairman, and Thomas Moore, Port Arthur, Texas, who handled the recording secretary's job. Parker, who is 45, has been a member of the SIU since April, 1951, when he joined in the port

of New York. Moore, who hails originally from Massachusetts, joined in the port of Boston on April 27, 1946. He's 26 years old and now makes his home with his wife in Port Arthur. Both of these men sail on deck.

Baltimore's meeting featured three rank and file Seafarers in charge of all meeting posts. Chairman of the gathering was Perley O. Solberg, who sails in the engine department. Solberg originally comes from the freshwater state of Wisconsin. He joined the SIU in New York on October 17, 1947. He's 65 years of age.

Recording secretary at Baltimore was Seafarer Thomas A. Jackson, veteran steward. Jackson is one of the early members of the SIU, getting his Union book in Baltimore on January 18, 1939. He was born in South Carolina on May 11, 1915, but now lives with his family in the port of

Baltimore. Albert J. Martinelli of Oneida, Pennsylvania, was the meeting's reading clerk. Martinelli has been with the SIU for nearly ten years, joining in Baltimore on December 1943. He's 31 years old and sails in the engine department.



Jackson

## As I See It . . .

Paul Hall



OUR BROTHERS IN CANADA HAVE HAD to hang up the deep sea ships in that country because the shipowners there don't see why a seaman should operate on a 40-hour week like shoreside workers. As a result, the Canadian seamen have hit the bricks to enforce a demand that is recognized by all as justified for all workingmen.

This same provision has met with the approval of the Great Lakes shipowners who have just concluded a contract with the SIU in Canada. It would appear to be entirely logical that the seamen on the offshore voyages should enjoy the same benefits as the men on the Lakes.

Up until now from all reports, the strike operation has been running smoothly with everything well in hand. There has been no call from our Canadian District for assistance. But they can rest assured that we in the Atlantic and Gulf District support them all the way.



ANOTHER CASE OF RESCUE AT SEA by an SIU crew took place recently when the gang on the Seatrain Georgia took three Air Force men out of the water. The seamanship of the SIU crew in carrying out these rescues won warm praise from the skipper of the ship and the commander of the Air Force base in Bermuda.

Here is another instance of the skilled professional seamen in the SIU meeting the kind of emergency that's pretty common in their calling. The men on the Georgia certainly lived up to the best standards of the industry.

SOME READERS OF THE SEAFARERS LOG will probably be a little astonished by the story on page five of this issue about the priest in Seattle who went to sea as a wiper. It might strike them a little strange that a cleric would be found among the ranks of working seamen, even if only for a temporary period. However, those of us who have gone to sea for a living find it the common thing for men of every calling and every profession to join the ranks of the SIU and work as a seaman.

### Sailing Bug Bites Them

The sea has a fascination for a lot of shoreside people and if the sailing bug bites them, sooner or later you'll find them shipping out, whether they are postmen, salesmen, trapeze artists, plumbers or any other kind of calling you might name. Then of course, we have the bulk of the sea-going membership, the professional seaman who has always worked on ships.

Turning it the other way around, there's quite a few of our membership who after sailing for a few years have decided to settle down in one spot ashore and make themselves careers in law, the ministry or a variety of other professions.

Seamen are long accustomed to this diversity of shipmates so they hardly think it strange. It's all part of the job, and all they ask of any crewmember is that he stand his watch and be a shipmate in the true sense of the word.

THERE'S BEEN SOME CHANGES IN THE SET-UP among shipowners' organizations which may have considerable importance for the working seaman in the long run. The National Federation of American Shipping which used to represent a portion of the nation's shipping interests in Washington has gone out of business and has been replaced by the American Merchant Marine Institute.

Offhand this would not seem to matter very much to seamen, but it could have considerable bearing on the position taken by the operators before Congress on legislation dealing with maritime matters.

### Divided Viewpoint

In the past your Union has expressed regret that the shipowners have been divided in their viewpoints before Congress. Several different organizations have been at odds over the kind of shipping legislation that's needed for the industry. The result has been that Congress has found it tough to find a common area of agreement in the industry on which it could base legislative action.

Since the AMMI has now taken over for the old federation, it could be a sign that the operators are coming closer together on legislative matters. On that score it would appear to be a constructive move provided the AMMI takes steps to consider the needs of those shippers who at present have no connection with that organization.

WE'VE HAD QUITE A FEW LETTERS RECENTLY from ex-Seafarers with the Armed Forces in Korea and from others in the Army remarking on how well they have been treated by Seafarers aboard ships in that area. It seems that quite a friendship has sprung up between ship's crews and the Army men there. The SIU men in uniform write that seeing an SIU ship is the next best thing to a visit home.

In one instance the crew of the Western Trader took a muster and collected money to help one group of Army men build a chapel, an action for which they were highly praised by a local Army newspaper.

In the light of the good relations generally existing between seamen and the Armed Forces, it's a little hard to understand why the top brass continues to impose restrictions on seamen's shore leave in Korean ports, particularly when the fighting has ended there.

We've been making some headway on this problem with the Defense Department in Washington, although they have been passing the buck to the local commanders in Korea on this score. In any case, these rules are a pretty obvious injustice to our men, and your Union is continuing its efforts to remedy them.





## Priest Signs On As Wiper With SIU

Seafarers are accustomed to having men from all walks of life for their shipmates but few can claim the experience of the crew of the *Louis Emery, Jr.* When the freighter paid off in Long Beach, California, recently, one of the men aboard for payoff was Father Albert Schirmacher, a 33-year-old priest.

Father Schirmacher, a priest in the Old Roman Catholic Church (not to be confused with the Roman Catholic Church), shipped out as a wiper for the trip to the Far East for the same reason that most SIU members ship out—money. To be sure, the money motive in the padre's case was not personal. His parish in Seattle is badly in need of funds with which to build a church. Services have been held in temporary quarters thus far. When enough pledges are in, construction on a church edifice will begin. Father Schirmacher devotes all his earnings as a Seafarer to the church fund and these earnings have totaled \$1,200 so far.

### 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.

The father gave another reason for his decision to go to sea. He has long been attracted by the congregation of the sea and how to reach seamen with his message. To effectively get across to seamen, Father Schirmacher says, "You don't just walk down to the dock and approach people." He believes that in working as a seaman he can get to know the men better than as an outsider. Something of this same philosophy is encompassed in the actions of a group of French "worker priests," who took jobs in factories and fields to get to know the laboring man better.

#### Have Own Code

His experiences in talking to Seafarers varied, the priest said. While he discovered that seamen are a group apart, with their own code and customs, he and the crew accepted each other on their own terms. While some crew members did not give "ringing" endorsement to his passageway bell-ringing, many participated in daily mass with him. At first, the black gang was a bit confused by the presence of a man of the cloth in the engine room, but this distance was soon replaced by friendly feelings.

#### Crew Built Altar

He was soon referred to by the familiar "Father Albert," a sign that he had made a hit with his fellow Seafarers, in spite of his clerical ways. An indication of the esteem he was held in by these men of differing faiths was the gesture of the crew in building Father Schirmacher an altar to worship on. When this altar was washed overboard in a storm, the crew pitched in and built him another, which remained intact. Crewmembers observed that the friendliness of the crew to the padre puts the lie to the old sailor's superstition that a priest aboard was bad luck.

While Father Albert did not say whether or not he would ship out again, crewmembers indicated that he would be welcome on board.



Seatrains Georgia is seen above maneuvering to pick up survivors from the B-29 which crashed into the Atlantic 200 miles from Charleston, SC. Part of plane which photographed rescue is seen at right.

## ST Georgia Rescues 3 Airmen

Three survivors of an Air Force B-29 weather plane, including one severely burned crewmember, were rescued by the *Seatrains Georgia*, Saturday morning, September 19, after 18 hours in tiny rubber liferafts. Six other crewmembers of the plane were picked up by the British steamship *Nassau*.

Seafarers aboard the *Seatrains* vessel drew high praise from both the skipper of the ship and the Air Force base commander for their successful rescue efforts in high seas.

#### Burst Into Flames

The B-29 had been on a hurricane-hunting mission over the Gulf Stream, en-route from Hunter Air Force Base near Savannah to Bermuda. It burst into flames without warning and went into the

sea. Nine crewmembers escaped but seven are missing and are presumed lost.

The *Georgia* was on her way south to Texas City, Texas, when it picked up feeble distress calls. Checking with the Coast Guard, the skipper learned of the plane crash and immediately proceeded to the scene.

Forty-five minutes later it picked up the first two survivors, Paul L. Dione and Edwin H. Sischo. The

third survivor, Airman Norman Prosser, was found one hour later. He was in a rubber life raft in badly burned condition so the *Georgia* put out its port lifeboat and hoisted him on board on a stretcher.

#### Transferred To Cutter

Subsequently the *Georgia* continued to search back and forth across the area without success. Meanwhile first aid treatment and morphine was given to the injured survivor. With the man in bad shape and running a high fever, the skipper notified the Coast Guard and was instructed to proceed to the Charleston sea buoy. There the three survivors were transferred to the cutter *Travis*. The ship then resumed its course to Texas City.

Captain J. C. Wenzel expressed high praise for all the crew, especially the men in the lifeboat including Seafarers Teofil Smigielski, cardeckman; Yu Song Yee, cardeckman; W. H. Smith, AB Maintenance; G. R. Johnson, bosun; Harry Nelson, cardeckman; and AB maintenance men C. Farnham and T. J. Forsberg.

Similar praise was received in a message from Colonel Peterson, commander of the Kindley Air Force Base in Bermuda. "My heartiest congratulations" he wireless, "for a job well done for aiding in search and picking up survivors from crashed B-29."

## Potter Committee Renews Maritime Industry Survey

Renewal of the investigation into the state of the US maritime industry has been announced by Senator Charles E. Potter, chairman of the Senate subcommittee involved. The new-

agency" with foreign-flag craft. He emphasized that it was not the purpose of his subcommittee to look into crime and corruption on the waterfront.

Other committee members are Senators Warren Magnuson (D., Wash.) and John M. Butler (R., Md.), both of whom are from maritime states. Counsel to the subcommittee is John Drewry, who served as counsel for the House Merchant Marine Committee in the 81st and 82nd Congresses. Drewry is a specialist in maritime law.

#### Endorse 1936 Act

As Senator Potter indicated in an exclusive article appearing in the August 21 issue of the *SEAFARERS LOG* the subcommittee is committed to the principles of the 1936 Merchant Marine Act, but may find it necessary to recommend new legislation to meet changing conditions in the industry.

The first hearings took up the question of the size and composition of the merchant fleet, its future potential and the special problems faced by shippers. The new hearings will deal largely with the effectiveness of existing maritime legislation and the way it is being administered by the agencies involved.

Describing the shortage of United States-flag tankers as one of the biggest problems, Potter added that it was "folly of the first order to assume that we could meet our needs in time of emer-

gency" with foreign-flag craft.

He emphasized that it was not the purpose of his subcommittee to look into crime and corruption on the waterfront.

Other committee members are Senators Warren Magnuson (D., Wash.) and John M. Butler (R., Md.), both of whom are from maritime states. Counsel to the subcommittee is John Drewry, who served as counsel for the House Merchant Marine Committee in the 81st and 82nd Congresses. Drewry is a specialist in maritime law.

### YOU and the SIU CONSTITUTION

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

From Article XIII, Section 6 "Before assuming office, every officer, port agent, and patrolman shall take the following oath: 'I do solemnly swear that I will faithfully execute the duties of ..... of the SIU, and I will, to the best of my ability, protect and preserve the Constitution of this Union and the welfare of the membership.'"

Every elected official upon assuming office must take this oath, which he is required to obey completely. Any violation of the oath would lead to immediate disciplinary action under the terms of the Union Constitution.



Airman 1/c Norman E. Prosser, adrift for 24 hours in one-man dinghy, gets drink of water from Coast Guard seaman after rescue by *Seatrains Georgia* along with eight others from ditched B-29. Plane was hunting hurricane in the Atlantic Ocean.



# Crews Aid Fight For Hospitals



Representatives of AFL and CIO unions on the West Coast meet in the MFOV hall in San Francisco to protest the proposed closing of US Public Health Service hospitals. Mary Breithoff, SIU West Coast representative, is standing at right while Tom Banning, San Francisco port agent, is seated third from left.

Spurred by the growing threat against the USPHS hospital program, Seafarers aboard the Brightstar (Traders) took matters into their own hands this week after a meeting aboard ship and sent telegrams to Senators and Congressmen protesting a proposed slash in the budget which would cut into the life-line of the marine hospital program.

A total of 39 telegrams were sent to the legislators, including President Eisenhower and Senators Jackson of Washington, Ke-fauver of Tennessee and Watkins of Utah urging that the hospitals be kept open, according to M. A. Machel, ship's delegate. This pile of telegrams added to the growing numbers of mail directed to Washington in a concerted effort to get Congress to oppose any budget cut for the coming fiscal year.

The snowballing movement is in response to a plea in the SEAFARERS LOG for the members of the SIU to inform their Congressmen of the situation and urge them to oppose it when the

Congress sits next January to consider the question.

### Close All But Three

At present, there are 16 USPHS hospitals operating throughout the country, after ten closings in the past two years. Director of the Budget Joseph M. Dodge has proposed that all but three, the Carville leprosarium, the narcotics hospital at Lexington, Ky., and the mental hospital at Fort Worth, Texas, be shut down. Similar sentiment is found in the Department of Health Education and Welfare whose director, Oveta Culp Hobby, led the fight in the last session of Congress to curtail the number of hospitals serving seamen and Government employees.

Maritime interests have shown a

decided interest in keeping the hospitals open, with the SIU leading the way as it did in the battle during the last session of Congress, resulting in the saving of three hospitals scheduled for the axe.

## Mates Call Walkout On Tankships

Deck officers aboard 200 American-flag oil tankers operating on the Atlantic and Gulf Coast, members of the Masters, Mates and Pilots Union, have walked off their ships in a work stoppage as contract demands were not met by operators of 200 tankers.

Captain C. T. Atkins, head of the Masters, Mates and Pilots, AFL, which represents 2,000 deck officers on tankers, announced that negotiations for a contract were stalemated, and that no work would be done without a contract. The union's two-year pact with the company expired during the week and Atkins said that the union was authorized by a vote of the membership to strike, if necessary, to win their demands.

### Vacation Issue

Prime points over which the contract is stalled and which the union is demanding is a one-month vacation after each five months worked, for hiring of all officers from second mate down through the union hiring hall and for employment of relief mates to relieve regular officers while a ship is in port. According to reports, the union has decided to forego a six percent increase in base wages in favor of the extended vacation plan.

Agreement was reached on some union demands but the employers refused to yield on the key vacation issues. Company spokesmen reportedly were in favor of the straight six percent wage increase instead of the vacation plan which is considered more desirable by the union.

Union negotiators are standing by for further talks. At present the major negotiations are being conducted with the Pan American Petroleum and Transport Company.

## SIU COMMITTEES

### AT WORK

Another instance in which a headquarters appeals committee has acted favorably on the appeal of an accused Seafarer took place recently in New York. In this case the Seafarer had been tried by a committee in Philadelphia and ordered expelled under the provisions of Article XVI Section 2 (b) of the constitution dealing with



Beach

deliberate and unauthorized interference with the execution of an official's duties and deliberate and malicious vilification. Further penalties of lesser nature had been provided under Article XVI Section 3 (c). The Seafarer appealed the conviction to headquarters on the grounds that the penalties were too severe, particularly in light of his past blameless record in the Union. A committee consisting of A. T. Arnold, J. A. Anderson, Alex Dudde, Robert Beach, John Jelletto and Will Vaughan was elected by a special membership meeting at headquarters to hear the case.

### Penalty Too Severe

After hearing all the evidence pro and con, the committee decided that the conviction was justified but that the trial committee's pen-

alty recommendations were too severe. Consequently they recommended that the sentence of expulsion be reduced to the minimum penalty for that offense, a fine. Similarly, the two year suspension voted under Article XVI Section 3 (c) was also reduced to a fine, clearing the man to ship through the SIU hall.

Performing at the payoff when the patrolman is trying to straighten out beefs and the men are getting their money is considered a most serious offense. It's certainly annoying to men who want to get their dough and get ashore. One Seafarer down in New Orleans was brought up on charges because at payoff time he was drunk and interfering with the procedure of an orderly payoff.

He was notified to appear before a trial committee consisting of Fred Shain, George McFall, Louis Suslovitz, P. N. O'Connor and Sam Busby. The accused Seafarer acknowledged the registered letter of notification but failed to appear. Consequently the trial was held and the man found guilty. A two year suspension and fines on three counts totaling \$150 were imposed.



Shain

## SIU NEWSLETTER from WASHINGTON

Because the Immigration Service and the Department of State are bogged down in work, without enough manpower to handle the job properly, it may be years before all alien seamen are documented with individual non-immigrant visas, as required under the McCarran Act.

The law, which became effective in December of last year provides that alien seamen must have valid passports and individual non-immigrant visas. However, at the same time, the law provides that until such time as it becomes practicable to issue these individual visas, alien seamen may be admitted into the US if their names appear on the crew list of the arriving vessel.

The process of issuing individual visas to seamen has bogged down at American Consulates due to lack of personnel. The Department of State has indicated that unless Congress provides more funds for the hiring of employees to handle the work, it may be four years before all alien seamen receive their individual visas.

Members of Congress gradually are becoming aware of the fact that the problem of maintaining an adequate operating fleet cannot be separated from the problem of maintaining an American shipbuilding industry. However, whether Congressmen are willing to become an ally of the shipbuilding industry, and approve a few dollars here and there for maintaining the industry, is problematical.

The importance of the shipbuilding industry to national defense is self-evident. During the last war, the percentage of Government expenditure for wartime shipbuilding facilities was exceeded only by the percentage of expenditure devoted to two other industries: ordnance and aircraft manufacture.

The newest company negotiating with the Government for purchase of Mariner ships is the Matson Navigation Company. However, the rub is this. Actually Matson wants to build new combination passenger-cargo ships for its US West Coast-Australia-New Zealand run. On the other hand, the Maritime Administration, Department of Commerce, is trying its best to sell Mariners and is attempting to interest Matson in converting a couple of Mariners.

The Government has received feelers from the American President Lines, States Marine Corporation and Moore-McCormack Steamship Lines as to purchase of the new type ship, but is keeping a tight lid clamped on the negotiations for sale. To date, the Pacific Far East Line is the only company that has contracted to purchase Mariners.

Opinion differs among maritime employers as to the worth of the ships. Many claim the steamship industry cannot absorb the 85 Mariners at \$4,500,000 per ship, which is the estimated price for the vessels under present law. The hint by the employers is that they would like to see special legislation in order to reduce the sale price. However, Louis Rothschild, new Maritime Administrator, will try to get rid of the Mariners without any special legislation.

The past two-week period was quite a period at the Interstate Commerce Commission for intercoastal steamship lines. In several important decisions, the ICC (a) denied the application of West Coast Trans-Oceanic SS Line (Trader Line) to engage in the intercoastal trade; (b) authorized States Marine Corporation to engage in the eastbound intercoastal movement, beginning in December of this year, of lumber and timber from California, Oregon and Washington ports to US Atlantic ports from Hampton Roads to Eastport, Maine; and (c) granted eastbound intercoastal operating rights, as a common carrier, to the Isbrandtsen Company.

At the present time, there are about 13 carriers having authority to operate as common carriers in the intercoastal trade, and three with authority to operate as contract carriers. In its new eastbound intercoastal lumber service, States Marine will operate 24 sailings yearly, averaging 2 a month. Isbrandtsen, under its new authority in the domestic trade, will make 26 yearly eastbound intercoastal sailings.

Both States Marine and Isbrandtsen also operate extensively in the foreign trades, so that the ICC decisions reaffirm the policy that steamship lines have the right to operate both in foreign and domestic trades, provided they otherwise qualify under the law.

Although iron ore promises to become one of the most important items of American seaborne commerce during the next decade, no American flag ore ships are being built to share in this booming import trade.

It has been estimated that ore imports from Labrador, Newfoundland, Venezuela, Sweden, Liberia, Mexico and Cuba will exceed 25,000,000 tons a year by 1955. These foreign imports are necessary because depleted domestic ore supplies cannot meet the ever-mounting demand for iron and steel in the US.

The prospects are that this vital material for American industry will be carried primarily by foreign-flag ships, unless American vessels are built. At the moment, there are only about 10 ships under the US flag which were especially designed for hauling iron ore in foreign commerce.

The Maritime Administration and Federal Maritime Board are proving once again to be no more than the stepchild in Government agency circles. For many years, the Government shipping agency has been located in the Department of Commerce Building in this city, but what happens! A new agency is formed and it becomes necessary for somebody to move out of the Commerce Building to make room. The MA and FMB are chosen to get out, and find new headquarters elsewhere.

Maritime is moving into the General Accounting Office Building. The irony of this is that Maritime will be in the same building as the Comptroller General of the US, an outspoken critic of the administration of the shipping laws.

Your SIU Washington Reporter



# Top of the News

**SOLONS TOUR FARM BELT**—A bus load of Congressmen, members of the House Agricultural Committee, was busy touring agricultural areas of the country last week in an effort to work out a solution for skidding farm prices. The lawmakers spent most of the week in the Southeastern states, which have been particularly hard hit by the slump. Indicative of dissatisfaction on the part of the farmers with the Eisenhower administration was the symbol of a pair of shrunken trousers, presented to the Congressmen to illustrate shrunken farm income and called "Eisenhower Pants." Secretary of Agriculture Ezra Taft Benson was the target of the bitterest attacks by the farmers in the South and the Mid-West. Unless the situation is alleviated quickly, indications are that the Republicans will feel the discontent in next year's Congressional elections.

**WHERE IS BERIA?**—The button, button, who's got the button accounts of the whereabouts of L. P. Beria, purged Soviet Interior minister, read like something out of E. Phillips Oppenheim. During the past ten days Beria has been reported in Spain, France, Denmark, West Germany and Yugoslavia. An agent of Senator Joseph McCarthy claims to be in touch with him. The story goes that Beria managed to escape from his Soviet prison and make his way to Western Europe, where he got in touch with Senator McCarthy's agent and offered to "tell all," in return for political asylum. Responsible Government circles denounced the rumors as a hoax.

**RED PILOT TO GET \$100,000**—In a dramatic break for the UN lines, North Korean Senior Lieutenant Noh Keun Suk flew the first MIG-15 into Allied territory. This is the first opportunity that UN forces in Korea have had to examine the Russian-built super-speed jet. Speculation arose immediately as to whether General Mark Clark's offer of a \$100,000 reward to the first North Korean or Chinese pilot to deliver one of the jets intact was still valid, since the cease fire. American authorities announced that Lt. Noh would receive the money, on which he will not have to pay American income tax, and be granted political asylum. A thornier problem seemed to be the disposition of the plane. Indications were that the MIG-15, after a thorough going over by UN technicians, would be returned to North Korea.



Lt. Noh Keun Suk, North Korean pilot who flew the first MIG-15 to Kimpo Airport to collect a \$100,000 reward.

**AMERICAN POWs ELECT TO STAY**—Twenty-three American prisoners of war, held in North Korean stockades for periods of time ranging from a few months to three years, have refused repatriation and indicated that they will remain in North Korea or China. When the group was delivered by their captors to the neutral-manned repatriation camps they shouted to the Chinese that they would "meet you in Peiping." Then, in cheering-section fashion, they proceeded to shout Communist slogans, sing the Internationale and jeer at American troops as "imperialists" and "war-mongers." Among the responses from Washington was a proposal by Congressman Otto Passman, Democrat of Louisiana, that the Government send the wives and parents of these men to Korea in an effort to persuade them to return.

**WARREN NAMED CHIEF JUSTICE**—California's Governor Earl Warren was named Wednesday to succeed the late Fred Vinson as Chief Justice of the United States. A former Republican Vice-Presidential candidate and twice a contender for his party's presidential nomination, Warren has served as governor of the nation's second most populous state for three consecutive terms.

# NMU Deaf To Ill Members' Needs, Turn Down Request For Blood Aid

NMU patients at the Manhattan Beach USPHS Hospital last week started another campaign in an attempt to get some help from their union's welfare plan. While on the West Coast, the NMU patients in the San Francisco USPHS Hospital thanked the SIU for supplying blood donors for one of their brothers after the NMU had turned them down.

The Frisco patients also stated that they were completely in back of the Manhattan Beach attempt to get some help from the welfare plan as the Manhattan Beach patients began a campaign of letters to all NMU ships and halls and a letter to Neal Hanley, NMU secretary, in an attempt to get some action.

**Nothing Since Christmas**  
All long-term patients, they explained that they have not gotten any help from the NMU's welfare plan after their first 13 weeks in the hospital. "We haven't gotten any money from the union since last Christmas," they said, "and with about 100 men here, the only money we've gotten since Christmas was one \$70 donation from one ship. We got a 'bonus' of \$25 from the welfare plan and \$10 from the NMU itself at Christmas, but we only got that after the SEAFARERS LOG ran a story about how we weren't getting any help from the union."

In a letter to Hanley, the patients asked that a "responsible official" of the union be sent to the hospital to meet with the patients, but that it be somebody who had the authority to make decisions for the union. Hanley answered their letter by saying that the patients are free to see the top officials of the union, just as everyone of the membership. Hanley also told the patients they could tell their problems to the regular patrolman who visits the hospital occasionally.

Meanwhile, on the West Coast, the patients in the Frisco hospital sent a letter of thanks to the SIU. "Just a few lines," they said, "to express the thanks and appreciation of all the NMU members in the tuberculosis ward for the vital assistance rendered by the members of the SIU in San Francisco and for the spirit of friendship in which this aid was given when one of our members had to undergo surgery a couple of weeks ago."

The NMU members explained that, when one of their members had to have an operation, they called the NMU hall and asked for

blood donors. The NMU, they said, turned them down and told them that no blood donors were available. Then, they said, they called the SIU "and explained our situation regarding the blood needed. We don't know who answered the phone in the SIU hall, but we certainly breathed a sigh of relief when the answer was, 'Why certainly. I'll put the call up and send some men out right away.'"

The West Coast patients also joined with their brothers at Manhattan Beach in voicing their dissatisfaction with the NMU welfare plan. "We have to depend on donations from the ships," they said, "because we don't get any money from the union. We didn't even get the Christmas bonus that was given to the guys at Manhattan Beach."

In the letter they sent to all NMU

ships, that NMU patients state that, "It has become so now that the brothers are absolutely destitute due to the inadequacy of the so-called pension and welfare plan."

They ask their NMU brothers, "Why are other unions paying benefits indefinitely and the NMU only for 13 weeks?" And they point out that, "It has come to the point where we have to bum for cigarettes and other essentials."

The patients state that they have written letters of complaint to the "Pilot," the NMU's newspaper, but that the letters have never been printed, and also state that their pleas for meetings with NMU officials and for clarifications on the welfare plan have all been turned down, and ask all their NMU brothers to join in the campaign to help them out.

## Trades Union Book For Khaki Look



Former Seafarer L. J. DeGane, left, recently inducted into the Army, asks Paul Drozak, Seattle patrolman, about retiring Union book. Later, he picked up his last SIU Vacation Plan check for a while, before heading back to his new outfit.

# YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

### Budget For A Family

What does a family need to live on these days? This question may be of interest to bachelor Seafarers contemplating the matrimonial leap, as well as of vital importance to married men and their families.

This department has worked out a budget for a wife and two children based on today's living costs. We estimate it would take about \$60 a week to provide a typical family of three with a moderately comfortable and healthy but economical standard of living, exclusive of the husband's expenses (not including his clothing, tobacco, shaving needs and other expenses, nor even including the cost of his food while at home.) For a wife and just one child, the costs—based on the same moderate standard of living—would be about \$45 a week. For a wife and three youngsters, the weekly tab would be about \$72 a week. (You can figure that living costs for a family of two generally are about 25 per cent less than for three; for a family of four about 20 per cent more.)

#### Budgets Will Vary

Now mind you, these are only "typical" costs and since there is no actual "typical" family, each one's budget must vary according to its needs and personal desires. The only value of a typical budget of this sort is as a yardstick for making out your own budget, and to serve as a checkup on where you might be overspending in some de-

partment of family living. Otherwise, you have to tailor your own budget. For example, some families may have to pay more than the \$12 a week (approximately \$51 a month) allotted in our sample budget for rent and heat, and thus be compelled to cut down on some other expenses. Too, your family living costs increase as children get older.

Here's the sample budget we've worked out for a "typical" family of three, considering it to include one child of five and one of ten:

#### EXPENSES FOR WIFE AND CHILDREN

	Approx. Per Cent
Food .....	\$15.00 31.5
Rent, Heat .....	12.00 20
Utilities .....	2.00 3.5
Clothing and Upkeep .....	7.00 12
Home Furnishings, Repairs .....	4.00 6.5
Medical Care .....	3.00 5
Personal Care .....	2.00 3.5
Transportation .....	3.00 5
Recreation, Advancement .....	4.00 6.5
Savings, Insurance .....	4.00 6.5
	<hr/>
	\$60.00 100%

The allotment for medical care is typical of actual

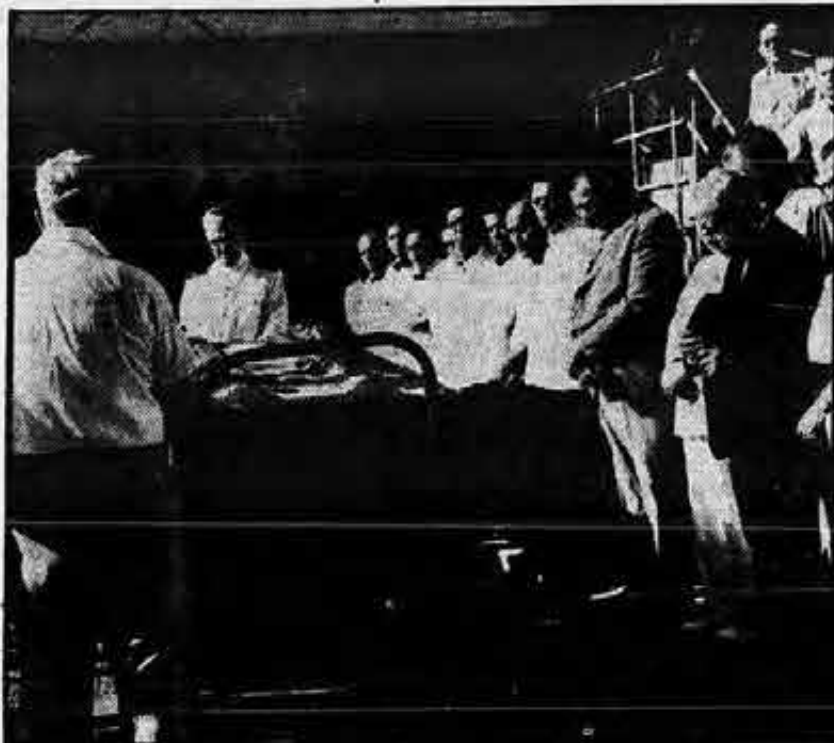
average costs, which run about five per cent of income. The rent or home expense item, of course, is the big variable on which other budget allotments depend. "Personal care" includes haircuts, toilet soaps, tooth pastes, cosmetics, etc. The "Transportation" item is a moderate one, and does not allow for owning a car. According to the AAA, it costs about \$900 a year to own a car, including depreciation and garaging, if you do the average mileage of 9,000 miles a year. Even if you own an older car with only small depreciation, have no garage expense, and your mileage down to 4-5,000 a year, it would still cost you about five bucks a week.

The big question is, can a family of three feed itself on \$19 a week? Yes, if it buys right. Remember that this sum does not include soaps and toiletries, nor food for entertaining, but just family food. Food is the item with biggest difference among families. One survey showed that some families spend less than \$5 per person a week, others in the same city spend over \$12. Our budget allots a little over \$6 per person.

To make your own budget, you first ought to keep a record of all your spending for several months, then compare your average weekly expenditures with the typical figures shown here. Then make up your own budget on the basis of what you feel you need to spend in each category.



# Co. 'Takes Care' Of Oldtimer—For Cash



Crewmembers of the Florida stand with bowed heads around the coffin of the late Seafarer, Juan Santalla, at dockside ceremonies in Havana conducted by the Masonic lodge of which Santalla was a member.

Just in case there are any seamen around anywhere who think a company will "take care" of them—unless it's made to do so by a strong union contract—they might consider the case of Seafarer Juan Manso Santalla.

Santalla gave 45 years of service to the P. & O. Steamship Company, which operates the Florida, which shuttles between Miami and Havana. When Santalla died aboard the Florida on September 1, however, the company refused to do anything, although he had started working for them in 1908.

### Demanded Cash

For one thing, the company would not accept any responsibility for the preparation of Santalla's body in Havana so that it could be returned to the States for burial. Instead, the company insisted that Joe Cruz, Santalla's beneficiary under the Seafarers Welfare Plan, put up a deposit of \$700 before it would even notify the undertaker in Havana to embalm the body.

Cruz, an oldtimer who had sailed on the Florida and helped organize it, put up the \$700. By mail, Cruz received a receipt from the undertakers for \$700 for "services rendered," but received no itemized statement showing just what his money had gone for.

### Charged For 'Baggage'

In addition, Cruz received an excess baggage check of \$41.77 from the P. & O., for loading excess baggage, meaning the company was charging him for putting Santalla's casket aboard ship.

Although he has no itemized statement from the undertakers, Cruz says, he understands that

their bill of \$700 includes a charge of \$145 for transporting Santalla's body from Havana to Miami. This is in addition to the charge of \$41.77 from the company for loading the casket aboard ship, as "excess baggage."

"If they do charge for transporting the body," Cruz says, "I think that's one of the lowest things a company could do to a man, after he'd worked for them for 45 years."

### Buried in Key West

After being returned to Miami, Santalla's body was sent to Key West for burial, and wreaths of flowers were sent from the crewmembers in each department on the Florida and from the Union.

The company, Cruz reports, "did not even send one flower."

## States Appeal Tidelands Act

In a move to fight the recent tidelands oil bill, passed by the Republican 82nd Congress and signed by President Eisenhower, three states have filed suits asking that the law be ruled unconstitutional by the Supreme Court. The states involved are Alabama, Arkansas and Rhode Island.

The offshore oil bill provides that revenues from deposits of offshore oil which formerly went to all the states now be paid to three states only, Texas, California and Louisiana. It also established the boundaries of Texas and Florida as ten miles out and Louisiana three miles out.

The three protesting states are attempting to have the new law declared unconstitutional and seek to prevent the federal Government from turning over to the three coastal states revenues already held by the Treasury from submerged oil lands. They also seek permission to sue California, Louisiana and Texas.

In addition, Alabama desires to restrain Louisiana, Florida, and Texas from carrying out a plan to require fishing licenses from those states to fish inside the newly-defined boundaries in the Gulf of Mexico. The Attorney-General claimed that Alabama citizens had a constitutional privilege to fish in the Gulf of Mexico.

### 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.

# SEAFARERS CASH BENEFITS

## SEAFARERS WELFARE, VACATION PLANS

### REPORT ON BENEFITS PAID

From ..... 9-14-53 ..... To ..... 9-25-53 .....

No. Seafarers Receiving Benefits this Period	1098		
Average Benefits Paid Each Seafarer	58 85		
Total Benefits Paid this Period		64,621	68

### WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	6150	00	
Death Benefits	6289	85	
Disability Benefits	1125	00	
Maternity Benefits	6800	00	
Vacation Benefits	44256	83	
<b>Total</b>			<b>64,621 68</b>

### WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	375,015	00	
Death Benefits Paid Since July 1, 1950*	675,555	32	
Disability Benefits Paid Since May 1, 1952*	20,165	00	
Maternity Benefits Paid Since April 1, 1952*	164,000	00	
Vacation Benefits Paid Since Feb. 11, 1952*	2,555,622	39	
<b>Total</b>			<b>3,790,357 71</b>

\* Date Benefits Began

### WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	470,868	09
	Welfare	407,127	23
Estimated Accounts Receivable	Vacation	213,814	00
	Welfare	191,765	00
US Government Bonds (Welfare)		197,964	38
Real Estate (Welfare)		390,467	80
Other Assets - Training Ship (Welfare)		100,639	95
<b>TOTAL ASSETS</b>			<b>3,753,948 45</b>

### COMMENTS:

Payments of all benefits maintain a steady level, possibly aided by Union publicity on sending applications for various benefits directly to the headquarters offices of the Union.

The assets of the Plans continue to grow, even though new benefits are added from time to time. Present assets of the Plans combined totals \$3,753,948.45.

Anyone desiring information on benefits due under the Plans should contact the nearest SIU Port Agent who will be able to supply them with the information.

Submitted ..... 9-28-53 .....

Al Kerr, Assistant Administrator

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

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



# UNION TALK



By KEITH TERPE

The resounding action of the delegates to the American Federation of Labor's 72nd convention in St. Louis last week, with the Federation voting to end the 60-year affiliation of the International Longshoremen's Association, offers a moral which Atlantic seamen should study carefully. Here was a case where the parent union body, the AFL itself, took action against one of its own units for being way off the track of bona fide unionism. The old ILA was found guilty of everything in the book and, because of that, it had no place in the AFL.

Actually there was another way of putting the old ILA scheme of things out of business and that way, of course, was for the longshore membership to clean it up from within. This was something the honest elements of the ILA membership had tried before, but intimidation by the vicious forces in control stopped them every time they tried to get underway. Thus, the only other method, the route chosen by the parent AFL, was the only way left to clean up the mess.

### New Union On Its Way

Now, with a new AFL longshore union on its way, and the decent members of the old longshore union flocking to it as a means of getting out from under the thumb of the mob, the once-victimized membership has a new lease on life. And what is the parallel in Atlantic?

Maybe the king-pins of the Atlantic Maritime Employees Union aren't the same type of "racketeers" who ran the old ILA's membership into the ground, but they certainly operate the same way. The so-called "independent" Atlantic "union" has also kept the membership under its thumb through its direct tie-in with the company and the fact that a man either worked under the set-up which existed or he went hungry. This outlaw outfit, like so many other one-company set-ups of its kind which aren't really "unions," never acted like a bona fide trade union in its life.

It has never held membership meetings, or a membership vote on its contracts and other deals with the company. Its elections for officials are rigged from the start; its financial operations have never been open to the on-the-spot inspection of the membership. Officials are on the payroll of the company and the "union" at the same time; hiring is done on a "you, you and you" basis, with no attempt at a fair, democratic system of filling jobs.

### Close Parallel Between the Two

The old ILA was charged and found guilty of the same abuses; in fact, the AMEU and ILA parallel each other very closely right down the line on all these items. The only difference lies in the means to eliminate them. There are also just two ways to put the AMEU and one-company outfits like it out of business.

One way is for the membership to act, and that is just what is happening now as a result of the SIU organizing drive in Atlantic. Unable on the one hand to do anything from within—because of the vicious tie-in between company and "union"—and recognizing that no group of workers can go it alone, crews of the Atlantic ships have moved to the SIU in overwhelming numbers. They'll complete the switch before long in the representation election which the NLRB is expected to order any day.

The other way for the AMEU to disappear from the picture is for the company itself to give the word, but since the company was so obviously instrumental in setting up the rig originally, it is unlikely—even at this stage of the game, with defeat staring it in the face—to reverse its field. Atlantic seamen will save the company the trouble of doing that anyway, when they get their first crack at a really democratic ballot—and mark it "SIU."

They recognize the obvious similarity between the old ILA and the AMEU, because of the facts on this issue which the SIU has been hammering home since early in the drive. Besides that, they see that the great body of US workers in the American Federation of Labor is determined that the rights of the membership shall be protected at all times. They want some of that for themselves. They haven't had it up until now.

# Alawai Harvests 10 Stowaways

As added spice to an otherwise lively trip, voyage No. 29 of the Alawai (Waterman) turned up a probable first in maritime history when ten, count 'em, stowaways were found among the cargo as the ship was outward bound from Manila, PI, Seafarer Stanislaw Kwiatkowski reported.

The stowaways, all of whom came aboard silently at the last port of call, Manila, were hidden in two holds of the vessel. All they had among them was a common dream of reaching the United States, via Honolulu, the equivalent of 13 cents and just enough clothing on their bodies for a tropical climate. They left the rest to hope and the fortune of the seas.

It seems, however, that the onslaught against the ship was not a common plan among all ten of the stowaways. There was a splinter group within the main body of sea adventurers. Eight of these sailors of fortune were banded together for a common aim, but two others, in a separate hold of the ship, had concocted the plan on their own.

### Food Foray Revealed Them

The two plans, however, came to a single end when two of the stowaways were discovered aboard the ship after a midnight foray into the officers' ice box. The junior mate made the original discovery, but after that the entire crew was alerted. Led by Captain Ben Martin and the chief mate, who descended into the No. 3 hold, the ship was gone over with a fine tooth comb for any other free-ride passengers.

Flushing the manila hemp cargo in the hold for the free loaders, the captain and the crew turned up four sorry-looking hitchhikers in a short time. All of them looked haggard and exhausted, as much by the 130 degree temperature in the hold as by the nauseating motion of the sea to the would-be sailors. Wondering if there were any others about, the captain went on with the search and flushed four more stowaways out of their hiding places in a matter of minutes.

After the main body of infiltrators clambered up on deck, looking more the worse for wear, the final two were discovered in the No. 2 hold suffering from the same conditions.

### Back To Port

The Alawai turned back and 24 hours after the discovery of the last of the marine adventurers, one of whom was a cargo watchman and another a ship watchman for the company, they were in the hands of the Legaspi port police force.



Nine of the ten stowaways aboard the Alawai are shown above after they were flushed out of holds in thorough search of ship. They await the arrival of police as an unidentified Seafarer, second from left, stands by.



Legaspi police come aboard the Alawai after it turned around to drop off stowaways. Officer at left talks to two stowaways as another checks group at right. Alawai lost two days on trip.

# Cartoon History Of The SIU

The Battle Of Wall Street

No. 47



In 1947, the SIU had helped the United Financial Employees, AFL, and now in 1948, it needed aid in striking the NY Stock and Curb Exchanges. Top AFL leaders asked the SIU to help the UFE. When the strike started, white-capped Seafarers walked alongside white-collar workers on picketlines.



The Taft-Hartley Law and NY police worked for the Wall Street tycoons. Cops were hostile. In one fracas, over 40 SIU and UFE members were clubbed to the ground by cops in what the American Civil Liberties Union called "wild and reckless use of stick force . . . vicious and uncalled for."



With T-H, NY police and NY City's administration against them, the UFE would have been beaten if it had not been for the Seafarers. Seafarers bolstered picketlines. Contributions from SIU ships supplied food and coffee. When the 32-day strike ended, T-H had not been able to bust the UFE.







# PORT REPORTS

**New York:**

## Shipping Picture Not In Now Cool New York

After the hottest summer on the local weather bureau's records, the heat wave has finally broken. We are getting some nice cool weather in old New York and none too soon as I was considering asking for a transfer to Greenland or Alaska.

Shipping picked up considerably in the past two weeks in all departments, with jobs of all kinds available for anyone not waiting for something special. All in all the shipping picture remains good in spite of a few ships having been laid up recently.

Paying off were the Frances, Simmons Victory, Beatrice, Carolyn, Edith and Kathryn (Bull); Robin Doncaster (Seas); Omega (Omega Waterways); Barbara Frietchie (Liberty Navigation); Atlantic Water (Metro); Val Chem (Valentine Tankers); Southland (South Atlantic); Afoundria, Alawal, Wild Ranger and Azalea City (Waterman); Seavigil (Ocean Transportation); Government Camp and French Creek (Cities Service); Northwestern Victory (Victory Carriers); Steel Rover and Steel Designer (Isthmian); Transatlantic (Pacific Waterways); Seatrains Savannah and Louisiana (Seatrains); and the Amerocean (Blackchester).

Ships signing on were the Steel Maker and Steel Scientist of Isthmian; Robin Goodfellow (Seas); Captain N. B. Palmer (National Shipping) and the Seavigil and Wild Ranger. In-transits were Waterman's Iberville, Maiden Creek, Raphael Semmes, and Antinous; Seatrains New Jersey, New York, Texas and Georgia (Seatrains); Alcoa Pioneer, Roamer, Partner and Ranger (Alcoa); Southport (South Atlantic); Steel Apprentice (Isthmian); Arlyn, Angelina, Suzanne and Frances (Bull); Alexandra (Carras); Robin Mowbray (Seas) and Seawind (Seatrainers).

**Out Of Layup**

We had two ships go into temporary layup in the past two-week period, the Simmons Victory and the Transatlantic. To offset these layups we had the Omega and the Captain N. B. Palmer come out of temporary layup. Both of these took full crews.

We have been informed that we will have another Mariner ship added to the SIU fleet around the end of October. This will be the Badger Mariner which is to be delivered to South Atlantic in Chester, Pa. This is good news as most of the boys like these Mariners, and we all like the larger manning scale on this type of ship.

Claude Simmons  
Ass't Secretary-Treasurer

**Boston:**

## Union Settles Trinity Overtime Payoff Beef

Shipping continues fair in the port of Boston. Indications are that this situation should hold steady.

Paying off in Boston were the Royal Oak and Logans Fort (Cities Service); Yarmouth (Eastern); and the Trinity (Carras). The Royal Oak, Logans Fort and Trinity signed back on.

Ships-in-transit were: the Steel Rover (Isthmian), and the Antinous, Raphael Semmes and the Chickasaw (Waterman).

There was a beef when the Trinity came in for pay off. They called for two deck maintenance men. The Captain claimed that

the company ordered one OS (maint.) and one AB (maint.). Both men had shipping cards with AB (maint.) so we forced the company to pay overtime and back wages to the man signed as an OS. The shipping commissioner says there is no such thing as an OS (maint.). He says that all men sign on as Deck Maintenance and that the ratings cannot be altered, only the wage scales.



Hamaty

**Wrong Ship**  
Most of the new crew on the Trinity had spent the summer season aboard the Yarmouth and had their last ship to talk about. A mate admonished the painter not to be painting the name "SS Yarmouth" on the bow.

On the beach here are: E. Cooley, G. Krause, C. Cain, B. Ricketts, W. Grant, M. Caldes, F. Hamaty, A. Remos, R. Lee and "Shipwreck" Higgins.

James Sheehan  
Boston Port Agent

**Lake Charles:**

## Union Stands Ready As Labor Front Is Active

Shipping has been fair here for the past two weeks and it is going to get even better from all indications.

Ships coming through here in that period and taking several men apiece were the Government Camp, French Creek, Cantigny, Royal Oak, Logans Fort and Winters Hill (Cities Service); Bull Run (Petrol Tankers) twice; Del Valle (Mississippi); Republic (Trafalgar) and the Val Chem (Valentine).

Lots of action on the labor front here. The Brotherhood of Electrical Workers, AFL, has a picket line at the air base and we offered our help in case it is needed. Also there was a one-day strike here when a contractor wanted to run a sub-contract with non-union labor. He thought he could get away with it but was soon persuaded otherwise. The Teamsters set up picket lines near the job, on a highway near the city, State job or no. In the end they got what they wanted and we were ready to help if needed.

On the beach here we find N. E. Baker, J. Parker, L. Parker, H. Connell, W. Johnson, Ed Parsons, F. Reese, T. J. Moore, L. Clevenger, M. Guillory, T. Durio, B. Spear, T. Bolton, D. B. Fields, A. Morris and H. Granger.

Leroy Clarke  
Lake Charles Port Agent

**Baltimore:**

## Balto Mayor Promises Fight For Hospitals

We are glad to report at this time that shipping has picked up in the past two weeks and the outlook is that it will continue for the coming two weeks. There are still plenty of jobs, so all the bookmen are doing all right in this port without cause to complain.

Paying off were the Steelore, Venore, Chilore, Felore, Cubeore, Oremar, Bethore and Marore (Ore); Angelina, Mae, Elizabeth and Hilton (Bull); Beth Coaster and Calmar (Calmar); Robin Hood (Seas); Sweetwater (Metro-Petro); Steel Inventor (Isthmian); Hastings (Waterman and Bull Run (Petrol Tankers). All the ships signed on again with the exception of the Robin Hood, Sweetwater and Hastings and including the Baltoe (Ore) and the Seatiger (Colonial).

In-transits included the De Soto, Wacosta, Iberville, Afoundria and Antinous (Waterman); Alcoa's Partner and Ranger; Chiwawa (Cities Service); Alamar (Calmar); Robin Doncaster (Seas) and the Steel Designer of Isthmian.



Guzzi

Visit SIU Hall  
As the membership is probably aware, I have been in Philadelphia for the past week on the Atlantic Tanker drive and I am proud to say that it will not be too long before we knock this outfit over. We have had two outstanding tankermen make a visit to the hall recently. They are William Hohrein off the Navigator and Swede Ohstrom who is bosun on the Traveler. They are fine representatives of the SIU and are going all out to line up the "antis."

I met with the mayor on Monday, September 21, explaining to him exactly what it would mean to us if the USPHS hospitals were closed. He assured us he would do everything possible to keep them open, realizing that if they were closed they would throw an extra burden on the local hospitals which are already overcrowded. We are drafting a letter now to the mayor who has assured us that he would have it published in all the local papers so that the people will become acquainted with our fight to keep the hospitals open. We also want it entered in the Congressional Record and are trying to get our Congressmen interested in the project. The membership here is writing letters to

that effect. I would suggest everybody does the same.

**Oldtimer On Beach**

Oldtimer Louis J. Guzzi is around on the beach now. He's been a bookmember since 1946. He sails as chief electrician and does a bang-up job on every ship he sails. He thinks the SIU is tops, naturally, and believes we offer more to seamen than any outfit in maritime. Claims that we had to fight for it, though, and he's right. We didn't get it handed to us, and he warns the youngsters on the ships to work harder so they can carry on when the oldtimers leave off.

On Tuesday, September 22, Baltimore had its first air raid drill and it came off as a complete success. We should have more drills so we'll know what it means and know what to do if the real thing ever comes our way.

Earl Sheppard  
Baltimore Port Agent

**Seattle:**

## Sea Stories Scarce As Shipping Empies Hall

Shipping has been extremely good for the past two weeks and it is expected to stay on an even keel for the next period.

Ships paying off were the Liberty Flag (Gulf Cargo); Madaket, Gateway City and Kyska (Waterman); Cuba Victory (Seas); Mother ML (Eagle Ocean); Western Trader (Western Navigation); Longview Victory (Victory Carriers), and the Kulukundis (Martis). Sign-ons were aboard the Madaket, Gateway City, Kyska, Kulukundis, Western Trader and Longview Victory. In-transit ships were the Yaka and Bienville (Waterman); The Cabins (Cabins); Ames Victory (Victory Carriers), and Pennmar and Massmar (Calmar).

We have had both the Cuba Victory and the Mother ML lay up and we expect a few more to follow suit. However, the steamship companies say that these lay-ups are only temporary and we certainly hope so.

We wish we had some old timers on the beach so they could tell the membership some old sea stories, but with shipping so good there just aren't any around.

We have been thinking of calling the hospital and telling the doctors to get the boys in shape fast because we need them, but decided the hospital is doing a great job as it is. Those in the hospital now include E. E. Edinger, M. E. Newman, A. Compau and J. Thompson.

Jeff Gillette  
Seattle Port Agent

**Mobile:**

## New Teletype Machines Speed Port Messages

Shipping in the port of Mobile for the last couple of weeks was fair with approximately 106 men shipped to regular jobs and about 60 men shipped to various relief jobs around the harbor in the Marine Allied Workers Divisions.

We had a total of eight payoffs, five sign-ons and three ships in transit for the last couple of weeks.



Spencer

Ships paying off included the Claiborne and Monarch of the Seas (Waterman) and Alcoa's Puritan and Patriot, Clipper, Corsair, Runner and Polaris. Sign-ons were Waterman's Warhawk and Claiborne, and the Polaris, Puritan and Runner. In-transits for the period were the De Soto and Chickasaw (Waterman) and South Atlantic's Southwind.

There were no beefs for the last couple of weeks other than a few minor ones. They were settled to the satisfaction of the crew concerned in every case.

The City of Mobile recently had its elections for city officials and for the first time in 20 years swept clean the old officials and elected three new ones for the next four years. It followed a brief but bitter election campaign with the winners getting in on their promises to improve public services, lower public debts and save the city and the taxpayer money. The newly-elected City Commissioners took office on October 1.

**Speedy Service**

Another service for the membership was put into operation recently when all offices of the A&G District were connected by teletype. This insures speedy handling of all beefs and urgent messages and will prove of immense value to the organization in time and money saved. Recently, it came to good use as all ports were able to be notified in a matter of minutes that ratings of all descriptions were needed on the West Coast for payoffs coming in the next ten days. It beats the telephone and air mail by miles of tape and inconvenience.

Charley Spencer is one of the boys who dropped around the office recently. Charley has been around since the Union began and has been a Seafarer long enough to see and appreciate all the changes and benefits secured by the organization for the membership. Charley is married and usually ships out of here as a QM. For the past few years, he's been concentrating on sailing the Alcoa passenger ships. He is better known as "Sardines" Spencer among his shipmates.

At the present time we only have a couple of brothers in the USPHS hospital in New Orleans. These Mobile boys are William Reynolds and Roland Stanley, who would appreciate hearing from their shipmates.

A few of the oldtimers currently on the beach in Mobile include A. Pisani, F. W. Chavers, R. Graham, J. Demouy, E. Northrop, W. Ladnier, J. Owens, J. Davis, J. Fleming, R. Callahan, F. Cummings, H. Wilson, J. Russell and J. Graves.

Cal Tanner  
Mobile Port Agent

# A & G SHIPPING RECORD

## Shipping Figures September 9 to September 23

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	34	17	27	88	21	19	10	50
New York	190	172	153	515	167	143	129	439
Philadelphia	65*	51	38	154	47	45	37	129
Baltimore	169	108	84	361	138	99	79	316
Norfolk	29	21	18	68	14	7	6	27
Savannah	33	26	16	75	20	20	14	54
Tampa	9	15	15	39	2	4	3	9
Mobile	54	35	48	137	38	33	35	106
New Orleans	74	72	87	233	64	52	48	164
Galveston	54	20	28	102	83	66	56	205
Seattle	43	35	23	101	51	41	27	119
San Francisco	49	49	43	141	57	53	44	154
Wilmington	33	34	32	99	23	22	22	67

REG. DECK 655 622 725 604 510 1839



# IN THE WAKE

In 1886 a lieutenant in the US Navy was designated crown prince of Samoa, thanks to a great-uncle who had sailed in the merchant fleet. In the 1790's, Charles Ripley went to Samoa aboard a New England ship and there married a Samoan princess, whose descendants reigned over the 14 South Pacific islands which made up the Samoan kingdom. Years later, King Malietoa, who was opposed to the policy of Bismarck, was de-throned, and a king more agreeable to the German chancellor's plans for the strategic kingdom of Samoa was chosen. At the intervention of the United States and Great Britain, however, the matter was submitted to arbitration and Malietoa restored to power. Gratefully, the childless king acknowledged that Lieutenant Ripley, whose great-uncle was an ancestor of Malietoa, was to be his heir. The future bride of Lieutenant Ripley, however, didn't like the idea of becoming a queen, so Ripley declined the honor and never ruled the kingdom of Samoa.

Among the "queer fish" which live in the world's waters is the antennarius hispidus, which cannot swim, only walk... the carb, or drum fish, has actually been heard to make noise—a grunt... the vieltail moor telescope, a member of the goldfish family, is jet black, even to its eyes. Goldfish, incidentally, are found in great numbers in the rivers of China, and were first taken to Java by Chinese settlers in 1691, to remind them of home. The Chinese spent centuries in breeding goldfish, and developing many different species... In the waters of India the glass fish is found—even if it is not easy to see. This fish is almost perfectly transparent. Some specimens can be seen at more expensive tropical fish stores here in the States.

One of the most awe-inspiring discoveries of the New World, "a river with banks nine miles wide" was first sighted by European explorers 413 years ago. In 1540, a party of Spanish explorers set out

from Mexico seeking the legendary "seven golden cities of Cibola" to the north. Although they sighted vast, uncut forests, herds of wild cattle and a great untamed wilderness, the Spaniards saw no cities, only the mud houses of the Indian villages. Among the Indians, however, Coronado's party heard of "the most profound chasm on the face of the globe" and de Cardenas, a member of the party, and several others, set out to seek this wonder. The sight which met their eyes, and which they were the first Europeans to see, was the Grand Canyon of the Colorado.

Coronado never did find his golden cities, however, and his expedition was considered a failure from that point of view.

In the British Navy, to indicate the importance of any guest aboard a ship, the flag was raised or lowered to a certain extent and then fastened in place by a peg. From this custom we get the expression "taken down a peg" which is used to indicate, today, deflating the self-esteem of a person, lowering him in his own estimation... Fathom's original meaning is outstretched arms, which most seafaring men judged to be about six feet, the measure of a fathom today... Hand over fist, an expression which means with great speed or rapidity, refers to the agility of a sailor climbing a rope, which they apparently did so quickly that the comparison naturally meant great speed.

Many animals have had touching stories told of their loyalty to each other, or to a human master, and among these is the story of a swordfish which recently lived in the coastal waters of Italy. When three fishermen from Palmi harpooned a 200-pound, female swordfish, they pulled the body aboard and started back to shore. Soon one of the men noticed that the ship was being followed by the fin of another swordfish, which trailed the ship to shore. When the body of the swordfish had been laid on the beach, the second swordfish, which the fishermen now realized was her mate, leaped out of the water on to the shore and died beside her body.

# THE INQUIRING SEAFARER

Question: What do you consider the roughest ocean or sea you have sailed on?

Vincent Maffucci, AB: There is no doubt in my mind that the Arctic Ocean is just about the toughest bit of sea I ever sailed. I made a trip up that way on the Edward Fanning at the end of 1944 as the war was coming to an end. That sea is rough, boy, and it's no picnic trying to stay warm in those waters, either.

S. Harb, steward: The roughest patch of water I ever sailed was the Bay of Biscay. The wind was howling at 170 mph and tossing us around like a toy. We went around in circles for 24 hours and the only thing we could make in the galley with all that rocking was boiled eggs.

James Bell, OS: My nomination would have to be the Indian Ocean. Man, there is nothing rougher than that unless it is down in the South Atlantic around Capetown and the Cape of Good Hope. I made that in the Robin Goodfellow about one month ago.

Alex Anagnostou, offer: That has just got to be the North Atlantic in the winter. It's no picnic on summer days, but it sure is murder in the winter time. Once, on the Cecil Bean, it was so rough all we could do was drift for two days as the heavy storms knocked us about. That's the worst sea ever.

William Gulley, OS: They're all rough when they're in the mood, but there's nothing much worse than the North Atlantic, winter or summer. I don't like to be caught sailing on it when it's in a foul temper. A couple of others which are no picnic at times are the Indian Ocean, the Arctic Ocean and the China Sea.

Hemsley M. Guinier, stwd: I have been on the Pacific Ocean when there wasn't a rougher sea in the world, and I'm not kidding. I made the Far East run for over three years and that patch of sea between San Francisco and Yokohama is the devil's own playground. That's the deepest part of the ocean and the waves are mountainous.

# MEET THE SEAFARER



L. F. "WHITEY" LEWIS, ch. elect.

Sailing for better than a quarter of a century, Seafarer "Whitey" Lewis has seen more than his share of the world and adventures of the sea to go along with it.

Shipping out at the tender age of 17 aboard the Dillwyn as an OS, "Whitey," who is aptly named, has been sailing almost continually for the past 27 years, working his way up the ranks until he got his chief electrician's ticket. "Whitey," who comes by his nickname because of his full head of blond hair, still on his noggin after 44 years on this troubled earth, has sailed from here to the ends of the earth and back. He's made several trips around the world, been in all the faraway places with strange sounding names, but still likes to come back to New York to ship out.

His last ship was the John B. Waterman, of the company of the same surname. "Whitey" shipped out on the vessel last month from California, hit Miami, Fla., late in August, and planed up to New York City to see his family, register, and get ready to ship out again. He has a daughter, Shirley, 25 years old, and three grandchildren, age five, six, and seven, all girls. "Whitey" thinks it quite an oddity to have three grandchildren at his age, and odder still that they all should be girls. He's hoping the next one will be a boy.

SIU Since 1938 Lewis has been sailing with the SIU since its inception in 1938, and was one of the guiding lights in the formation of the organization. However, he says, this is the first time he's had his picture in the LOG, because he's been too busy sailing.

Seafarer Lewis, having shipped to all 32 points of the compass, prefers the Mediterranean run because "there's always something going on in those ports. You've got wine, women, song, culture and adventure all wrapped up in a neat bundle in the Mediterranean, whether it's Naples, Genoa, Bordeaux or Alexandria. Although I've sailed to the Far East, Europe, Africa and the Pacific, there's nothing to compare with the Mediterranean."

"Whitey" has spent some time ashore as well as shipping around the world, mostly on Waterman ships. His next-to-last vessel was the Jean Lafitte, another Waterman ship, getting off that to ride the John B. Waterman. He says he prefers the Waterman ships and the C-2 and C-3 type vessels, not for any special reasons, but probably because he has become used to them and the top conditions under the SIU.

"I'd like to get on a Mariner-type ship if I can," Lewis said. "They're real good babies, but pretty hard to make since there aren't so many of them out just yet. I'll get one sooner or later and that will just about complete the types of ships I've been on with the Union."

While working ashore, "Whitey" was a bartender in several towns along the Gulf and West Coast. He worked as a bar jockey in New Orleans, Mobile and Seattle, between trips. Lewis did not confine his bartending to shoreside, however, having put in one stint aboard the Del Norte (Mississippi) as a bartender-waiter combination in 1951 on a South American run.

Fought Fire Not all Mississippi runs were such set-ups for Lewis, however, with adventure of another sort happening to him while aboard the Del Alba. In 1950, known then as the Flying Eagle, the vessel was on its way from Buenos Aires, Argentina, to Trinidad, when a fire broke out in the No. 2 and No. 3 holds. About 300 miles from land, the crew pitched in to fight the blaze, extinguishing it only after it had destroyed the coffee cargo in both holds.

Another fire aboard ship was a bit more eventful, taking four days to battle and calling on shoreside fire fighters to lend a hand. For four days aboard the Sagadahoc in 1928 the crew battled roaring flames in the No. 2 hold carrying general cargo. The ship was heading out from Panama to San Pedro, Calif., but the fire wasn't put out until the San Pedro firemen came aboard the ship in port to extinguish the flames after four roaring days of flaming adventure.

# TEN YEARS AGO

The United States Navy issued a report showing that in the three years ended July 31 the Navy had grown into the greatest sea-power in history. Naval ship displacement approached five million tons and airplanes numbered 18,269... SIU agents reported progress in the search for a permanent Union Hall in New Orleans... The House of Representatives voted, 360 to 29, for the Fulbright resolution for United States participation in post-war peace efforts... Prime Minister Churchill promised a mass invasion of Germany from the west in combination with Allied forces striking from the south

Germany announced that Benito Mussolini, freed from his Allied captors by German paratroopers, had been named President of Fascist Italy, with a cabinet of 12 members... The Tokyo radio reported that Jose P. Laurel, Interior Commissioner of the Japanese Philippines government, had been chosen "president-elect of the future republic of the Philippines" at the first session of the "National Assembly"... SIU men

were treated royally when the crew of the Seatrain New Orleans threw a party for the Seafarers in Fort Lauderdale... The United States Senate unanimously approved President Roosevelt's nomination of Edward R. Stettinius, lend-lease administrator, as Under Secretary of State.

American Flying Fortresses, escorted all the way by Thunderbolts, penetrated 80 miles east of Paris and blasted the Champagne Airfield and Junkers 88 repair plant at Rheims in a heavy day raid... Led by British tanks, the Fifth Army troops entered Naples shortly after dawn on Oct. 1, 22 days since the Americans landed on the beaches below Salerno... A Greek destroyer sank a U-boat off Pantelleria... Naval authorities at Cape Town, South Africa, confirmed the loss in November, 1942, of the British ocean liner, Ceramic, in the Atlantic, with loss of 500 or more lives... The SIU, following its tradition as a democratic union working for the benefit of the Seafarer, announced constitutional provisions for the nomination and election of Union officials by the men themselves

# The Seafarers Puzzle

ACROSS

- Head of Annapolis
- Dutch port
- Stab of pain
- Fuss
- Sea between Philippines and Borneo
- He had an Irish rose
- Straits between Borneo and Celebes
- Island group in Indonesia
- Curved molding
- Captain
- Great writer on seapower
- Temple
- Macaws
- SIU gets the best
- Old type of warship
- Kind of code
- Conjunction
- Hiker's pack
- A sight on Sicily
- Tear down
- The ocean
- Volunteer
- Fart of leg
- Thin
- Old name for Haiti
- Group in Congress
- Drought breaker
- Our first line of defense: Abbr.
- Other
- Vocalize
- Pigpen

DOWN

- Bread spread
- Room in harem
- Honshu port
- Ruhr city
- Late great Italian actress
- Alabama: Abbr.
- Port in Norway
- Pigskin thrower
- Adjoin
- Alexandria's river
- Turkish rulers
- Poker bat
- Cloth on a lead-line
- Iles in Galway Bay
- Compel
- Shore-hugging ships
- Waterman ship
- Louis beat him twice
- Server
- Masters of Science and Arts: Abbr.
- Rupert: BC port
- The Emerald Isle
- Drug made from hemp
- River near Cuxhaven
- Girl's name
- Kingdom in Indo-China
- Tell, as a yarn
- Kind of monkey
- Navy boat
- Some

(Puzzle Answer on Page 25)

1	2	3	4	5	6	7	8	9	10	11
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# SEAFARERS LOG

October 2, 1953

Vol. XV. No. 20

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, NY. Tel. STerling 8-4870.

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## Dock Cleanup

After several months of uncertain rumbling, the lid has blown off the New York waterfront. A clean break has been made with the old ILA leadership which proved incapable of changing its ways, and a new deal is in the making for the rank and file dockworker.

It's understandable that Seafarers and the SIU should play a major role in this revolution on the docks. The SIU's participation in the drive was natural. Our union was chosen by the AFL for this task because it has a reputation as a clean, democratic, and also, a militant organization. Then, too, the SIU was in a key spot because of its role as a maritime union and its close relationships with the dockworkers on the piers.

This isn't the first time that attempts have been made to change the internal set-up in the old ILA. The SIU was well aware of the fact that things were not what they should be in that organization. That's why for the past 18 months the SIU had been promoting a program of waterfront reform through the Maritime Trades Department which was revitalized a year ago last spring.

When all these efforts failed, when despite pressure from Government, the public and the AFL the leaders of the old ILA clung blindly to the old way of doing things, there was only one course left open. That course is now being taken.

The job ahead isn't an easy one. Although teamsters, Seafarers and waterfront workers are pulling together to sweep the docks clean of the sell-out boys, the latter are not giving up what they have without a tussle. And the task of organizing a new union overnight is far from simple. An added complication is the expiration of the old dockworkers' contract in the midst of the new union's organizing drive.

But all these difficulties will not keep the task ahead from being completed. The rank and file longshoremen undoubtedly want a clean, democratic and effective union. It is in his own self-interest, in more ways than one, to support the new AFL-ILA in its efforts.

The SIU is confident that the tide is running with the new AFL longshoremen's union and with the rank and file longshore worker, and is positive a new union of longshoremen, by longshoremen, led by longshoremen will soon rise on the nation's waterfront.



## No Credit To P&O

It's a natural tendency for people to overlook the fact that shipowners, like any other employer, are only good to their employees because there is a union around to look after the seamen's interests. That's why the unfortunate case of the late Brother Juan Santalla should be an object lesson for all.

Here was a man who had worked for one company, the P&O, since 1908. He had served them to the best of his ability for 45 years, yet at the time of his death the company would not lift a finger in his behalf. Instead they slapped "baggage charges" for transporting his body to Havana and then back to Miami. And while his shipmates and friends attended funeral ceremonies and sent floral tribute, the company did not acknowledge the loss in any way.

Fortunately for the late brother, the SIU death benefit proved ample to meet all needs. Otherwise his shipmates might have had to chip in to assure that their brother, who had worked so long and faithfully for the company, would receive a decent funeral and a proper burial.

Maybe not all operators behave this way. Maybe they do. But the safest thing, as the seaman knows, is to put his trust in a good union.



## Prize For The LOG

Once again the SEAFARERS LOG has taken one of the major prizes in the annual labor press competition. This time the LOG won the award for the best news front page.

The judges of the contest, who were members of the faculty of the School of Journalism of the University of Michigan, deemed it an interesting and commanding page combining good photography with attractive make-up and news interest.

Naturally the editors and staff of the LOG are pleased by the latest recognition of the newspaper. But they well know that the main credit for this achievement goes to the Seafarers themselves whose interest and support through the years has made the LOG one of America's most respected labor newspapers.

# LETTER of the WEEK

## Urges People To Help Union Fight

To the Editor:  
As a longtime reader of the SEAFARERS LOG I feel it is about time to let everyone know my personal feelings about the great SIU, the best Union in maritime and one of the best in any field. I am also speaking as a strong union girl myself.

The advantages and the benefits which are presented to the Seafarer and his family, as well as the personal care, can hardly be matched by any union. The interest shown by the Welfare Department concerning one of the members of the Union astonished even such a die-hard union girl as this writer.

About one week ago my husband was very sick. Since he was not on articles at the time I was not quite sure what to do about getting what was coming to him from the Union. Little did I realize we would get more than we bargained for.

### Phone Call Does It

One telephone call to the headquarters of the Union brought an ambulance from a marine hospital (which Washington is screaming to close) and immediate relief for my husband's agonizing pain. I am eternally grateful for all that, but what amazed me beyond words was what the Union did next. The following morning at 8:30 the Welfare Department called up to ask how my husband was feeling. I was too stunned for words that the Union thought my husband was important enough to ask about that early the succeeding day.

We all know the great struggle to organize a union and the intense effort it takes to keep a union good and strong. We must also remember that a union, like a chain and its links, is only as strong as its members. Let us bear all these thoughts in mind as we continue our fight for the preservation of the marine hospital program.

I would like to appeal to all the wives, sisters, brothers, fathers, mothers, sweethearts, friends and relatives of Seafarers to write or wire their Congressmen to urge them to join the battle to keep the USPHS hospital program going along under a full head of steam and to keep the hospitals open.

### Ring A Bell

Now hear this, you good people: Make your message good and strong, make it ring a bell. Don't leave the work for your neighbors, because they may be out of town on vacation for all intents and purposes and may be leaving it up to you. Write to your Senators and Representatives now while the thought is still in mind.

It is the duty of all the women who have men in the Union to rally behind them in this far-reaching battle for preservation of hope and the hospital program. We must help them in their struggle for the hospitals, for their fight is as much ours as it is anybody's. We can't be shoved by the way-side, neglected and forgotten by society. We should not stand for this sort of public malpractice of human rights.

Helén Gaylord

## 'The New Waterfront'



## LABOR ROUND-UP

A \$500,000 bond drive is being conducted by the United Hat, Cap and Millinery Workers Union, AFL, to keep an eleven week strike going in Norwalk, Conn. The strike is being conducted by the union against the Hat Corporation of America with the major issue being the corporation's plans to move its operations elsewhere. With 1,500 members on strike and benefits of \$25 and \$30 a week being paid to each member, the strike has cost the union better than \$400,000 so far.

An offer to call off picketing of Hearn's department stores in New York has been made by District 65 of the Distributive Workers Union, CIO. The offer hinges on the store's reinstatement of 600 workers who have been out on strike since May 14. Since then the store has been operating with strikebreakers. Union sources said 200 of the original 800 strikers have obtained other jobs.

Railroad workers on the Baltimore and Ohio system are being urged to promote the railroad business by 19 unions with which the B&O has contracts. A message to the employees from the general chairman of railroad brotherhoods told workers that railroads were losing a lot of business to competitors and every union member should make every effort to promote shipping by rail so as to preserve his job.

Retroactive pension payments of a quarter of a million dollars will go to retired Ford auto workers under recently negotiated improvements in the Ford pension plan. The CIO United Auto Workers, which negotiated the improvements, said that they would mean another \$38,800 a month for all Ford workers currently on pension under the plan.

Several AFL unions are considering pooling resources to publish a national labor daily newspaper. Al J. Hayes president of the International Association of Machinists said that present plans call for a newspaper to be published daily in several cities so as to get the story of the labor movement to the American people.

Joint strike action by AFL and

CIO meat packers throughout the industry is a possibility. The Amalgamated Meat Cutters (AFL) and the United Packerhouse Workers (CIO) are preparing for a possible strike against the big four of the industry after breakdown of negotiations. Approximately 150,000 workers at plants of Swift, Armour, Cudahy and Wilson would be involved if the strike comes off.

Milk drivers in San Francisco kept half-century "no strike" record intact when they ratified a new agreement giving them a \$1 a day wage increase plus a health and welfare fund. Approximately 1,200 members of the union are covered by the settlement.

Big gains in organizing have been claimed by the CIO International Union of Electrical Workers at the union's fifth convention in Montreal. Union officers claim a membership of 400,000 in the industry after five years of combating the Communist-dominated United Electrical Workers. In the past year, the IUE-CIO has won 71 election victories in the National Labor Relations Board.

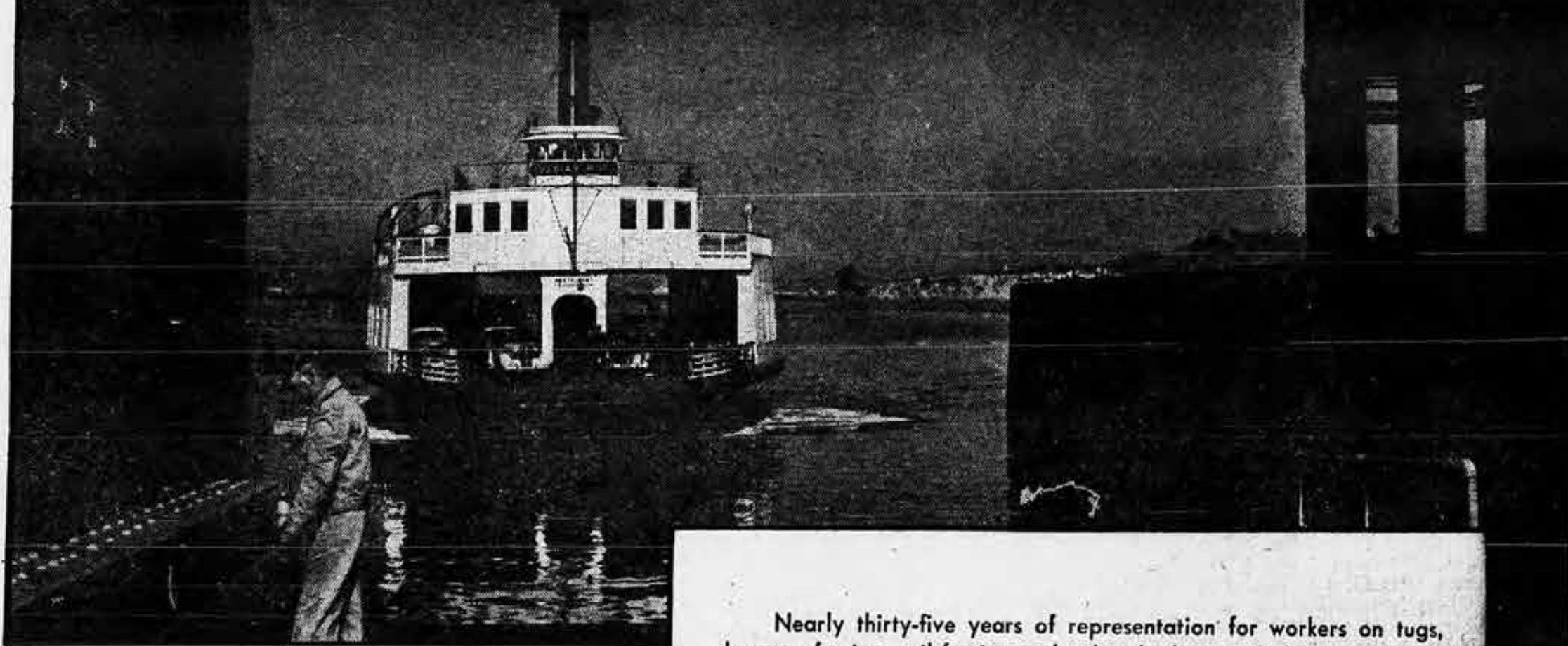
Hotel workers in the nation's capital have won a union shop at 23 hotels after a 28-hour non-stop mediation session. Approximately 4,500 workers in four locals of the AFL Hotel and Restaurant Employees Union are involved in the contract, which also provides time for Christmas and Fourth of July.

The American Newspaper Guild has a new president as Joseph F. Collis of Wilkes-Barre, Pa., defeated Harry Martin of Memphis in nationwide balloting. Collis got 7,498 votes to 7,284 for Martin. The latter had served as Guild president for the past six years, being reelected twice for two-year terms.

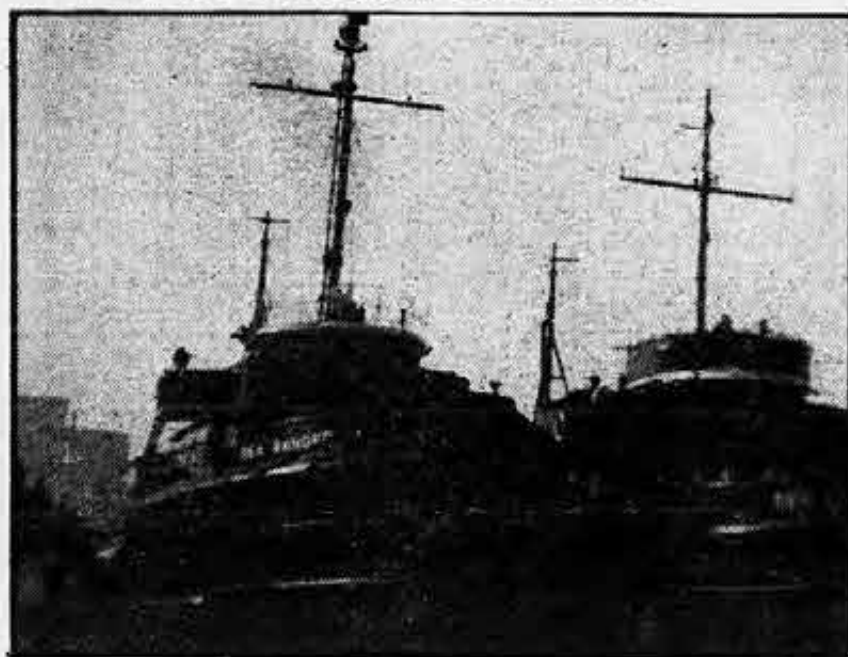
Railroad engineers, members of the Brotherhood of Locomotive Engineers have presented demands for a 30 percent wage increase on the nation's 200 major railroads. Approximately 80,000 men are affected by the move. Three other rail brotherhoods in the past month have presented similar demands on behalf of 320,000 other railroad workers.



# THE SIU INLANDBOATMEN'S UNION



Ferry pulling into slip at Richmond carries passengers and cars as boatmen prepare for berthing.



Sea-going tugs lying at dock engage chiefly in towing gasoline barges in coast-wise trade. Also make sea voyages.



Dockworker maneuvers sacks of sugar aboard freight boat on San Francisco Bay going from refinery to rail head points. Railroad barges and tows are an important factor in the union's operations.

Nearly thirty-five years of representation for workers on tugs, barges, ferries, rail-ferries and other harbor craft has been completed by the Inlandboatmen's Union of the Pacific. Now an affiliate of the Seafarers International Union of North America, the IBU was first organized on November 20, 1918, and received a charter from the old International Seamen's Union the following April.

Subsequently with the break-up of the old ISU, the union joined the CIO in 1937. However, it grew increasingly restive at the growth of power and influence of the Communist waterfront fraction in the CIO maritime unions. Consequently, in February, 1948, the membership voted overwhelmingly, by 6-1, to leave the CIO and join hands with the SIU. It was the first CIO union to act on the question of Communist influence on the waterfront.

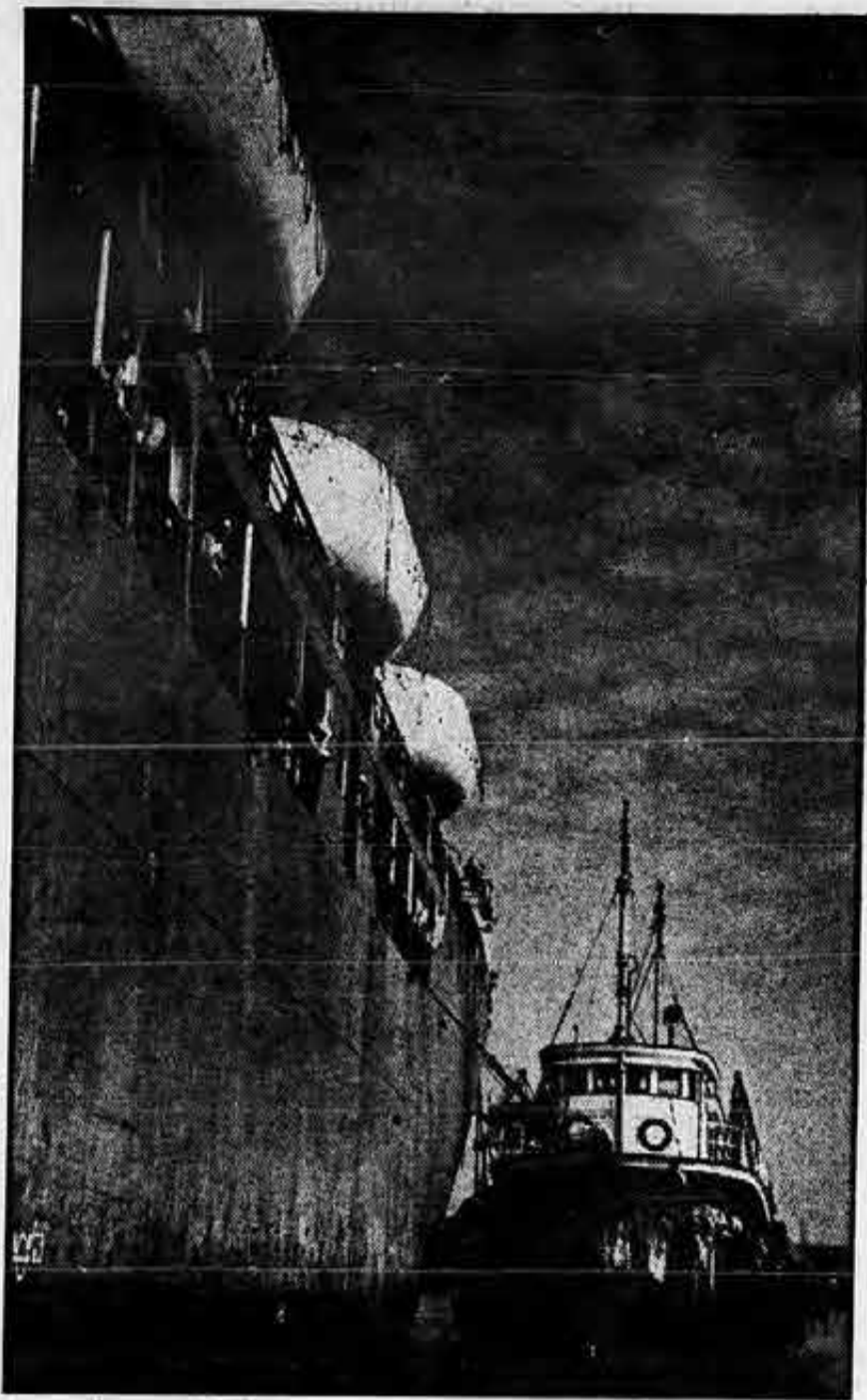
The IBU got its start in San Francisco Bay. During its early years its chief battles were with four big railroad companies that owned and operated practically all floating equipment in the Bay area. Railroad barge and tug operations are still important factors in the IBU's employment picture.

From its beginning in San Francisco, the organization spread up and down the West Coast forming branches in Puget Sound, on the Columbia River and in other inland waterways. The bulk of the union's strength still derives from the main port and waters of San Francisco Bay.

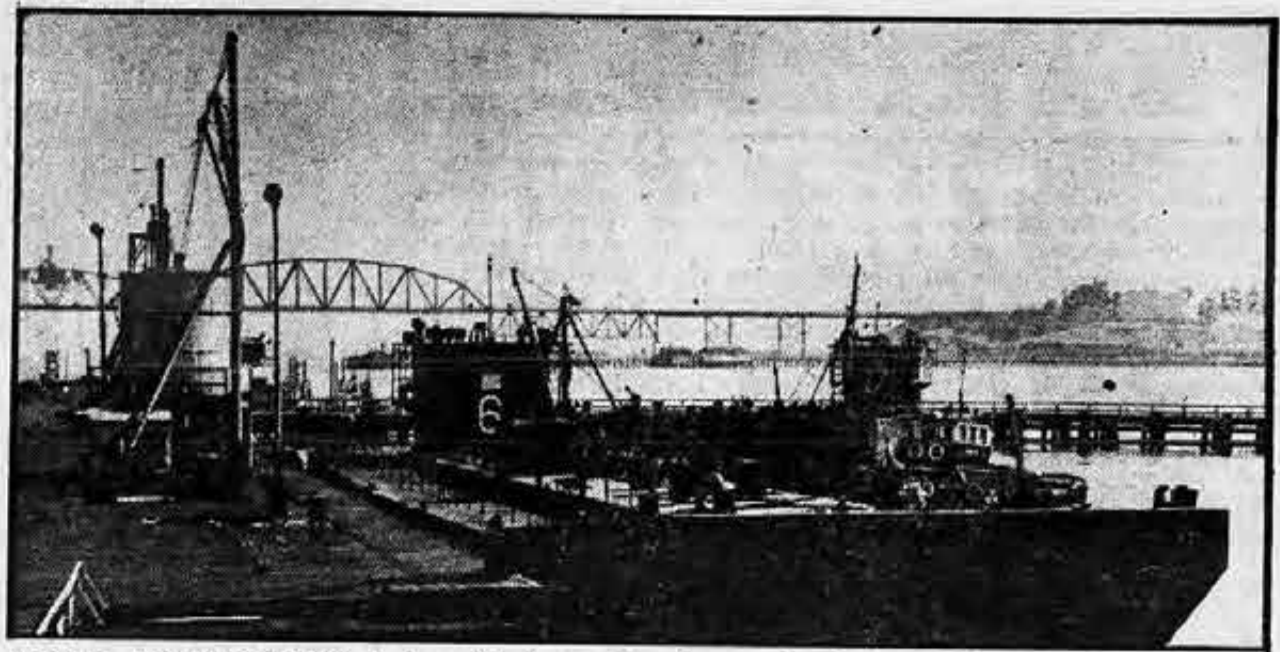
The history of the union has been featured by several major strikes and bitter struggles with employers. Today the union enjoys sound contracts with substantial wage scales and good working conditions. The five day, 40-hour week is the prevailing pattern in most of its operations.

One current problem faced by the union has been the displacement of commercial and auto ferries in the Bay as new bridges are built. However with a variety of other operations, including the rail tugs and barges, oil barges, dredges, cement tugs, harbor towboats and the like the union is looking forward to a good future.

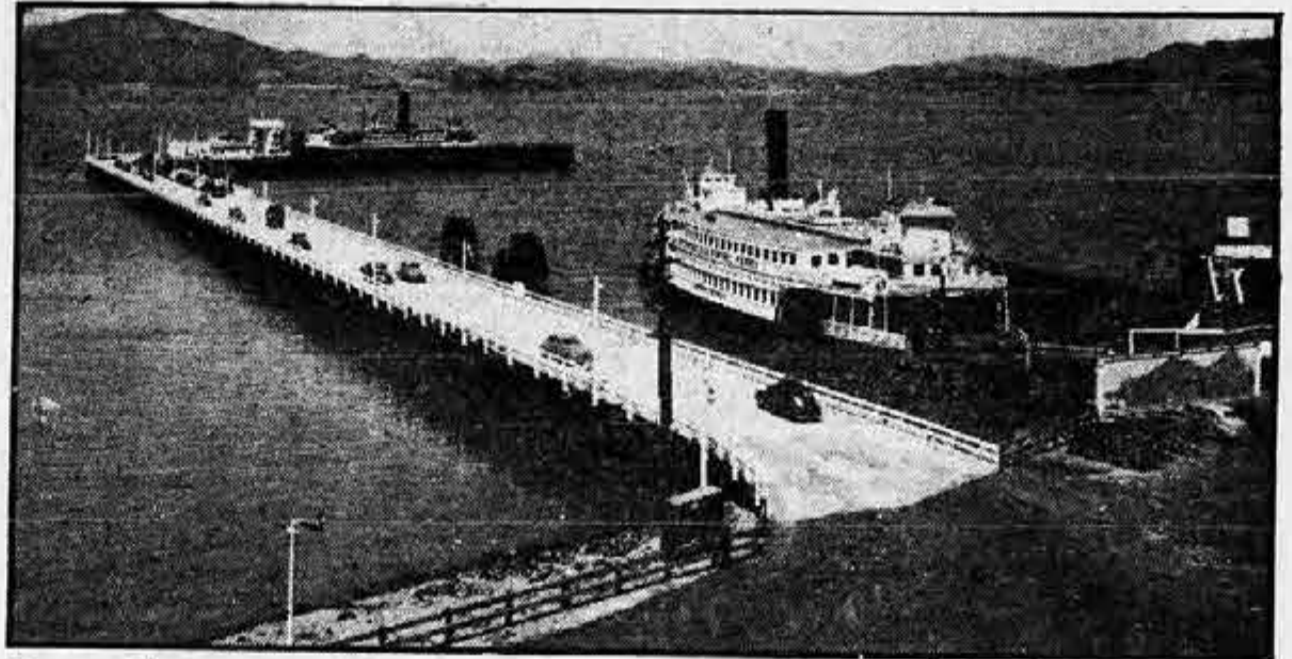




Tug Sea Prince, one of a fleet of 14 such harbor tugs, helps berth large transport as part of daily routine.



Harbor tug Encial brings two Shell gasoline barges to docks at Martinez. Movement of petroleum products on San Francisco Bay is major inland operation.



Some of last commercial auto ferries operating in San Francisco Bay are these two of the Richmond and San Rafael Ferry Co. Bridge will replace them in '56.



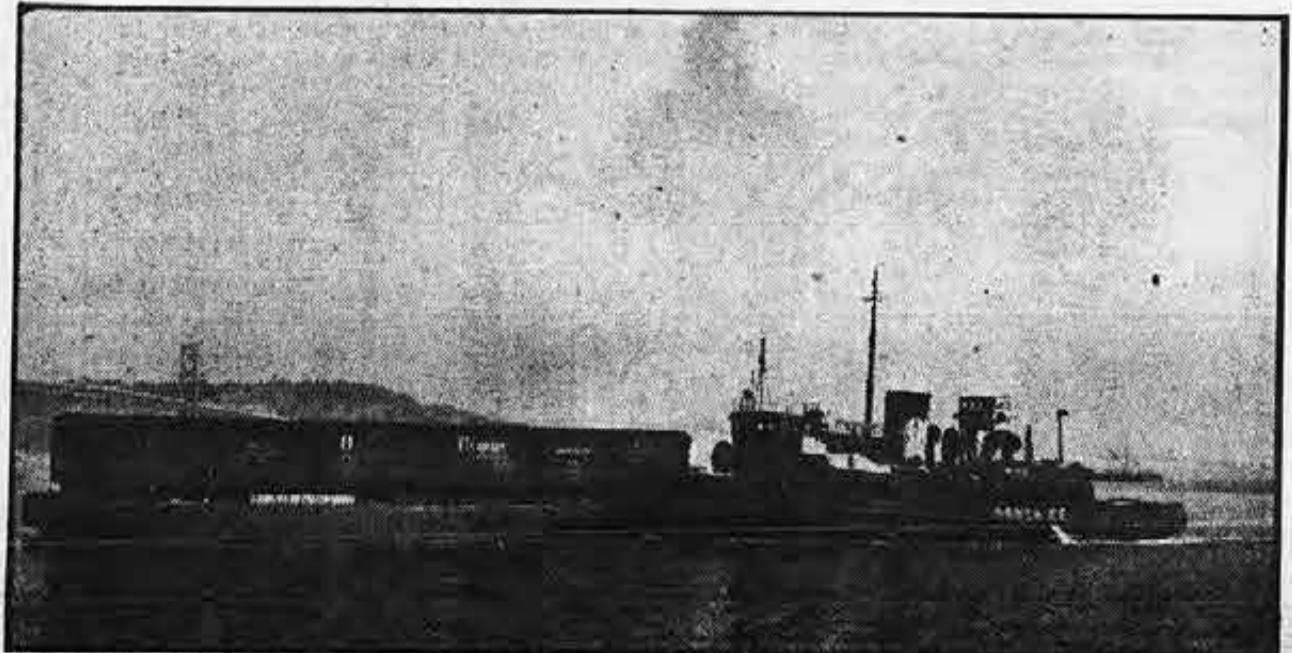
Captain John Fox, Inland Boatmen's Union president, hits deck at meeting to discuss union welfare plan.



Boatmen on tug Sea Lark look at damage to freighter Edgar Luckenbach after a collision at the entrance to San Francisco Bay with another vessel.



Roger Randall, San Francisco IBU business agent, looks over report on union affairs at a recent business conference. The union has made great strides in the past few years and looks forward to even further advances.



Sante Fe Railroad tug John R. Hayden operating car float across San Francisco Bay is one of many tugboats engaged in similar operations on bay. New bridges spanning the bay have tended to curtail some of the ferry services but operations like this continue and expand.



# MARITIME

The Port of New York Authority was criticized at the recent meeting of the American Association of Port Authorities for alleged favoritism. David Mackie, Chairman of the Eastern Railroad Presidents Conference, charged that the New York Port Authority was responsible for a 34 percent reduction in the port's proper share of external trade. Mackie's assertions were quickly challenged by Walter P. Hedded, New York port development consultant and Howard Cullman, chairman of the Port of New York Authority, who declared that the railroad companies, themselves, had obstructed fast freight handling for over thirty years. This rhubarb was the result of a long-standing beef between the Authority and the railroads.

Texas ports on the Gulf Intracoastal Waterway and connecting canals handled a near record volume of shipping last year, according to the annual report of the American Waterways Association. Twenty-four of these ports handled 149,562,991 tons of cargo last year or almost 7,000,000 tons more than the previous year. Houston led the list with almost a third of the total. Port Arthur ranked next and Beaumont was third.

Isbrandtsen Steamship Company, has received permission from the Interstate Commerce Commission to wind up voyages by transporting cargo inter-coastally from West Coast ports to Atlantic ports. A new service to New Haven, now serviced by the ports of New York and Boston, will be made possible by the new shipping arrangements. The ICC said that a need had been shown for such service to New Haven, amounting to about 1,500 tons of cargo per vessel.

The Spanish freighter Marte arrived in St. Johns, Newfoundland, after a three day battle to check the rise of water in the hold. The Marte, a 3,744 ton ship, developed a bad leak in her hull plates while still 560 miles southeast of the Canadian port. She was escorted into port by the US Coast Guard cutter Barataria, whose crew joined the Spanish seamen in a round-the-clock operation pumping out the hold. Loaded with grain, the vessel was going from Montreal to Spain. She first tried to reach the Azores, but was forced to turn back.

S. D. Sturgis, Jr., Chief of Army Engineers, urged American participation in the construction of the St. Lawrence Seaway. Speaking at the dedication \$46,200,000 Conemaugh dam in Saltburg, Pa., Sturgis made his appeal to the interested audience of over 2,000 leaders in the maritime, transportation and power industries. The Conemaugh dam is the tenth and key project in the planned system of 17 structures to protect the upper Ohio River and the City of Pittsburg from such disasters as the 1936 flood.

A new ocean terminal will be built at Charleston, South Carolina, in the near future. The cost of the new terminal is estimated at about \$10,000,000 by Cotesworth P. Means, chairman of the South Carolina State Ports Authority. Preliminary surveys by engineers, including test borings, have been taken and the new facilities will be built in the downtown area. The plan calls for a modern concrete terminal of the marginal wharf type, large enough to handle five ocean-going vessels simultaneously. One of the berths will be equipped for molasses, liquid sugar, vegetable oils and other liquid cargoes. Charleston's foreign trade, reflecting the industrial growth of the South, has more than doubled its pre-war average. With favorable action by the legislature, construction should begin next year.

A medium-sized British freighter, the 4,081-ton, 370-foot Shell Quest, has changed hands and has been fitted out as a depot ship for launches searching for underwater oil in the Persian Gulf. Formerly called the Macgregor Laird (Elder Dempster Lines), the Shell Quest has been acquired by the Anglo-Saxon Petroleum Company, Inc., and her interior spaces have been completely altered for her new role.

The Navy's Military Sea Transportation Service has announced the chartering of an additional tanker from private shipping. The new tanker will be for military use beginning in October. Immediate plans are to use the newly-chartered vessel, the eleventh such ship chartered for next month, in the transportation of refined petroleum products. . . . The Canadian schooner Norsya struck a submerged wreck in the St. Lawrence River and foundered 185 miles below Quebec. The 126-ton schooner, with a crew of seven men, had left Quebec with a load of wood for Frobisher Bay. No loss of life or injuries among the crew were reported. . . . Holland-American Lines announce the "economy" liners Maasdam and Ryndam will schedule special sailings to permit Christmas holiday visitors to spend Christmas and St. Nicholas Day on the Continent. The Maasdam will leave New York on November 23 and will call on channel ports. The Ryndam will leave on December 12 and dock at Rotterdam.

# SEAFARERS in ACTION

Anything that can be done to make shipboard life a little more comfortable and more interesting is always welcomed by any crew. There's lots of off-watch spare time on board a ship when crewmembers are anxious for any kind of satisfying and constructive recreation. Seafarers who help out on this score by securing recreation gear or making things easier for the crew certainly merit the praise of their shipmates.

By doing so, they make for a smoother trip with less beefs all around.

A couple of crewmembers on the Delta Lines freighter Del Aires got a vote of

thanks from their appreciative shipmates recently when they took time off from their own shore leave to pick up a good selection of records and games for use by the crew at sea.

They were Leopold Faulkner, second cook, and Jesse Rabago, wiper.

Faulkner has been sailing with the SIU for a good many years, joining up with the Union in the Port of New York on February 24, 1945. The 28-year-old Seafarer was born in the US territorial possession of the Virgin Islands, and calls the island capital of St. Thomas his home town.

Rabago has been sailing with the SIU for just a little over two years now. He got his start in his home town of Galveston, Texas. Jesse celebrated his 23rd birthday last July 11.

Another Seafarer who deserves a hand for making improvements

for the crew on his own initiative is Robert L. Ferguson of the Ragnar Naess (Sea-transport). Ferguson, who is also ship's delegate, took on himself the job of setting up shelves for all

the books and magazines the crew had aboard. That way the crew will have a spot for their favorite reading matter and will know where to find the stuff.

Ferguson, who sails in the engine department, has been a member of the SIU since January 29, 1951. He joined the Union in the port of New Orleans. The 34-year-old Seafarer comes from Clarendon, Arkansas.



Faulkner



Ferguson

# On the Job

## Handling Compressed Gases

A variety of compressed gases (in gas or liquid form) will often be carried aboard ship in heavy cylinders, either as part of cargo, or for use on board for various work details. Such cylinders might contain potentially-dangerous gases like acetylene, liquefied petroleum (which is mostly butane), freon, oxygen and carbon dioxide.

The cylinders in which these gases are stored are designed for maximum safety under a great variety of conditions. Still now and then something will go wrong with a cylinder, or it will be handled improperly, with unhappy results.

To begin with, only cylinders carrying an ICC label are properly-designed for storage of compressed gases. Such cylinders have been tested and equipped with a pressure relief valve. Any other kind of container for compressed gases should be given a wide berth.

Because of their thick walls and solid construction, the cylinders are very heavy and are tough to handle. Lifting handles or small hand trucks should be used to move them around. If this kind of equipment isn't available the cylinders can be rolled on their bottom edges, but should not be dragged.

If at all possible avoid cuts or dents in the cylinders. They should be secured at all times against dropping, capsizing or banging against each other. The cylinders are designed for use and storage in an upright position, particularly when the gas stored is in a liquid state.

### Leave Wrenches On

When hooking up cylinders for use, care should be taken that all connections and regulators are of the proper size so that a tight fit can be assured. The cylinder valves should be opened slowly so as to avoid sudden pressure against the regulator. Where valves do not have their own hand wheels and wrenches or keys are used on the valve stem, the implement should be left on the stem while the cylinder is in operation. The way the cylinder can be turned off quickly in an emergency. The proper kind of wrench for this purpose is usually supplied by the same source that supplies the compressed gas.

In making connections to the cylinder, the valve should be cracked for a moment to clear any dust or dirt out of openings. The opening should be directed away from the body. An obvious precaution is to keep combustible gases like acetylene away from flame when releasing them.

All compressed gases should be used with a reducing valve between the cylinder and the connecting line. Each type of gas container requires its own gauges and regulators. They should not be switched from one type of container to another. The regulator has an adjusting screw which has to be released with a counter-clockwise turn before the cylinder stop valve is opened.

In the reverse procedure, the stop valve has to be closed and the pressure in the line released before connections are broken for any purpose.

All cylinders carry a fusible plug of material which will melt under excessive heat or pressure before the cylinder wall will disintegrate. This of itself is protection against cylinder explosion, but if the plug melts, the cylinder contents would be released. Therefore, the cylinders have to be kept away from sparks, hot metal, electricity or excessive heat.

### Bottled Cooking Gas

Liquefied petroleum, consisting of butane or butane-propane mixtures, is becoming increasingly popular on board ship for heating or cooking purposes. This is especially true of smaller vessels, where the "bottled heat" takes up less space than any other cooking agent. This gas has a tendency to settle when released and will form gas pockets. If mixed with air it can become highly explosive. Furthermore, it is colorless and can only be identified by its odor which is put in during its manufacture.

Because of this settling quality, it's best to store this gas outside of the ship's superstructure, on or above the weather deck, and provide top and bottom ventilation for the cylinders. Regular tests for leaks in the connecting system are a must. The appliance valve is closed, master and one cylinder valves opened and a gauge reading test taken. Then the cylinder valve is shut. Pressure should be constant for at least ten minutes.

Acetylene cylinders contain a porous solid-like charcoal or asbestos which is soaked with acetone. This is necessary to keep the tank from exploding under certain conditions. The acetone also serves to dissolve 25 times its own volume of gas, increasing the cylinder's capacity considerably.

Acetylene cylinders should be kept upright at all times, and pressure on the line kept below 15 pounds per square inch. After lengthy use, the cylinder temperature will decrease and pressure will tend to fall off. It's then necessary to allow the cylinder to warm up and restore the necessary pressure.

## Burly

## He Should Know

## By Bernard Seaman

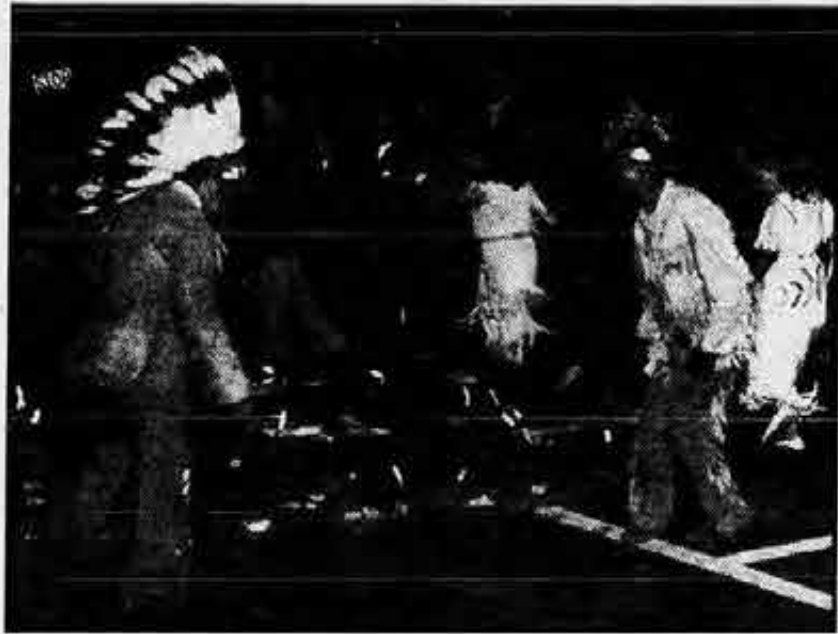




# Indians Convene At SIU



Part of the large crowd gathered outside the SIU hall in Brooklyn to witness the ceremony of the annual visit of the Tuscarora Indians to the SIU is shown above. While the crowd sat enthralled at the various events, the chow line also proved a popular attraction.



At left a group of Indians and guests partake of the firelight dance ceremony around the bonfire. Some of the guests were inducted as honorary tribe members. At right is one of the visiting Indian chiefs in his full regalia.



A Tuscarora maiden invokes the blessings of the Gods, chief of whom is Manitou. Other colorful ceremonies included recitations of tribal history, an authentic peacepipe ceremony between the Indians and their friends, native war chants and Iroquois dances around a blazing bonfire.



At left is Seafarer Wallace Anderson, Mad Bear of the Tuscaroras, shown in ceremonial dress. At the right is another chief. Anderson, who is an SIU member, is responsible for the yearly event. To the right is a few of part of the large crowd attending, showing who the real "wild Indians" are.

# SIU Helps New AFL-ILA Organize Longshoremens

(Continued from page 3)

knowledge of the problem Hall was assigned by the AFL to the key strategy job in the campaign where he could give advice and assistance to dock workers striving to reorganize their union. The entire headquarters apparatus of the SIU has swung into action to aid the new union. The nucleus of a new longshore organization has already been established with such men as John Dwyer, rank and file leader in the Chelsea local 895, taking posts of leadership. A steering committee of longshoremen checkers, and other crafts has been appointed to run the organizing drive and set up the machinery of the new organization.

Longshoremen, long replete, as the old ILA deteriorated, acclaimed the program of the new organization. They were assured that the new union would be a democratic one, with major decisions and all control in the hands of the membership. The old "five and ten cent" contracts will be ruled out with wages and conditions to be established as the best in the industry.

### Membership Control

The membership will get the right to approve, reject or change contracts. Decisions will be made at regular membership meetings where all longshoremen will be assured full rights to free speech. Financial reports, decent union halls, a good union newspaper and the other standard attractions of a sound trade union will be offered to them.

Longshoremen are promised too, a fair job system with the fullest possible security and seniority provisions will be set up on the docks.

The imminent crack-up of the old ILA, follows many months dur-

ing which increasing pressure was put on that union to reorganize, but without success. With the old ILA under fire from the state, the newspapers and the public, the SIU took steps through the Maritime Trades Department to try to correct unhealthy conditions on the waterfront.

A program of reform was drafted and approved by the MTD which includes many of the points specified in the current organizing drive. However, when efforts were made to put the reform program through, the MTD met with stubborn resistance on the part of those elements in control of the old ILA.

Meanwhile, the New York State Crime Commission had spotlighted many of the abuses to which rank and file longshoremen were subject, and as a result, longshoremen



John Dwyer general organizer of the AFL-ILA, addresses meeting.

were put under the control of state machinery, with the state having the power to dictate conditions of employment for dock workers.

Here the AFL moved into the picture, demanding that the old ILA take immediate steps to clean house. Once again, the ILA failed to take any concrete steps towards reform with the result that the convention voted the expulsion action, and chartered the new AFL-ILA.

# Indians Smoke Peace Pipe At Union Hq.

(Continued from page 2)

honorary members in a firelight ceremony. There was more dancing about the fire, but the whoops of the Tuscaroras were often drowned out by the lustier cries of the several hundred children of SIU members and Brooklyn neighbors, who were among the large crowd gathered to watch the event. The bonfire was finally abandoned by the Iroquois to these real "wild Indians."

The purpose of the visit by the Indian League was to air a set of grievances against New York State and the American and Canadian governments at the United Nations. Under the Indian treaties, the tribes officially retain their sovereignty. Chief Rickard has complained that the state and federal governments were encroaching upon the rights of the Indians. He asked for the support of his friends, pleading that only with such support could the few remaining Iroquois tribes retain their identities. There was to be a general powwow of the whole Confederacy in Central Park the next day to discuss these matters.

In spite of these serious overtones, mirth was the watchword last Friday. It was quite a treat for the participants and the spectators and the SIU and the Tuscaroras hope to make this an annual event.



MEET YOUR OLD SHIP MATES AT THE SIU'S OWN

## Port O'Call

AT THE UNION HALL  
4TH AVE AND 20TH ST.  
IN BROOKLYN. SWAP  
YARNS AND WATCH  
THE FIGHTS ON TV.  
NEW LOW PRICES  
AND YOU'RE ALWAYS  
WELCOME HERE AT  
YOUR OWN PLACE.  
OWNED AND OPERATED  
BY THE SEAFARERS  
INT'L UNION-AEG-AFL



### Passenger Ship Budget Blues

By E. Reyes



## Did You Know . . .

That next year will mark the hundredth anniversary of the birth of Andrew Furuseth, founder of the Sailors Union of the Pacific? Called the "Abraham Lincoln of the Sea," Furuseth devoted his life to the cause of maritime trade unionism and was responsible for the forging of the first American seafarers union. His activities in Washington on behalf of seamen resulted in the passage of the White Act, the Maguire Act and the LaFollette Seamen's Act. He was the first labor leader in American history to be given a state funeral.

ferred to as "Hell's Half Acre?" Although the origin of this phrase is in doubt, it is possible that it was first widely-applied in the United States to a particular spot on the Civil War battlefield of The Wilderness in Virginia. The name is also applied to areas which have peculiar geological formations. Most noteworthy among these is the scenic area in Natrona County, Wyoming. This is a broad gulch filled with freakish formations resembling columns. Here, at least, it's a misnomer, because the area actually covers several hundred acres.

That qualifications for the jobs of SIU patrolman or port agent are three years of sea time aboard an American flag vessel or vessels? If a candidate is seeking a Union job in a particular department, then his sea time must be in that particular department. At least four months of the time between January 1st and the time of nomination must have been spent at sea or with the Union, or a combination of both. He must have at least two years continuous good standing in the Union.

That approximately 95 percent of all rivers in North America flow South, either in a Southerly direction or into other streams that flow southward? There is only one important river in the United States which flows northward. This is the St. Johns River in Florida. This unique body of water is the subject of a book by Branch Cabell, called "The St. Johns" in the "Rivers of America" series. A number of rivers flow northward for part of their courses. Among these are the Monongahela, the Tennessee, the Big Horn, the Montana and the Powder rivers.

That a neighborhood of questionable reputation is often re-

### Seafarers Take A Dip In The Deep



Seafarers Alex Witchens, left, and Tex Metting take a seaman's brief holiday by braving the breakers as they head for a swim.

### Occidental Seafarers Meet In Orient



Don Ruddy, MM, met up with some old seafaring buddies on his trip to the Far East aboard the Massillon Victory (Eastern). In upper photo he is seen second from right with Jess Barton, left, and Al Copeland off the Sea Vigil, and Mishiko Yamoako at the Golden Dragon in Yokohama. Bottom: Ruddy, right, goes shopping with Bill Davy, left, and John Monast off the Lucile Bloomfield.

### LOG-A-RHYTHM:

## In Answer To A Prayer

By Bill Bryant

I've often heard my mother say, "Son, it is true,  
If you trust the Lord, He will stand by you.  
No matter where you are or what your troubles be,  
If you put your trust in God you will surely see."

I never gave much thought what mom said to me,  
Never dreaming of the day I would ever really be  
In need of a hand to help and show tender care,  
But I lived to learn, in answer to a prayer.

One day while on the sea an occasion rose where  
What mom had often told me, dictated a silent prayer,  
I won't go into detail on what happened over there,  
I merely want to mention an answer to my prayer

Not only saved my life and helped me to return,  
It also taught me something all the world should learn.  
A prayer will always help, regardless when or where  
You are when you need and plead for care.

In answer to a prayer the Lord stood by me when  
My darkest hour of life presaged a fatal end  
Which surely seemed would come to me while over there  
Mom's advice came true, in answer to a prayer.

By the will of the Lord, in answer to my prayer  
I lived and I returned from the battle over there  
And I am more than thankful, for I can proudly say,  
God's answer to my prayer is why I'm here today.

In answer to a prayer I'm alive and I am here,  
To live again the life I dreamed of over there,  
To enjoy the many pleasures a sailor knows so well,  
In answer to a prayer on which my thoughts did dwell.



# The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

Although we've devoted a good deal of space to cameras running into hundreds of dollars, we shouldn't forget that the simple box camera is quite versatile and, if properly used with some low cost accessories, can turn out good photos.

First introduced by George Eastman in 1888, the roll-film box camera has become as much an American institution as baseball. Of the more than 30 million cameras in the US, the great majority are non-adjustable types. It has become everybody's camera for two good reasons: low cost and simplicity of operation. Even the most unmechanical bumbler can make good pictures with one.

Most photographers are aware of the box camera's limitations—it has a slow lens and shutter (usually about f-11 or 16 and 1/30 second), focus, aperture and shutter are fixed, and the lens is not sharp enough to permit huge enlargements. But even so, the box camera is capable of more than Sunday snapshots or backyard portraits. In knowing hands it can be used for flash, color, close-ups, seascapes, still lifes, candid, night shots and even action photography.

If you now own a simple, fixed focus camera, don't wait until you can afford a more expensive outfit before you try to make really good pictures. Even if you own a more advanced camera, it's a good habit to return to a box camera and the bone-bare elements of photography.

### Simplicity Of Operation

Box camera operation is simplicity itself. Just load the film in subdued light, following the directions in the instruction booklet. Hold the camera as steady as possible; if you move during exposure the slow shutter of 1/30 second will give you a blurred image. Get a good solid grip on the camera and press it firmly against the body. Now center the subject in the viewfinder and gently squeeze, not press, the shutter release button to make a snapshot. Turn the film advance knob until the next number appears in the colored window in the camera back. Do this at once after every shot to avoid the danger of putting two exposures on the same frame.

For action—follow these three tips:

1. Avoid extreme close-ups—the farther away you are from the moving subject, the greater the action-stopping power of your shutter.
2. Try to shoot the motion coming directly towards or away from the camera rather than at right angles to it.
3. Try to catch moments of peak action. Peak action is suspended motion—a pendulum at the far end of its swing, or a diver poised in midair just before he drops.

**For flash**—A simple flash attachment is available for most modern box-type cameras. You just insert the proper size bulb, point your camera at the subject, and trip the shutter. Internal synchronization fires the flashbulb in step with the shutter. Exposure is determined by the distance from the flashbulb to the subject.

**For time exposures**—Place your camera on a solid support, set the shutter for "time" or "bulb" and make the exposure. With bulb settings, the shutter remains open only as long as you depress the shutter release; with time settings you trip the shutter once to open it, then a second time to close it. Be sure that nothing jars the camera while the shutter is open. You can make brief time exposures (two or three seconds) of people near windows or in brightly lighted interiors. Outdoor scenes at night may require long exposure of up to 30 seconds.

**For close-ups**—A supplementary lens is necessary. You can get these lenses in convenient slip-on mounts to fit over your regular lens. They come in three powers of close-up ability. Place the camera on a firm support and measure the subject-to-lens distance carefully with a tape measure. The correct distance is given in the instruction folder which comes with the lens. When centering the subject in the viewfinder, allow a little extra room on the viewfinder side. At close distances viewfinder and lens don't coincide exactly.

The above holds true not only for the classic box camera but for some of the modifications that have taken place through the years.

## Army Paper Lauds Trader

Seamen and Seafarers in particular make friends wherever they go, from the tip of Greenland to the Cape of Good Hope; so it was no wonder recently that an Army outfit in Korea dedicated one of the latest issues of its publication as a farewell message to the men of the Western Trader (Western Navigation).

Unloading coal in Ulsan, Korea, recently, the Seafarers of the vessel found mutual friendship with the GI's and officers of the Second Amphibious Support Brigade who handled the unloading operations. It was more than a dockside camaraderie and acquaintance. As soon as the men of the ship and land outfits got to know each other, it was full speed ahead for fun and mutual frolic.

### Mutual Aid

While the Army outfit opened its PX, club and recreational facilities to the Seafarers, as well as to the topside personnel, the Western Trader reciprocated by allowing the soldiers the run of the ship. In addition to that, Uncle Sam's boys in khaki and olive drab were treated to the finest eating they ever had since they left the States. The Army paper, the "Amphibian," was high in its praise of

the ship, the men and the food. "The treatment received by our men who have been working or visiting the ship is something," it noted.

"No article on the Trader can be complete without mentioning the fine cooks and baker and delicious food they serve." If you have imagination, it advises, "imagine this; they give you a menu and you have your choice of several different dishes. The men responsible for this fine food are Chief Cook George, Second Cook and Baker W. Deal, and Third Cook Harvey."

### More Praise

Other members of the crew along with the officers of the ship came in for praise from the paper, which recounted a partial history of the ship since the Liberty was built in the war year of 1943. Bosun Freeberg and Brice Ruggie, ship's delegate, came in for special praise from the paper and the outfit for help in painting the Army chapel which served the outfit's spiritual needs.

## Beira Bull Writes Own Script In Tale Of Bull Ring Battle

When you've heard one bull story you've heard them all, the old saying goes, but according to Seafarer Louis Guellnitz, chief steward aboard the Robin Hood (Seas), this is a tale with another ending.

Real bull stories are not fashioned out of whole cloth, but in bull rings, and that is where Guellnitz found his. The locale was Beira, Mozambique, East Africa; the setting was a bull ring, and the cast of characters included four seafaring men, thousands of natives and a bull named Montmorency.

After buying their way into the local arena, where prices varied according to the way the ticket seller sized you up, Guellnitz, Mac Anderson, Richard Montena and William Biskas made their way along the rickety benches which encircled the bull ring.



Guellnitz

### First Act

As a preface to the main story, the spectators were treated to a short introduction to bull fighting, furnished by an ancient bull who didn't care to and several perpetrators of the trade who weren't quite sure how to go about arousing his interest. That was before Montmorency came upon the scene.

It didn't take old Taurus long to upstage the rest of the show chasing the paid performers around the arena and rendering most of them

hors de combat. It began moderately enough with the bull applying his horns to the seats of several picadors as they scampered over the protecting fences around the ring. Spectator interest increased as the bull became more aggressive, knowing he had four Seafarers on his side.

Montmorency then turned his attention to the mounted matador and chased the rider and his horse around the ring so shamelessly that the animal had to be led out of the ring in a shocked condition. Before the dismounted matador returned for the finale, Montmorency scripted a few lines of his own, ad-libbing an off-the-cuff encore. With a mighty effort, the bull leaped over the restraining wall and into the path circling the

fence between the seats and the bull ring. Havoc broke loose among the spectators trying to get out of the path of the onrushing bull. Montmorency was just out for a stroll, however, and bothered no one beyond butting a few handlers over the wall.

Back came the matador and Montmorency took out after him like a banshee. When last seen the matador was retreating over the other side of a fence. The bull, however, wouldn't let well enough alone and rammed his head through the fence before ending the chase. Recovering himself for the curtain call, Montmorency pranced back to the center of the ring, standing there majestically amid the resounding applause.

## Hawaii—Before And After Shore Leave



Pictured above is a study of seven Seafarers before and after shore leave in fabulous Hawaii. Everybody's happy including, top, left to right, Joe Bucher, Johnny Moore, Fat Chapman, Adams Comisky and Whitey Conn. Lower photo shows Garel and J. W. Broad after swimming in the famous Honolulu surf. All Seafarers are off Steel Rover.

## Stew On Stew On Ship Menu

There was a big stew over the bill of fare recently aboard the Seatrain New Jersey (Seatrain), according to minutes received from the last ship's meeting. The stew, it seems, was caused by too much stew.

Seafarer Ed Jones, who reported the incident concerning the New Jersey's menu, noted that the lines of discussion were drawn between two factions. On opposite sides of the menu were the steward department personnel and some of the hands.

The question under discussion was a relatively simple one. The stew boiled down to the fact whether or not the men were getting too much stew on the menu, and they were raising quite a point about it. The quality of the stew was never a question, for all hands agreed it was top-notch. It was the quantity of the lamb, beef and bouillabaisse stews, among others, which was the point of contention.

### Roll Call

Deciding to take it to the membership aboard the vessel, the meeting voted to have a roll call on the galley situation over the stews. The steward, though defending his stand, was more than willing to have a vote cast on the issue. He was sure he knew where he stood in the hearts of the men with his stews.

As the last vote was cast, it was apparent to all aboard the ship that fewer stews on the menu would bring fewer stews from the crew. The vote was carried in favor of the men who wanted their lamb ragout, souffle, or marinara, rather than stewed. The steward, bowing to the wishes of the majority of the crewmembers, saw the road ahead clearly defined. He said he would cut down on the stews. A man of his word, there hasn't been a stew or a row about it since.

## Quiz Corner

1. Martin P. Durkin recently resigned as Secretary of Labor. Who was his predecessor?
2. Herman Wouk is the author of which of the following books about ships: 1) The Cruel Sea; 2) Mutiny on the Bounty; 3) The Caine Mutiny?
3. What is the capital of Pakistan?
4. What islands in the Pacific, formerly Japanese, were given to the Soviet Union after the last war?
5. What National League pitcher has won at least twenty games for the last four years?
6. What are the names of the last presidents of the AFL and the CIO, both of whom died recently?
7. Who was the original Adlai Stevenson?
8. What shipowner and former mayor of San Francisco has been mentioned as a possibility to succeed Martin Durkin?
9. There are two ex-presidents still living. How many ex-vice-presidents are still alive?
10. What three well-known Chinese politicians were brothers-in-law of Chiang Kai Shek?

(Quiz Answers On Page 25.)



# Seafarers On Binghamton Victory Trade In Heat Wave For Icebergs



Stopping off enroute to Greenland's cooling breezes from New York's heat wave, these Seafarers are shown taking time out from their voyage as they have their pictures taken in Newfoundland. At left, Nicholas Bossanyi, steward, enjoys the view, while Seafarers at right are, left to right, rear, George, chief electrician; Mannie Torres, oiler; Eddie Robinson, oiler; Eddie, deck maintenance. Kneeling are Joe Scaturro, oiler and Cass Janewiz, wiper.

When it comes to beating a heat wave in New York, Seafarers know no better remedy than to ship out to more northern climes than the 42 degrees north latitude of the big city. Seafarers intending to board the Binghamton Victory (Bull) had the situation well in hand last August when New York

was hotter than chile sauce. All they did was sign on board the vessel and ship out to the much cooler surroundings of St. Johns, Newfoundland, and Narsarsuak, Greenland.

After leaving the frying pan of New York, the ship headed up to St. Johns where the cooling drafts of air pleased the tanned and torrid hides of many a Seafarer in the crew. At St. Johns it was time for work along with relaxation. After the process of unloading cargo and taking on more of the same, the boys had some time out for snapshots. Not mountain climbers by profession, some of the men clambered up the sides of Mountain St. Johns and had their pictures taken to show the world. You can hardly blame them with all the furore being caused by teams of American and British climbers conquering the world's top mountain peaks.

Soon, however, it was good bye St. Johns and hello Narsarsuak.

a more northern port still than the last port of call. The Seafarers were determined to get away from that heat wave for sure, without leaving any doubt in anyone's mind, so they were glad when the vessel pulled into that port.

Some of the men aboard the vessel, Seafarer Ed Robinson, engine delegate, reports were Nicholas Bossanyi, steward; George, chief electrician; Mannie Torres, oiler; Eddie, deck maintenance; Joe Scaturro, oiler, and Cass Janewiz, wiper, all of whom were happy to get some time off in port for a bit of complete relaxation.

### No Night Life

Complete relaxation was what they meant, too, for Narsarsuak was no northern New York as far as the night life was concerned. There is a considerable lack of recreational facilities in the Danish colony, but the men were glad for the chance to relax after flirting with icebergs on the northern run.

Taverns were at a minimum in the town, as well as movies, but the men frolicked in another manner by taking in all of the cool sun they could get before heading back to New York. They were not sure whether or not it was still smothered under a blanket of heat, but they were taking no chances and wanted to get their fill of those balmy breezes just in case.

## Dead Seafarer Is Honored In Final Tribute

In a simple ceremony at sea on August 26, the cremated remains of Seafarer Lester E. Mack of Baltimore were cast upon the waters from the after deck of the John B. Waterman (Waterman) as the vessel lay quietly on the silent sea about 17 miles west of Acapulco, Mexico, according to Seafarer Walter Sibley.

Mack, who had died six days earlier and had been cremated in Green Mount Crematory, had requested that his ashes be scattered over the sea. Captain F. T. Coleman and Chief Officer Wiley Stagers presided over the ceremonies which lasted nearly a quarter of an hour in honor of an old shipmate.

At five minutes before 10 AM the ship had engines full astern and five minutes later a salute from the Lyle gun was fired. This was followed by the flag being lowered to half mast for the remainder of the ceremonies as the ashes began to be scattered by Sibley and Jacob McIntosh, AB.

As the last of the ashes were spread upon the waiting sea, the vessel went full ahead and then made a sweeping circle to the right. The off-watch crew, gathered on deck, remained silent and in place as the ship made its run. When the vessel regained course, the captain blew three long blasts on the whistle as a final salute to a departing shipmate.

During the ceremonies, appropriately enough, several psalms were read to honor the passing of the Seafarer. Not only did the crew gather on deck to pay final tribute to an old friend, but many passengers as well said a last goodbye to a sailor on his final voyage.

## The SPORTS LINE

By Spike Martin

As everybody expected Rocky Marciano finished off his most prominent opponent, Roland La Starza, via the kayo route. The end came in the eleventh round after La Starza took a bad shellacking from the champion after the first six heats.

This was Marciano's biggest and most important test so far. Up until now the powerful but clumsy champion had been carefully maneuvered from bout to bout with a series of weary, battered pugs who usually were nothing more than sparring partners. La Starza was the only one who had threatened the unbroken string of successes when he lost a whisker-thin decision to Marciano early in his career. He was younger than most of Marciano's opponents and looked to be a real test of Marciano's strength.

But in the end, the La Starza fight followed the same pattern as all the others. Marciano once again displayed the clumsiness that will always keep him from being a great champion. But he also showed the tremendous strength, stamina and punch that seem to be enough to beat any pug in the ring today.

In other words, Marciano sticks out as a Sampson among the strong men of the ring and it is his great strength, even more than his well-advertised punch, which is his most important asset. It is that strength which enables him to slow an opponent down to the point where he can bring his punch into play.

With La Starza soundly trounced and out of the picture, there just doesn't seem to be anybody around to test the champion. The next best fighter in the upper weight ranges is a virtually unknown light heavyweight, Harold Johnson. Johnson is a very cool and competent boxer, with a sharp, but not destructive punch in both hands. He is good enough to beat most heavyweights around even though he is a natural light-heavy. But we couldn't possibly see a boxer of his size going up against the raw brute strength that is Marciano's.

The fighter that can beat Marciano doesn't have to be a destructive puncher. But he will have to have the muscle and endurance to match Marciano's, plus fleetness of foot and a real good left hand with both jab and hook. All other candidates had better not apply.

## Cut Their Cake And Have It, Too



Mrs. Cleveland, wife of the Assistant SUP agent in Yokohama, Japan, and Anne Feraru cut and serve the July 4 party cake as SIU seamen and their guests stand by in the United Seamen's Service Center.

## 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 Night Cook and Baker A. K. Jockel's recipe for chocolate eclairs, cream puffs and French crullers.

If you want to get in the good graces of the men who sail the ships for the SIU, says Seafarer A. K. Jockel, make them the delicacies for those after-meal snacks. Nothing pleases a seafaring man so much at the end of a meal than a first-class dessert, and Jockel comes up with three of them, made in much the same way, to please the palate of many a sailor.

Jockel, who has catered to the taste of leaders of many nations, from Kaiser Wilhelm to President Coolidge, has sailed with the SIU since 1946 and been sailing on the ships of many nations for 19 years. His son is an OS with the SUP, and he loves his dad's baking artistry, too.

Ingredients for the triple culinary delight include two quarts of water, one-and-one-half pounds of shortening or butter, two pounds of flour, one-half pound of sugar, four tea-spoons of baking powder, salt and 24 eggs. This will make

100 individual and tasty servings. To start the recipe off, put the sugar, salt, shortening and water into a saucepan. Bring to a boil before adding the sifted flour and blend together thoroughly. When this is done, allow it to cool slightly. Next, add one egg at a time, beating each one in thoroughly before adding the next.

Press the dough through a rose pastry tube, on a well-greased square of heavy paper, in the desired shape. Turn the paper upside down to drop the crullers or what have you into the frying fat. The fat should be heated to 375 degrees. Fry until well puffed up and golden brown, frying only a few at a time. Drain on unglazed paper. When cold, add icing to the cakes.

To make vanilla icing use eight tablespoons of fat, eight cups of confectioners' sugar, one cup of canned milk, three-quarters of a teaspoon of salt and five-and-a-half teaspoons of vanilla.

Cream the fat. Then, continue to cream while slowly adding the sugar. Add the milk, salt and vanilla and mix until smooth. Put the vanilla icing on the cakes and you're ready to set sail for the mess hall for a bellyfull of good eating.

## Seafarer Sam Says

REPORT REPAIRS AS THEY ARISE!



IF YOUR SHIP NEEDS REPAIRS, REPORT THEM AS SOON AS POSSIBLE SO YOUR DEPARTMENT HEAD WILL HAVE TIME TO SEE THAT THE WORK IS DONE. THEN, IF THEY ARE NOT FINISHED DURING THE VOYAGE, TURN THE LIST OVER TO THE PATROLMAN AT THE NEXT U.S. PORT.



## Heads East, Raps Harry's Red Line

To the Editor:

We are homeward bound to the east coast after an intercoastal trip aboard the Massmar (Calmar).



Chew

Shipping around Los Angeles and San Francisco is at a peak. I should like to extend a vote of thanks to the West Coast officials for their indefatigable efforts to settle all beefs in top-notch SIU style.

This is my first trip back east in two years. Things look pretty good out here except that Harry Bridges and his boys are still acting up. They really enjoy wasting the longshoremen's dues by printing propaganda and dropping it in our crew recreation rooms. Here's a man who is downright opposed to anything the AFL does.

Bridges may be able to kid the men out on the West Coast but he can't do the same thing with us. We don't go for any thin Red line. He'd be smart if he wised up and stopped trying to pass that baloney off on us. He's got enough troubles of his own without cultivating a few more.

James E. Chew  
Ship's delegate

## Wants To Keep Hospitals Open

To the Editor:

I haven't been to sea for a long time. The last time I went was in the first World War in the Navy. I've been a landlubber for a long time now, but I know some of the problems the merchant seaman faces. That is why I am writing this. It is in defense of maintaining the marine hospitals for merchant seamen.

To begin with, the USPHS hospitals do not only serve the interests of the seaman. All government employees benefit directly from the services, as well as the rest of the nation deriving indirect benefit from the advances developed in the marine hospitals. Innumerable developments in the fields of cancer, respiratory diseases, cardiac and mental diseases have taken place in these hospitals. It is not a closed circuit, either. All of the good done here is passed on to private and outside institutions for the betterment of the nation as a whole.

### Bi-Partisan Policy

It is inconceivable to think that the Government is going to pull the checks out from under the hospital program. Since 1798, during the second administration of the United States when the young Government had far less to spend on hospital services, the marine hospital program has been in existence. Not since that time has any administration, Republican, Democratic, Federalist or Whig, seen fit to close these hospitals as an economy move. That's buying your money pretty dear when you have to barter it for the lives and health of a portion of the population.

If Director of the Budget Joseph M. Dodge goes through with his proposed cutback on the USPHS hospitals, cutting the services from 19 hospitals to a mere three throughout the nation, it will serve as a severe hardship to the men of the merchant marine as well as other Government employees. Imagine, three hospitals for the entire country. If the situation was not so serious, it would be laughable. It is only a stop away from no hospitals at all. Although that may sound absurd to certain parties, some of the past events seem just as foolish, unheard of and unwise.

Of course, nothing is going to

happen on the hospital question until the next session of Congress, but Mrs. Oveta Culp Hobby, the head of the Department of Health, Education and Welfare, under whose jurisdiction the marine hospitals now come, has to prepare her budget requests for the 1954-55 fiscal year in the very near future. The seamen, however, cannot allow the move to get as far as reaching the houses of Congress. If they want to defeat the proposed slash it would be best to fight for it now before it gets to the bill stage and slashes the life line of many a sailor.

John A. Beach

## Former Seafarer Is Sgt. In Korea

To the Editor:

Seamen are doing lots of big things around the world. Take this Sergeant Midget over here in Korea, whom I know. He seems to be running the whole American army, or so I am led to believe.

Speaking of the sergeant, it certainly is a small world. Two boys on the ship, Clarksburg Victory (Eastern), are from the same home town as the sergeant, Manteo, NC. I thought I'd send in a picture to the LOG so everyone could see these three fine lads together. The two seafaring men's names are Moncie Daniels and John T. Davis, two of the finest lads I've ever come across. Daniels, one of the best messmen I've ever had the pleasure to work with in my capacity as chief steward, is working his way through college. Both these boys are going to do things along with their sergeant buddy who is already doing them. The sergeant, by the way, is a retired Seafarer. He retired his book in 1948, but expects to take it out at his earliest opportunity.

### Says Hello

Midget wants to say hello to "Book 9", also old bellyrobber Reese and Jim Goeckers and everybody else. He's from Norfolk and a pretty darn nice guy. I got to treat these boys well because I never know when I'll ship out of that port again.

Thought you would like to know that we have one swell crew from Captain Davis and chief Engineer Andrew Foley on down. There was a beef on water, but everyone got together and everything over here is working out all right.

Midget's address over here is 866 Port Co. APO 971, Inchon, Korea. He says he'd like lots of mail from the boys, also that anytime he can do anything for Seafarers he'll be more than glad to do it.

Harry L. Franklin



Former Seafarer, Sergeant Midget, center, clasps two of his hometown buddies around in Meji, Japan. Seafaring men Moncie Daniels, left, and John T. Davis, off the Clarksburg Victory (Eastern), had a glad hand for their old Manteo, NC, neighbor. Photo by Harry Franklin.

# LETTERS

## Oops, We're Sorry

In the last issue of the LOG we printed a letter, along with a picture, from Mrs. John Bilinski, the wife of a Seafarer. The picture showed a family reunion aboard the Longview Victory in Japan with Sergeant First Class Billy E. Voyles happily greeting his stepfather, Seafarer John Bilinski. Inadvertently, we had the sergeant's rank incorrect and his last name misspelled.

## Corned Shoulder Not Ham, He Says

To the Editor:

This is in answer to Chuck Hostetter's letter in the September 4 issue of the LOG wherein he asks "what this company does with the ox between the tongue and the taft, and what they do with the pig between the knuckles and the hocks" and then goes on to question the desirability of corned shoulder being used for ham. He also wonders what animal ham comes from.

I would like to answer with a few facts, as well as anyone else who is interested in the subject.

First of all, on the Cubore (Ore) we only get 50-54 pounds of corned shoulder for a voyage lasting 25 days. It is used only for corned shoulder and not as a substitute for any other meat. I have been a member of this Union since 1938 and I have never used corned shoulder for ham in the 35 years I have been going to sea, and I never intend to use it. We get 175 pounds of ham, in addition to the corned shoulder, for each 25 days at sea, and it is all put to the good use for the purposes for which it was intended, and none other.

As for the tongue and oxtail and hamhocks, I have always run a main meat course with these items—also three vegetables and soup. They are never run as main dishes. If there are any other questions I'd be glad to answer them for the brothers.

Clarence T. Davis

## No Lawyers, No Red Tape In SIU

To the Editor:

I just finished reading the latest issue of the SEAFARERS LOG, and I must say that I got nothing but enjoyment out of reading this

top-drawer paper. It helps me keep up on the news and views of our union, our brothers and other items of interest in the maritime field. Every article keeps me right up to date on the latest developments in maritime.

There's one notice in the paper, particularly, which I think gets right to the point. I'm referring to that "No Lawyer Needed" item I see pop up every once in a while. It is certainly right—we don't need any with the Welfare Services Department on the job.

That includes other benefits, too. I collected my vacation pay so fast several times, without red tape, that I still find it difficult to believe. No unnecessary lawyers were present to botch up the proceedings. As long as I had proof of my searitime, in the various instances, I was home and sailing free with the SIU taking care of me in jig time.

### Wants Booklet

I would like to make a suggestion. For those of us who don't know exactly how the Welfare Plan works, I suggest the Union print a pamphlet so that the members can really get to know what it is all about. In this way the membership can learn more about its benefits and profit thereby.

Willie Frank

(Ed. note: The Union has a Welfare Plan booklet in print for the benefit of its membership.)

## Shore Leave Rare For Christo-M

To the Editor:

All crewmembers of the Christo-M (Marine Shipping) agree that we have had a very good trip, considering that we have been out for nearly five months, and that during that time we have had one night ashore in Kure, Japan.

After 48 days we arrived in Inchon from Houston. We lay there for 18 days with very little shore leave. From there we went to Kusan, where we lay for about 40 days with about 15 days ashore, as the base was restricted most of the time. From there we went to Pusan where we lay four days to get bunkers and then went on to Kure, Japan, for bunkers, where we were lucky enough to get one night ashore.

Crew of Christo-M

## Former Seaman Asks For LOG

To the Editor:

I started going to sea back in 1951 and sailed up until I got off the Malden Victory which was at that time loading ammo for Korea.

I am now in a place where I don't have much of the sea or the SIU. However, I found a SEAFARERS LOG in the library today and thought I would write to try to get the LOG sent to me. Right now I am strapped, but I intend to get back to the sea when I am able.

David E. Thomas

(Ed. note: Your address has been noted and the LOG will be sent to you every two weeks as published.)

## Cubore Cleanest Ship In Fleet

To the Editor:

The crewmembers of the Cubore (Ore) believe that this ship is the cleanest and best-feeding vessel in the Ore fleet. The Coast Guard inspector at upper yard, Key Highway, congratulated the chief, officers, bosun and the crew for having the cleanest ship to hit the yard this year.

Crew of Cubore

## Shipboard Feast Fit For Kings

To the Editor:

Through the fine efforts of the steward department of the Raphael Semmes (Waterman), a superb supper was given in honor of our Captain Borden. He has been more than cooperative with the crew, and his actions were appreciated by all.

In closing, the crew would like to add that the supper was comparable to the best efforts of the Waldorf Astoria.

Crew of Raphael Semmes

## First Engineers Don't Know All

To the Editor:

On September 3, 1952, while wiper aboard the Shinnecock Bay (Veritas), I hurt my back while taking on ship's stores for the engine department. I reported it to the first assistant engineer and he told me to take it easy.

The next day around 2 PM, while assisting the second engineer, my back gave way on me completely

so I took to the sack for good that time. Everything went along well for three or four days, then the first assistant got pretty cocky and would come to see me several times a day. He'd tell me there was nothing wrong with me and a little exercise would cure me if I was not too lazy to do it. All the time he is blowing his stack I am in so much pain that I can hardly breathe. The mates weren't much better. They gave me some liniment for my back and told me to rub it on myself. I couldn't even turn over without help.

I heard from some of the crew later that the first was even so small as to imitate the way I walked when I was in pain. He also told them that it was all an act to get out of work. That's a pretty rotten deal from the officer aboard ship on which I was injured.

### Gives Credit

Now I want to give credit where it is due. The stewards department was very nice to me. They brought my meals to me while I was bed-fast. Martin O'Toole, the wiper, helped me a lot as did the oiler and the fireman and a fellow they called Red Lane from Wilmington. He was the engine room delegate and he was very good to me, proving he was a real SIU member.

I took off at Guam and was flown back to the hospital in San Francisco. I entered it on September 28 and stayed there until December 15. Then I was an outpatient until the end of March. Now I am under the care of a specialist, but I think that I may be able to ship out soon.

### Wants To Ship

Boy, I sure will be glad to get to ship out once again. I've been off for over a year and that is a long time for anyone who loves the sea as much as I do.

I want to thank the SIU for all it has done for me in the past, and for the future work it will do for the members of the Union. Everyone deserves praise—all the officers of the Union, the members, and the Union's publication, the SEAFARERS LOG.

The moral of this letter is if you think you're sick, you are. Don't let any first assistant engineer talk you out of it with some unfounded advice and diagnosis. If he were a doctor, he wouldn't be an engineer.

Here is a picture of me taken after I got my teeth pulled, but maybe some of the boys will know who it is anyway.

Andrew A. Franklin







# Robbery At Sea — A Mutiny For Gold

While detective stories usually deal with train and bank robberies, some of the most cold-blooded robberies that have been committed took place on the high seas, though not in recent years. Basically, there were only two ways for these high-sea robberies to take place, one by piracy—the taking of a vessel by force—the other by mutiny. Both cases usually involved murder.

The type of sea robbery where the crew conspires to take over the vessel is, perhaps, the most cold-blooded, for it involves weeks, and perhaps months of waiting as the men make their plans, and decide who must die and who can live. The case of the robbery-mutiny-murder aboard the schooner *Plattsburg* is one of the foremost.

It began in Baltimore in 1816, when the *Plattsburg* began loading at her home pier. Some 11,000 pounds of coffee were loaded aboard the trim little vessel, and then another, heavier cargo was taken aboard. Although this second cargo was supposed to be loaded secretly, it's almost impossible to keep a cargo of \$42,000 in gold coins a secret for very long, and soon the entire Baltimore waterfront was buzzing with the news.

### Robbery Planned

In one of the waterfront bars, John Williams, Frances Fredericks, John Rog, Nils Peterson, John Smith, and two men called Stromer and Stacey, were quietly drinking some rum and wondering where to get some quick money, when they heard the story about the *Plattsburg's* cash cargo. The news sounded too good to be true, but they quickly determined that the first move would be to sign on as crewmembers of the *Plattsburg*.

And so, one by one, the men boarded the schooner and asked Captain William Hackett for a berth. Hackett still thought his cargo was a secret, and so he didn't hesitate to sign on the men. He took all of them except Fredericks, who was the last man to apply for a berth, but, not suspecting anything, he agreed to let Fredericks sail as a passenger after he had turned Fredericks down because the crew was already filled.

The *Plattsburg* soon finished her loading, and on July 1, 1816, the vessel sailed from Baltimore, and then anchored off the Capes. At

that time, the first trouble started as Fred Yeiser, the first mate, ordered Smith to sweep down. Smith began to argue. The argument led to a fight, and Smith was beating the mate until Captain Hackett stopped the argument with a handspike to the back of Smith's head. The fight, however, did gain the conspirators some backing with the crewmembers who were not in on the robbery, and before long the entire crew, with the exception of Lamberson, the cook, was in on the plot.

### Make Plans

Long conferences were held in the fore'st to determine just how the robbery was to be carried out, and how the money was to be split among the men. There was 14 men in on the plot, and so it was agreed that all should share equally in the loot. Further conferences decided that the only way to get the money was to kill all the officers aboard, and take the entire ship. That way, the men hoped to be able to take the vessel into some out-of-the-way port, and sell the cargo of coffee as well as possibly selling the ship itself. This made the venture even more attractive, since the gold itself only meant a share of \$3,000 per man once it was split 14 ways.

Meanwhile, the *Plattsburg* sailed along and was favored with good winds for most of the trip.

After much debate on the best method of seizing the ship, it was decided that it would be best to poison all the officers as the *Plattsburg* approached St. Mary's at the Azores. This method, the men figured, would do away with any messy struggles and any chance of the officers using their firearms to put down the mutiny. So, Williams took a drug given to him by Stromer, and managed to drop it into the coffee pot of the officers while the non-conspiring cook, Lamberson, was not looking.

That night, the crew hardly touched their food as they waited for the officers to finish their coffee.

The men sat silently as they listened for sounds from the saloon.

As the officers finished their coffee, and settled back for a smoke, the first mate suddenly stood up, knocking over his chair, and lurched from the cabin. The second mate followed, while the captain staggered into his cabin. All three men became violently ill, and suffered severe cramps all through the night. None of the officers were able to take their watch that night, as they all lay moaning in their bunks.

The crew quietly went about their regular duties, waiting until the officers died. However, the next morning, the captain came up on deck looking drawn and pale, but still looking far from being dead. He was followed by both of the mates and the supercargo.

After getting some fresh air, the officers filed into the galley and began an inspection that turned up very little, since the coffepot had already been washed. The drug, however, had left a stain inside the pot, and the captain immediately decided that they had gotten sick because they had gotten their coffee from a dirty pot. Accordingly, he summoned the entire crew, and ordered Lamberson flogged for not cleaning the coffepot properly.

### Try Again

Not discouraged by their first failure, the men gathered in the dark fore'st once more, and decided that violence was the only way left. They decided to act the next night.

Yeiser had the watch on deck until midnight, and as Fred Onion, the second mate, came up on deck to relieve Yeiser, William cried "Sail ho." Neither Yeiser nor Onion took into account the fact that it was a dark, foggy night with almost no visibility, and that it would be impossible to see another ship unless it was right on top of the *Plattsburg*. Instead, the two mates ran to the forward rail and peered out into the darkness. Williams and the other men in the crew immediately jumped them, using pump brakes and capstan bar.

Yeiser was knocked out, and immediately tossed over the side. Onion, although knocked down, managed to break away and ran into the cabin, where he hid in the breadbox. But the sound of the scuffle carried back through the ship, and Captain Hackett came running out on deck, demanding to know "what's happening out here?"

His answer was a blow across the back of the head with a capstan bar, and then his unconscious body was thrown over the side.

The supercargo was then called up on deck, knocked out and tossed over the side. Then, the mutineers, now in command of the ship, went hunting for Onion. They looked through the cabins and through the holds, but couldn't find him. Finally three of them dragged Onion out of the breadbox and up on deck. Being held at the rail by four men, Onion was given a choice: navigate the ship under orders of the mutineers—or go over the side. Onion agreed to navigate.

### Go To Norway

Following Stromer's orders, Onion set a course to a small port in Norway. When the vessel finally arrived, Stromer made plans to smuggle the cargo of coffee ashore, but the rest of the mutineers broke out the gold, and split it up among them. They then proceeded to leave the ship and scatter.

Onion and Lamberson took advantage of the confusion, slipped over the side, and made their way to the American consulate, where



The attempt to poison the officers failed, and when the officers recovered, they found the coffepot stained and had Lamberson, the cook, who was not in the plot, flogged up on deck.

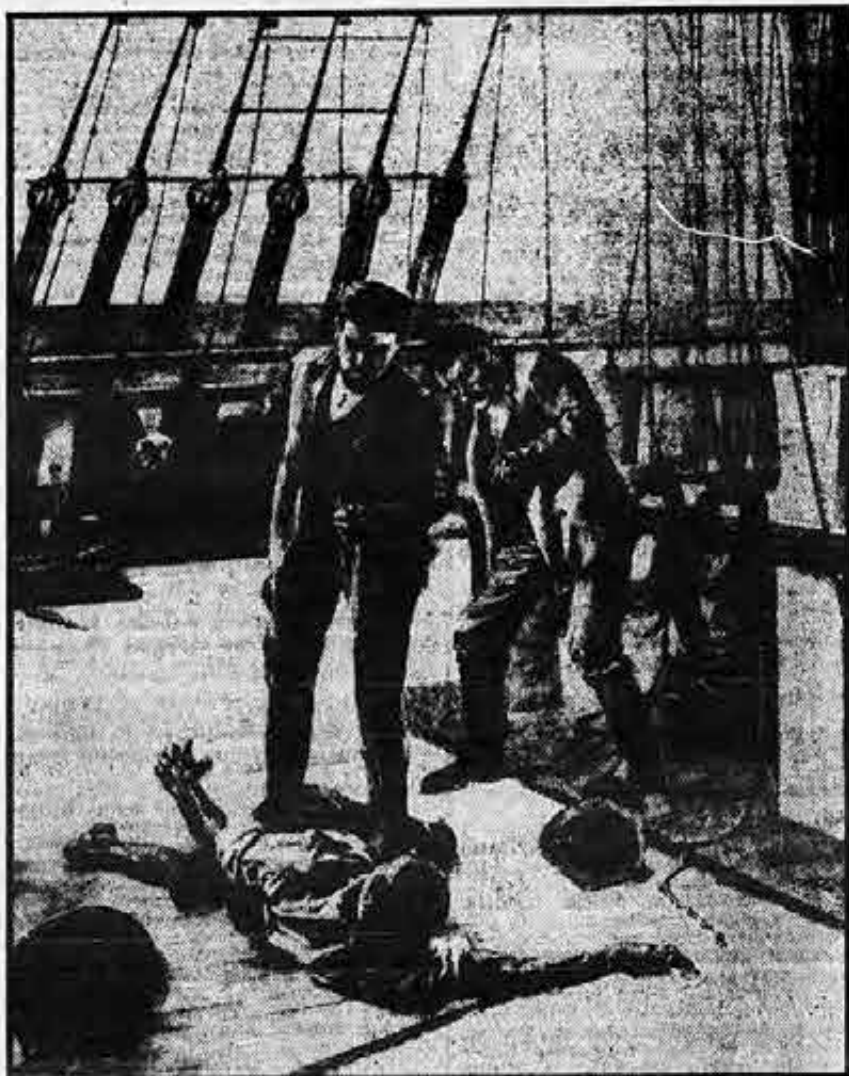
they told what had happened on the *Plattsburg*. The consulate alerted the Norwegian police, and the search began.

By the time, all the men had deserted the *Plattsburg*, but, just 14 days after the vessel had reached Norway, six of the mutineers were arrested in Copenhagen. They attracted suspicion by the amount of money they were spending, and then another mutineer was arrested for the same reason in Christiansand. After 14 days ashore, the seven mutineers had only \$5,000 left out of the \$21,000 that they left with ship with.

The other seven mutineers were not caught at that time. However, a year later, one was arrested in Austria and another arrested in

Paris. In both of these cases, the courts refused to extradite the men to the United States so they could be brought to trial, and since the crime occurred on a US ship, the matter was dropped and both men were allowed to go free. Five of the mutineers were never heard from again once they went ashore from the *Plattsburg* with their share of the loot, just \$3,000 each.

All of the seven men arrested in Norway were extradited and stood trial in the US. Four of the men, including Williams and Stromer, were hanged. One was cleared on evidence that he had been forced into the conspiracy, and the other two were given light prison terms after they served as state's witnesses.



The first hint of trouble on the *Plattsburg* was when Smith got into a fight with Yeiser, the first mate. Smith was winning until Captain Hackett stopped the fight with a handspike to Smith's head.

Come and get it!

THE HEARTY, WHOLESOME  
CHOW WE SERVE AT SUCH  
PUNY PRICES IS POSSIBLE  
ONLY BECAUSE WE ARE  
CONVINCED THAT THE  
SATISFACTION OF S.I.U.  
MEN IS OUR BIG GOAL!

AT THE NEW YORK HALL...

The Seafarers Cafeteria





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

**SOUTHSTAR (South Atlantic), July 5—**Chairman, W. Mulling; Secretary, R. McCance. W. Mulling was elected ship's delegate. Clean linen will be put out and soiled linen collected on Friday. Vote of thanks went to the SIU officials for their efforts to keep the Savannah USPHS Hospital open. No member is to hide cigarettes in the future or they will be penalized.

**SEATRAN NEW JERSEY (Seatrains), August 9—**Chairman, Sir Charles; Secretary, Leoncio Calderon. Special meeting was held on the poor cooking. The chief cook agreed to get on in New Jersey. There is plenty of circumstantial evidence to back this up. Norman Kirk was elected ship's treasurer by acclamation. There is \$49.02 in the ship's fund.

**JOHN B. WATERMAN (Waterman), August 27—**Chairman, Walter H. Sibley; Secretary, M. Plummer. Beef on the second mate doing teaman's work will be taken up with the patrolman. Disputed delayed sailing from Mayaguez will also be taken up. Robert Manhoney was elected ship's delegate. There is \$16.50 in the ship's fund. Repair list will be made out before arrival in Baltimore. The supply of milk is inadequate.

**SOUTHERN STATES (Southern Shipping), August 23—**Chairman, Manuel S. Netto; Secretary, Bob Alvarado. There is a \$10.45 balance in the ship's fund. Suggestion to donate to the cancer fund was made and acted upon. Steward is getting off and he and his department thanked the crew for their cooperation while he was cook and steward aboard ship.



**LOGANS FORT (Cities Service), August 22—**Chairman, R. Koch; Secretary, Robert L. Ford. One man missed ship in Lake Charles. An awning for the boat deck was discussed.

**AMEROCEAN (Blackchester), August 24—**Chairman, John Cummins; Secretary, David Pine. One man missed ship in Sasebo, Japan. His gear will be sent to the nearest SIU hall at the payoff. Due to the condition of the galley stove the bread is not baked very well. Baker will try to improve it. Men should make less noise, so brothers can sleep. Men were asked to turn in extra linen.

**ROBIN TRENT (Seas Shipping), August 14—**Chairman, M. H. Smith; Secretary, E. T. Abel. Request for repairs has been taken care of. The trouble between two brothers will be referred to the patrolman. Delegate should investigate a more convenient launch service in case the ship anchors in Moje. No one but the ship's crew is to use any of the ship's dishes or silverware. Each man should make sure that garbage is dumped well aft.

**ALEXANDRA (Carras), August 9—**Chairman, A. L. Zeeb; Secretary, Spraling. There may not be time to get a replacement in San Pedro. One man was hospitalized in Japan. Two new men came aboard in Yokosuka. One man missed ship in Japan. Delegates only should take all matters to the patrolman. Repair lists will be made up before arrival. Washing machine beef will be referred to the patrolman.

**August 25—**Chairman, H. J. Spurling; Secretary, L. J. Williams. Repair list was turned over to the captain. Some repairs were made. Captain said he would not pay men off according to the Union agreement, that he was going by company orders. One man was picked up in San Pedro. Some repairs were taken care of. Subject to approval by the patrolman, no member of the present crew will sign on with the captain and chief engineer, due to their anti-Union treatment of the crew all trip. Rooms should be clean at the payoff. Second cook volunteered to get a new library in Boston.

**LONGVIEW VICTORY (Victory Carriers), August 22—**Chairman, S. V. Stocmar; Secretary, Robert Stubbart. Rooms will be painted and new mattresses supplied. Red Fisher was elected new ship's delegate. Departments will take turns cleaning the laundry; rice will be put on the menu. Men should be sure to draw enough money in Japan.

**August 29—**Chairman, J. Fisher; Secretary, S. J. Stocmar. Crew was asked to cooperate on the painting of the galley. Steward was asked to put out more soap. Stewards department should cooperate among themselves. There should be an improvement in the cooking, as the food is not prepared too well. New shower curtains are to be put up.

**IRENESTAR (Maine), August 9—**Chairman, J. P. Saide; Secretary, Pat Fox. Performers are to stop it. We have a good skipper on this ship, so let's keep him that way. He will not put up with this kind of man in the SIU. Some food has been missing on this trip.

**YOUNG AMERICA (Waterman), August 14—**Chairman, C. Foster; Secretary, Eddie Collins. Discussion was held on purchasing fresh supplies and milk in Japan. S. T. Woodruff was elected ship's delegate. Repairs that are needed will be brought to the attention of the chief mate or engineer to avoid last-minute repairs at the end of the voyage. Messman was asked to serve hot coffee at mealtimes. Messroom door should be kept shut between meals. Crewmembers should be as quiet as possible so that the watch can sleep.

**DOROTHY (Bull), August 9—**Chairman, J. S. Simmons; Secretary, Walter Kohut. J. S. Simmons was elected ship's delegate by acclamation. Motion was made to start a ship's fund. Chief engineer will be contacted on installing a new motor in the washing machine. Movies will be shown by the steward. Sanitary work

was discussed.

**August 23—**Chairman, J. S. Simmons; Secretary, Walter Kohut. After the purchase of an iron, there is a balance of \$3.50 in the ship's fund. One man missed ship in San Juan. Exhaust fan for the galley was not received, although it was put on the last repair list. Vote of thanks went to the steward, Rudolph Kienast, for showing movies and a vote of thanks went to the entire steward department for excellent work all around.

**CHRISTOS M. (Marine Shipping), May 21—**Chairman, James E. Ward; Secretary, John O. Drake. The Wilmington patrolman said the captain should issue two cartons of cigarettes per week per man, but he only issues them once every 10 days. Steward is short of linen. He will issue a full set to each man, who will wash his own, as it can't be sent ashore here. Crew wants more variety in the night lunch. Rudolph Profzich was elected ship's delegate by acclamation. Ship's delegate should see the captain about the lack of hot water for showers. When the first engineer was asked to do something, he asked why he should run up and down to the hot crew. Vote of thanks went to the steward department for a job well done.

**July 30—**Chairman, E. A. Cooley; Secretary, J. O. Drake. Delegates will turn in repair lists; captain will be contacted about the payoff in San Pedro. Chief engineer will be given a copy of the repair list, so small repairs can be taken care of before returning to the States.

**August 14—**Chairman, Ray Knowles; Secretary, John O. Drake. Captain said the ship could not pay off in San Pedro. But the captain said there might be a draw there. He will not pay for launch service and liberty in Kusan. Patrolman will be asked to meet the ship to see if we can pay off in San Pedro. List of men who want hospital slips will be made up. Scuppern in the laundry need fixing.

**CAMP NAMANU (US Petroleum), August 23—**Chairman, Alex James; Secretary, R. Bascombe. Captain promised to try to get replacements in Sasebo. More cots are needed. Repairs and needed equipment were discussed. A list of needed repairs will be given to the captain for action. Magazines and games will be purchased out of the ship's fund as well as postage for Union matters.

**RAPHAEL SENMES (Waterman), August 29—**Chairman, not listed; Secretary, not listed. A special meeting was called by the ship's delegate about the sanitary conditions aboard ship. Captain, chief mate and chief engineer inspected crew's quarters but did nothing about having them sougeed and painted, though they are very dirty. Garbage was not taken off the ship for eight days while the ship was in the bay. Scupper carrying the drainage from the garbage containers overboard runs down into the 4-8 deck department foc'sles portholes. Several members saw rats running around on deck. Immediate action should be taken by the Wilmington agent to have the ship fumigated, cleaned and painted. The man who saw the doctor in San Francisco said the ship is cleaned. Since the company did not keep quarters clean, breeding lice and bugs, the seamen should not bear the expense of having their clothes cleaned or replaced. The company will be expected to compensate us.



**CARROLL VICTORY (South Atlantic), August 20—**Chairman, Paul Ulrich; Secretary, P. T. Cassidy. One man missed the ship at Newfoundland and re-joined in Argentina. Matter of back OT for members of the last trip will be referred to the patrolman. All passageways will be sougeed and the ship will be fumigated. Nearly all repairs have been taken care of.

**FAIRISLE (Waterman), no date—**Chairman, W. Terry Paris; Secretary, George Dunn. Repair list will be made up and a copy given to the boarding patrolman. All hands will make the foc'sles shipshape for arrival. Vote of thanks went to chief cook Johnnie Simon, night cook and baker Jesse Cabral and chief steward George Dunn in particular and the steward department in general for their good meals, menus and willingness. Patrolman will see about getting new mattresses when necessary. New scuttlebutt for the crew is needed, since the old one has broken down repeatedly for the last few trips. Electrician's room should be painted.

**NEVA WEST (Bloomfield), August 14—**Chairman, Herbert Tiny Kennedy; Secretary, Benedict Brodwick. There is a total of \$39.98 in the ship's fund, which is in the captain's safe. Foc'sles will be sougeed and painted next trip. Vote of thanks went to the steward department.

**AZALEA CITY (Waterman), August 30—**Chairman, John Carroll; Secretary, Frank Walker. Letter was read from Mrs. L. G. Durnin, RN, complimenting the crew on their actions after the death on board of Harold Tildens. A letter of thanks will be written to her for her invaluable assistance at the death of our shipmate and brother. Men should not gather in the messroom when the messman is trying to prepare for the next meal. Overtime beefs and a dispute between the mate and the steward will be turned over to the New York patrolman. There is a balance of \$58.50 in the ship's fund.

**BARBARA FRIETCHE (Liberty Navigation), June 14—**Chairman, P. Karmeni; Secretary, J. M. Lundy. Repairs are being made. Ship's delegate will see the

## '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.

captain about posting the price list of the slopchest. List of needed soap will be made up by each department delegate. Steward utility should clean the recreation room and the sanitary men in the deck and engine department should alternate cleaning the laundry. Galley exhaust fan should be cleaned. Steward put in a requisition for a good supply of stores and the captain okayed it. Steward will serve juice every other day. Engine delegate will see the first assistant about the deck department toilet that needs repairing.

**July 12—**Chairman, Marvin A. Hauf; Secretary, J. Melvyn Lundy. Repairs are being taken care of and should be completed before the voyage is over. C. Duff was elected ship's delegate. Collection of money and clothes will be taken up for Japanese food victims in case the ship goes to Yokohama or another Japanese port where a relief station is in operation. Washing machine should be kept clean. Pockets should be emptied before clothes are put in the machine. Chief cook should tenderize beef if it is possible. Ship's delegate should see about cleaning the exhaust fans in the galley, as grease falls into the food.

**August 14—**Chairman, Marvin A. Hauf; Secretary, J. Melvyn Lundy. Captain agreed on a draw the day before arrival. All hands were reminded to get rid of any Japanese straw that may have come on souvenirs. Ship's delegate should remind the captain of the lodging and subsistence due so it can be paid at the payoff. All excess linen should be turned in before the payoff. Repair list will be made out, with copies going to the patrolman and the head of each department. Patrolman will be contacted on the operation of the slopchest.

**SEAVICTOR (Bournemouth), August 29—**Chairman, J. Mergaard; Secretary, Carlos Ibraim. Two men missed ship and three went to the hospital. Dispute between two members was settled. Vote of confidence went to the baker for his Union performance. There should be an inquiry into the shortage of stores, especially coffee. There is coffee in the bridge and none for the crew. Patrolman will look into this. Steward said he overlooked coffee missing, and admitted that coffee came aboard ship for the captain in Yokohama. There is a linen shortage that the steward can't explain. Food is not up to par and there were many beefs on this. Beef on noise caused by men working while others are sleeping will be brought before the patrolman. Foc'sles should be left in shipshape condition at the payoff.

**ANNISTON CITY (Isthmian), August 27—**Chairman, Lester C. Long; Secretary, Charles P. Makariewicz. Terence McNea was elected ship's delegate. Meat and vegetable boxes are not working right. Galley range and drinking fountains need repairing and toilets back aft are in bad working order. Refrigerators in the saloon and messhall have broken down and the washing machine needs repairing. Messman's doors need new locks. Each department will make out a repair list for the patrolman in Boston.



**VENORE (ORE), August 29—**Chairman, John A. Morris; Secretary, E. M. McKinney. Foc'sles have been painted out as requested. Complete repair list will be made out. Mate is slow at giving out overtime slips, which can cause confusion at the end of the voyage. Eggs should be better cooked. Steward promised improvement. Coffee cups should be returned promptly, as he is short of cups. Cots should be stored when not in use, as weather ruins them. There was a beef on the lack of hot water for showers. Chief will be contacted on this.

**FRENCH CREEK (Cities Service), August 21—**Chairman, F. Hoopin; Secretary, William A. Doshier. There is \$15 in the ship's fund. Delayed sailing will be squared away at the payoff. Motion was made and passed to donate the \$15 in the ship's fund to the library. Patrolman will be contacted about extermination for the foc'sles and whether or not it is the duty of the wipers and ordinaries to get linen for their departments.

**August 25—**Chairman, John Lane; Secretary, Charles Ellzey. One man was left in Mogie, Japan sick, and one man was left in the hospital in San Pedro. If the ship is tied up, the \$15 in the ship's fund will go to the March of Dimes; if not, it will be left on board for the next crew. Slopchest will be checked before the ship sails again. Vote of thanks went to the

stewards department for a job well done. The steward department thanked the crew for their cooperation and for being a crew that is easy to please.

**STEEL ADMIRAL (Isthmian), August 22—**Chairman, H. Clemens; Secretary, C. Hariman. Barney Speegle was elected ship's delegate. Anyone leaving the washing machine dirty will be penalized. Suggestion was made to have each member donate \$1 to the ship's fund and have the ship's delegate use it to buy games and baseball equipment. Steward should chill the canned fruit before serving. Ship's delegate will see the chief engineer about the washing water.

**GOVERNMENT CAMP (Cities Service), September 1—**Chairman, W. Bilger; Secretary, T. Clough. Suggestion was made to have the members donate a dollar each at the payoff to buy a radio. Vote of thanks went to the steward department and to the department heads for their cooperation on the repair list. Toaster is not to be used to make hot dogs or toasted cheese sandwiches. Brothers were warned against misuse of the washing machine, ironing equipment and ship's gear in general.

**CHRISTINE (Tini), July 11—**Chairman, F. R. Olvos; Secretary, L. J. Sheehan. Shot cards will be turned over to the captain. OT beef leaving San Pedro was okayed. Shooting-off of firecrackers on the night of July 4th continued into the late hours, causing loss of sleep. This must not happen again. Suggestion was made that a clause should be inserted in the new contract stating that ships be painted out every six months. New washing machine should be installed before signing on for the next trip. Ship should be stored before the crew signs on for the next trip.

**August 23—**Chairman, Tony Novak; Secretary, Robert Dawson. Captain will be asked to get mail from the Pusan agent. Beef between the chief mate and the deck department were ironed out to the satisfaction of both parties. There are no extra electric fans and care should be taken in handling the ones now being used.

**WAR HAWK (Waterman), August 29—**Chairman, Robert Beule; Secretary, E. Graleski. One man got off in Philadelphia despite the patrolman's instructions. N. Yachshyn was elected ship's delegate by acclamation. Cots on the deck should be put away. Each department should take care of its own repair list. Laundry will be cleaned by a different department each week.

**DEL AIRES (Mississippi), July 19—**Chairman, L. Wright; Secretary, John W. Picou. Doyle Boyette was elected ship's delegate. Steward should take care of repairs which have not been made. There is \$75.28 left in the ship's fund.

**SEA CLOUD (Seafarers), August 14—**Chairman, Louis E. Meyers; Secretary, Claude Pritchett. Louis E. Meyers was elected ship's delegate by acclamation. Many repairs that were promised were not taken care of. Crew is not to sign on until all repairs are made and stores are aboard. All soiled and extra linen should be turned in before the ship reaches Japan. Men are to clean the dishes they use between meals and return glasses and cups to the pantry. Vote of thanks went to the steward, Louis E. Meyers, for the good stores aboard. We also have good cooks and the food is splendid.



**TAINERON (Actium), August 2—**Chairman, Edward Mooney; Secretary, William Dawkins. Crew will turn in all linen and blankets so they can go to the laundry. Everyone will be on time on sailing day.

**SEANAN (Stratford), August 17—**Chairman, J. Rogers; Secretary, W. Wood. Master explained that the ship would be sougeed before the vessel returned State-side, but no painting of quarters would be done. Steward claims the inventory was only short on those items not available. The crew feels that one and a half servings of watermelon is not enough for 30 days. Letter will be written to the New York hall on conditions aboard this vessel, including cleanliness.

**ANTINOUS (Waterman), August 30—**Chairman, B. Varn; Secretary, M. C. Kilmon. Crew's ice box isn't working and the chief engineer either can't or won't fix it; it has been broke for several weeks. Tampa patrolman will be contacted on this. Patrolman will be asked to speak to the chief engineer about trying to rush the steward department men into sougeeing the engineers' quarters. The crew messman had to get off in Philadelphia because his father was seriously ill, so we gave him \$30 out of the ship's fund to get down to Tampa, leaving a balance of \$13.75. Suggestion was made that each man contribute \$1 to help build up the fund. Washing machine needs repairing. Men should clean up the laundry after using it and put their cots away in the morning.

**BULL RUN (Petrol Tankers), August 3—**Chairman, James Parker; Secretary, Thomas Moore. Steward was asked why stores couldn't come during the day, when there are men to handle them, instead of at night. Another brand of coffee was requested. Something should be done about getting the foc'sles cooled. Steward was asked to put out a more varied menu to cut down food beefs.

**August 8—**Chairman, James Parker; Secretary, P. McPherson. Thomas Moore was elected ship's delegate. New wind scoops were requested. There is \$4.60 left in the ship's fund.

**OCEANSTAR (Delphin), August 14—**Chairman, Julius Smyth; Secretary, Al-

bert De Forest. Lists of repairs needed should be made by the department delegates before arrival in California. There should be a little more cooperation in keeping messrooms and foc'sles clean. Radio operator will put in the slopchest any cigars, chewing tobacco or snuff, on individual orders.

**STRATHBAY (Strathmore), August 2—**Chairman, Charles E. Lee, Jr.; Secretary, A. J. Stanton. Showers are in a bad way. Captain will paint the main deck next trip. The meat is bad. Suggestion was made to start a ship's fund with a \$1 contribution per man, to be made at the payoff.

**CARROLL VICTORY (South Atlantic), July 19—**Chairman, Bernard Maca; Secretary, P. T. Cassidy. Captain's remarks about items carried in the slopchest hereafter will be referred to the patrolman. There was a discussion on the care of the laundry and the recreation hall; each department will take weekly turns at keeping these in order.

**DESOTO (Waterman), July 18—**Chairman, F. Travis; Secretary, Philip Reyes. The mate commended the deck department as being a very good bunch of men. Suggestion was made to get more dry cereals and fruits of better quality. Steward will look into the matter.



**STEEL SEAFARER (Isthmian), no date—**Chairman, Christensen; Secretary, Alfredo O. Aarog. All major repairs were taken care of; others will be done aboard ship. One man missed ship in Newport News, Va.; reefer engineer was hurt in Long Beach, Cal. Men should be properly dressed in the messhall. Laundry should be kept clean and the machine run for no longer than 20 minutes. More shelves are needed for library. Swivel faucet in the laundry needs repairs. Fresh fruit is to be put in the messhall. There should be no unnecessary noise while the men are sleeping.

**August 14—**Chairman, Roland Lanover; Secretary, Bill Besselleve. All repairs were taken care of except removing the drinking fountain outside the cook's foc'sle. There is \$30 in the ship's fund. Three men paid off in San Francisco. More silver and cups are needed for the crew mess. Keys for toilets should be furnished to each foc'sle for use in port, or a key should be given to the gangway watch. Two cold suppers each week should be served in hot climates. Watch should be served first at mealtimes.

**GOLDEN CITY (Waterman), no date—**Chairman, F. M. Vincent; Secretary, J. E. Mennon. One new man shipped in Yokohama; one man was left there in the hospital. There should be no more shooting of firecrackers or slamming of doors while men are trying to sleep. New man for the one left in the hospital should be gotten in Honolulu. There should be a better grade of meat and frozen vegetables for the next trip. More night lunch should be put out. Ice box in the crew's pantry needs to be checked. Breakdowns of the washing machine should be reported immediately.

**VAL CHEM (Valentine), August 29—**Chairman, G. Grahn; Secretary, Mickey Dietz. Ship's fund will be taken up at the payoff; \$2 will be donated by each man. Laundry and washing machine should be cleaned up after use. Soap powder will be gotten from the steward.

**DEL NORTE (Mississippi), August 28—**Chairman, Eddie Slough; Secretary, J. Zimmer. Two brothers were hospitalized, one in St. Thomas and the other in Santos, Brazil. Minor gripe that developed on cleaning the laundry was quickly settled. Westels was elected ship's delegate by acclamation. There is \$178.73 on hand. A meeting of the ball players will be held before the ship reaches St. Thomas.

**PORTMAR (Calmar), September 5—**Chairman, Royal R. Hightower; Secretary, R. Francis D'Ferrollet. No hot water was available for five days. Members are to be properly dressed in the messhall. It was agreed that the wiper would make coffee in the morning.

**CUBORE (Ore), August 21—**Chairman, Clarence T. Davis; Secretary, Chuck Hoesletter. \$132 will be added to the ship's fund. There has been trouble over one brother; the case will be turned over to the patrolman. Brother Davis will take charge of the ship's fund. Steward said he would try to get a new iron from the company. Clothes should only be washed for 25 minutes in the machine. Laundry room should be kept clean at all times. Dirty water should not be dumped in the tubs.

**ELIZABETH (Bull), August 22—**Chairman, F. Doupias; Secretary, E. Jimenez. If the ship lays up, the crew should leave all rooms and bunks clean. Somebody is using the toaster for frying. This must stop, as there is only one toaster. Someone has been using the washing machine over 25 minutes.

**NILTON (Bull), August 14—**Chairman, E. Abauly; Secretary, F. Pinkowski. E. Pinkowski was elected ship's delegate. Steward will take charge of the ship's fund, which has a balance of \$125. Ship's delegate will collect donations at the payoff, which will be used to buy a television set. Crewmembers should place cups in the sink after use and clean the washing machine when they are finished with it.

**FELTONE (Ore), August 14—**Chairman, Donald C. Nelson; Secretary, Roy H. Fithen. The chief engineer promised to order an adequate number of fans.



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

(Continued from page 24)

**There is a beef** about the second assistant washing down the paint work in the engine room. Motion was made to start a ship's fund with donations made at the payoff. Henry Huzzie was elected treasurer. Suggestion was made for the crew to make a donation to the family of Wayne Hartman, the bosun, whose leg was cut off in an accident with a wire of a falling hatch aboard this ship in Cruz Grande, Chile, last week. A total of \$159 was collected. Everyone threw in a few bucks, from the captain on down.

**CHILORE (Ore), July 9**—Chairman, Secretary, Lavagno. Motion was passed to check milk before it comes aboard. Patrolman will be contacted on getting those rooms that need it painted. General discussion was held on cooks' hair falling into food. Pantry and recreation room should be kept clean. Cups should be returned to the pantry. Patrolman will be seen about getting the pantry painted.

**SEAVIGIL (Ocean Trans.), August 23**—Chairman, L. A. Williams; Secretary, C. C. Presley. Some minor repairs will be taken up with the captain. Steward will make up a list of needed stores before going to the East Coast. If they are not okayed he will contact the Seattle patrolman. Chief mate will be asked about a handle for the ice box door in the crew messroom and repairs for the crew's toasters. Captain will be asked about sougeeing the steward department passageways and the crew messroom, pantry and recreation room.

**August 30**—Chairman, L. A. Williams; Secretary, C. C. Presley. Ship's delegate that stores for the trip to the East Coast were placed aboard and that the handle was installed on the crew ice box. The ship is badly in need of a thorough fumigation and all decks need painting and sougeeing, but there are no other beefs. The cooking and baking is not very satisfactory. Hose on the washroom steam pipe should be lengthened. Better care should be taken of the wash room. After port railing is broken and should be repaired before reaching port (umber deck cargo). Appreciation went to the steward department and the cooks for good food and service during the trip.

**September 7**—Chairman, J. H. Fisher; Secretary, C. C. Presley. Chief mate and chief engineer were contacted about repairs. All electric fans should be checked and cleaned before arrival in port. Vote of thanks went to Brother Fisher for building a cabinet for the library in the recreation room. All food should be inspected, and whatever is spoiled should be removed from the ship. Motion was passed to get two new refrigerators installed. Foc'sles should be kept in proper order.

**YAKA (Waterman), September 11**—Chairman, John Reed; Secretary, Bert Shannon. Motion was passed to see the Wilmington patrolman about repairs for the last trip. Those deemed a must by the Baltimore patrolman were not yet taken care of. Discussion was held on linen exchange and the care of the cois.

**JEAN LAPITTE (Waterman), September 6**—Chairman, William Fisher; Secretary, O. A. Porikosoff. One member missed ship in Yokohama. He will be turned over to the patrolman when we get in. Repair list will be turned in. Everyone getting off is to leave his foc'sle in a better condition than he found it in. Unanimous vote of thanks went to the steward department for a job well done.

**JULESBURG (Terminal Tankers), August 23**—Chairman, J. S. McRae; Secretary, V. E. Monte.

- Quiz Answer**
1. Maurice Tobin, who recently died.
  2. The Caine Mutiny.
  3. Karachi.
  4. The Kurile Islands.
  5. Robin Roberts.
  6. William Green and Philip Murray.
  7. Vice-president of the United States under Grover Cleveland.
  8. Roger Lapham.
  9. John N. Garner, Henry A. Wallace, Harry S. Truman and Alben W. Barkley.
  10. Sun Yat Sen, T. V. Soong and H. H. Kung.

**Puzzle Answer**

J	O	E	D	A	M	P	A	N	G		
A	D	O	S	U	L	A	B	I	E		
M	A	K	A	S	S	A	R	S	U	L	A
			O	G	E	E	M	A	S	T	E
M	A	H	A	N	F	A	N	E			
A	R	A	S	C	O	N	T	R	A	C	T
R	A	M	M	O	R	S	E	N	O	R	
K	N	A	P	S	A	C	K	E	T	N	A
			R	A	S	E	B	R	I	N	
E	N	L	I	S	T	S	H	I	N		
L	E	A	N	E	S	P	A	N	O	L	A
B	L	O	C	R	A	I	N	U	S	N	
E	L	S	E	S	I	N	G	S	T		

**ary, Tom Bowers.** Ship sailed before the refrigerator could be fixed in Panama. All deck department foc'sles but one have been sougeed. Passageways will be painted. Surgical instruments are missing from the hospital. One man left ship in Houston. There is \$12.50 in the ship's fund. A good deal of food has gone bad because of the broken refrigerator. Decks in the deck department foc'sles need repairing. Galley blower fan needs cleaning. Washing machine should not be left running or dirty. Coffee cups should be returned to the pantry. When the messroom is used as a recreation room it should be left in good shape when the messman comes to set up for a meal. Ice is running low. There should be a little more harmony among the crewmembers.

**DEL NORTE (Mississippi), August 17**—Chairman, Eddie Stough; Secretary, J. Zimmer. Two sick brothers left ship this trip. A workaway was given the customary \$10 for cigarettes and other items, \$17 was collected for the ship's fund, making a balance of \$226.73. A check for \$50 will be sent for the sick brother who left the ship at St. Thomas. Motion was passed to give this sum to any sick brother who has to leave the ship outside the United States. Movies shown on the northbound voyage will be shown in the engine department recreational lounge. Five will be shown southbound and the rest northbound. Motion was passed that voluntary donations be made toward a picnic to be held in City Park, New Orleans. Five brothers were elected to collect the money.

**PURPLE STAR (Traders), September 3**—Chairman, John Ward; Secretary, George Foley. Recreation hall door was chipped with a knife. Ship's delegate saw the old man about paying for it and the beef was settled to everyone's satisfaction. All past difficulties were settled so at present there are no beefs at all. Ship's delegate will see the chief engineer about having bulbs put in the passageways and checked every day. Shore-side personnel will be kept out of the pantry. Laundry should be kept clean. Any man who is caught leaving the laundry dirty will have to clean it for a week.

## PERSONALS

**Yues Malbo**  
Contact Mr. G. E. Mutter, 26 Court Street, NYC, on an important matter.

**Frank Hansen**  
Contact the Welfare office or Pauline Cone, 128 16th Street, Brooklyn, NY.

**John Wynn**  
Get in touch with Bill O'Grady, 8807 Holland Ave., Rockaway Beach, NY.

**Charles G. Snodgrass**  
Get in touch with Michael J. Cousins, 4205 South Prieur Street, New Orleans. He has another check for you.

**Ed Rydon**  
The LOG office is holding a two dollar express money order made out in your name from Lou Hopkins. Please pick it up.

**Get In Touch**  
The following crew members of the Sunion please get in touch with William Horne, 190-22 Jamaica Avenue, Hollis, Queens:

- Marion Sharpe, Stephen Emerson, Marinus Hansen, William Gooden, John S. Sweeney, Francis McCullough, H. Marumoto, A. Avzangellis, R. J. Golder, W. R. Geis, T. E. Jernigan, Alonzo Bryant, D. E. Myers, M. Lampel, H. A. Mooney.

**Kenneth La Rose**  
**Francis Guillery**  
**Robert McDonald**

Pick up money being held for you at Cities Service office, 70 Pine Street, NYC.

**Harry A. Smith**  
Get in touch with the J. M. Carras Company at 21 West Street, NYC.

**Samuel Curtis**  
The LOG office is holding your discharge from the Cantigny dated August 19, 1953. Also your set of keys. Please pick them up as soon as possible.

**Lost And Found**  
Two rings belonging to the FWT on the 12-4 watch on the Catawaba Victory (Bull) which paid off in San Francisco last June were found and are being held in the LOG office. One is a wedding ring; the other a high school graduation ring from Gloucester City High School, dated 1945, with the initials R.F.F. Please pick them up.

## Get New Books Through Agents

Seafarers who applied for new membership books in New York but are now sailing from outports don't have to come to this city to get their new books. If the men involved will write to headquarters and tell the Union which port they are sailing out of, the Union will forward the book in care of the port agent. Under no circumstances however, will the books be sent through the mails to any private addresses.

time so nothing definite was settled. No one but ship's personnel should be allowed in the messroom or pantry. Sanitary work of the laundry, recreation room and scuttlebutts continues to be very satisfactory.

**ARCHERS HOPE (Cities Service), August 16**—Chairman, Frank Walaska; Secretary, Delbert Wilson. There should be more fans in the foc'sles. Ship will be fumigated or patrolman will be told. Swede was elected ship's delegate. Steward refuses to cooperate and shows lack of interest. More ice cream should be put out. Ship's delegate will see the captain about getting messhall painted and sougeeing and painting foc'sles.

**DEL ALBA (Mississippi), August 23**—Chairman, Jimmie Tucker; Secretary, M. C. Duet. Ship's delegate spent \$28.19 for books and a tube for the record player, leaving a balance of \$33.48 in the ship's fund. Shore-side personnel should be kept out of passageways; mate agreed to cooperate on this. All beefs were squared away. Bad eggs were condemned and thrown overboard. Shelf for books and magazines was made by the ship's carpenter. Some of the officers have been using the washing machine, but they had turned to and repaired it without over-

## NOTICES

Will the following men please contact the J. M. Carras Company at 21 West Street, NYC, for monies owed them:

- CHRISTINE**  
Barnett, J. B.; Contanzo, Carl F.; Davis, M. B.; Dean, George S.; Forbes, John; Foster, Floron; Gavin, Joseph P.; Gonzales, Ramon; Gregg, John; Kress, Carl A.; Lee, Charles E., Jr.; Mulling, Willard; Niemiera, J.; Nunn, David; Pentecost, Lloyd H.; Poyet, Henri, R. A.; Raley, M. J.; Ryan, Raleigh J.; Stratis, Evangelos; Talentino, Alphonse; Townsend, Santos; Wilson, William O.
- EUGENIE**  
Simmons, James; Roberts, R.; Clegg, W.; McNamara, J. J.; Moore, J.; Robinson, Wm.; Tobin, A. R.; Federsen, Ned; Sosen, W.; Lecher, G.; Zacharia, N.; Saltz, Paul; Vanensuela, Josey King, C.; Stachophis, George; Harrison, Donald; Bryant, Frank; Ladd, Robert; Karczewski, W.; Bryant, Frank W.; Donlan, John J.; Goldy, Robert, Jr.; Harrison, Donald D.; Hashimoto, Harry; Karczewski, Walter J.; Karsake, Isadore M.; Lindberg, Theodore; Livanos, Antonio; Malonado, Angel; Mansalto, Valentino L.; Mitchell, John C.; Olander, A. C.; O'Sullivan, Edwin; Owens, Monford M.; Pederson, Feder F.; Pederson, Ernest; Poupalos, Demetrios A.; Rodgers, James E.; Spatz, John F.; Walton, Wm. H.; Whithead, Chester F.; Zacharias, Neoptolemes, F.
- TRITTY**  
Belliveau, Robert M.; Brein, Paul L.; Brubine, Warren J.; Davis, Finie; Davis, Finie; Farr, Lynnwood A.; Galligan, Mack; Galligan, Mack; Hager, Bertod; Hamilton, Kenneth D.; Hodges, Hughy; Hollingsworth, R. E.; Kamenel, John; Lawson, Jack; Massey, Frank B.; Matte, Clem J.; Mays, Robert L.; McVay, Harold H.; Mollen, George J.; Morris, William D.; Muise, Joseph; Myers, Carter; Myers, Carter; Nobel, Geo. A.; Payne, Fred H.; Rabaco, Jesse, Jr.; Roy, Joseph W.; Sommer, Erich; Tighe, Thomas J.; Venegas, Pedro M.; Venegas, Pedro M.
- ALEXANDRA**  
Bellard, John E.; Belz, Roy L.; Belz, Roy L.; Bonsangue, Nicolas; Brabham, William L.; Bridges, Ira V.; Bridges, Ira V.; Cox, James W.; Elinski, Victor; Flanzan, John; Fiether, Harold H.; Halverson, Otto; Harden, Otis J.; Harvey James A.; Hubay, Edward L.; Kennedy, Francis; Kimbrell, Deen; Larsen, Oscar G.; Larsen, Oscar G.; Liro, Frank S.; Lynch, Bernard; Marden, Ernest; McElhinney, Wm. J.; McCue, James F.; Miller, Arthur A.; Miller, Ralph E.; Mitsch, Lloyd; Mosakowski, Stephen; North, Allen; O'Donnell, Joseph; O'Donnell, Joseph; Osnow, John; Peroulis, George; Hamiszewski, John; Rinkert, Harold E.; Stravaridis, George A.; Strickland, Wm. H.; Swanson, Rodger E.; Themelis, Theodoros; Thompson, Donald C.; Waltrowski, Anthony J.; Williams, Lewis J.; Wrobel, John F.
- MICHAEL**  
Durmo, John; Gibson, Henry H.; Grize, Joe C.; Hamlin, Robert; Harris, Morgan A.; Hecker, Edward W.; Lambert, Joh W.; Lappanau, John E.; Myers, Carter Van S.; Padgett, William A.; Paine, Newton A.; Parker, Otto B.; Pasnosky, Joseph; Patton, Claude S.; Phinney, Marlon D.; Power, Lawrence E.; Russell, James; Scheckman, Wm.; Stringer, James L.

**JOHN PAUL JONES (Dolphin), July 15**—Chairman, William B. Jones; Secretary, Richard T. Howell; William B. Jones was elected ship's delegate by acclamation. Each man on standby watch should clean the messroom after using it.

**August 23**—Chairman, Stanley Gelak; Secretary, Richard T. Howell. Beefs on overtime will be taken up at the payoff. **July 26**—Chairman, V. Stankowicz; Secretary, Joseph E. Brooks. Crew has been leaving the washing machine dirty and running. Steward will order new flour and get rid of it. Beef was made about the crew throwing dirty linen down in the 'tween decks.

**STRATHPORT (Strathmore), August 20**—Chairman, Mike Skorsky; Secretary, Robert Wiseman. Fumigation is needed, galley should be scraped and painted, crew's quarters, passageways, toilets and showers sougeed and painted. Patrolman will be seen about this. Linen was sold in Pusan. Washing machine has been repaired. Library should be changed on the West Coast. Thanks went to the chief steward, cooks and messmen and to the ship's delegate for a job well done.

**RAPHAEL SEMMES (Waterman), August 20**—Chairman, G. Walter; Secretary, John Parker. Washing machine was repaired after the Seattle agent saw the chief engineer on this. Captain will be asked about an inspection back aft and having quarters sougeed and painted. Mate has been giving orders to the deck department instead of the bosun. San Francisco patrolman will be told about this. Too many clothes put in the washing machine at a time are making it break down. Lockers need repairing.

**September 6**—Chairman, John Annal; Secretary, Guy Walter. Quarters aft have been painted and decks will be done. Jack Futler was elected ship's delegate. All repairs should be turned over to the ship's delegate so he can give a list to the chief engineer before the Canal is reached. Excess linen should be turned over to the steward. Garbage should be dumped off the stern.

**POTRERO HILLS (Phila. Marine), August 24**—Chairman, John Van Dyk; Secretary, D. M. Ravosa. One man went off in Singapore and two new men came aboard at Ras Tanura. One man was hospitalized in Japan. Steward came aboard in Sasebo. SUP agent in Yokohama will be asked to come to the ship and straighten out all the beefs. The food, especially meat, is of poor quality and scarce. Captain cut down on fruits and juices. Locks were still not fixed. Captain refuses to have this done. Bunks need repairing badly.

**ARLYN (Bull), September 4**—Chairman, Clarence Olive; Secretary, N. D. Mottley. Repair list was made out. Four men walked off the job in New York without notice.

**OCEAN ULLA (Ocean Trans), August 2**—Chairman, not listed; Secretary, T. F. Greaney. Everything is okay to date. Washing machine will be moved below. Soap powder should be ordered and all foc'sles should be sougeed after leaving the West Coast.

**WILLIAM H. CARRUTH (Trans-Fuel), September 7**—Chairman, M. Skeategaard; Secretary, A. Mitchell. Anyone missing watch, drinking or performing or taking unauthorized time off will be reported to the patrolman at the first US port.

**TRANSATLANTIC (Pacific Waterways), August 5**—Chairman, John Haggie; Secretary, John Gallagher. Two men missed ship in Pedro during unusual circumstances which will be brought to the patrolman's attention at the payoff. Ship's captain has made anti-Union remarks and in addition to anti-Union statements has made statements derogatory to US ships, crews, way of living and religious beliefs. He also stated that shore leave was stopped by the company with the Union's approval. Work clothes should be washed in the machine, not ship's linen.

**STEEL RANGER (Isthmian), July 24**—Chairman, A. Wheaton; Secretary, A. Tolan. Eugene Dore was elected ship's delegate by acclamation. Each department will take a turn cleaning up the port passageway and the recreation room. **September 4**—Chairman, B. C. Barnes;

Secretary, V. E. Monte. Foc'sles must be clean before leaving the ship and keys turned in to the department delegates. Repair list will be made out as soon as possible. A rack is needed for dishes. Messhall must be sougeed. One man should be brought up on charges. Vote of thanks went to the LOG from all the brothers for the library. Steward department thanked the engine department for keeping the engine door closed so they can sleep. Steward asked that extra linen be turned in and keys returned to department delegates. A vote of thanks went to the steward department for a job well done. Everyone should clean his foc'sle before leaving.

**FELTONE (Ore), September 3**—Chairman, Sonny Mills; Secretary, Gerald Dunham. There is \$18.06 in the ship's fund. One washing machine will be used for white clothes only and the other for work clothes. Machines should be cleaned after use. Chief engineer did not fix the crew refrigerator in Baltimore as he promised. Baltimore patrolman will be notified. Pantry is not kept clean. It needs a good scrubbing and has not been painted in over two years. New toasters were sent away for repairs and have not been returned. Garbage can will be replaced by a new one.

**BALTORE (Ore), August 26**—Chairman, C. D. Anderson; Secretary, George Profs. Charles Ashcom was elected ship's delegate. Delegates will make out repair lists and check the door keys. Pillows and mattresses should be cleaned or replaced. Bosun on the Feltone who lost his leg sent a note of thanks to the deck department of this ship for their donation.



**STEEL DIRECTOR (Isthmian), August 27**—Chairman, Pete Walsh; Secretary, T. Johnson. Everything is okay; the repair list was read and will be posted. In addition, the electrician's foc'sle, stewards department shower and other foc'sles need painting, messhall chairs should be varnished. All hands will leave foc'sles shipshape and turn in keys before leaving the ship. All cois and linen should be turned over to the steward. Donations will be taken up for the ship's fund. Messroom should be kept clean. First assistant will not allow the wiper to make coffee. Patrolman will be notified.

**WARRIOR (Waterman), August 2**—Chairman, J. W. Wread; Secretary, M. B. Elliott. George Espalla was elected ship's delegate by acclamation. Garbage is being dumped aft this trip so there will be no confusion about it getting on the gangway, like last trip. Cups should be put in water in the sink after coffee times. Butts should not be put in cups. Sanitary pump should be installed aft for use there, as pressure there is very low. Slopechest is not up to SIU standard as many things are needed.

**August 30**—Chairman, J. N. Wread; Secretary, M. B. Elliott. Captain will be contacted about a draw before getting in. Repair list was turned over to the steward for typing. Patrolman will be asked about getting better mattresses or inner-springs. Delegation was elected to go to NY headquarters to see about improving the sanitary system aft on this ship as well as the cooling system and uncomfortable condition of the foc'sles. Vote of thanks went to the steward department for good work. Foc'sles should be cleaned before leaving. All excess linen is to be turned in and dirty linen placed in the locker. Water tanks need cleaning. Slopechest should be moved, as it is so hot that the cigarettes are all dried up. This should apply to all ships of this type.

**CANTIGNY (Cities Service), August 30**—Chairman, Bill Lafoon; Secretary, V. Kichirillo. Repair list will be turned in with the patrolman. Scuppers should be cleaned. Wash water has a bad smell. New fans are needed for the messhall and foc'sles.

**SEAGARDEN (Penin. Nav.), August 8**—Chairman, M. Gerie; Secretary, Norm Edland. Motion was passed to paint the rooms and get a new washing machine and refrigerator in the crew messhall. New coffee urn is needed in the pantry. Laundry should be kept clean, one week by a wiper and the next by an OS.

(Continued on page 26)

Editor,  
**SEAFARERS LOG,**  
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Brooklyn 32, NY

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

(Continued from page 25)

More fruit should be put out for the night lunch. Doors should not be slammed. Cups and plates should be put back in the sink. Last standby should clean out the sink and wipe the tables. Another garbage can is needed. They should be washed out every day. Steward department shower drain should be cleaned up. Agent will be told about the men who missed ship. Innerspring mattresses should be obtained.

**STEEL EXECUTIVE (Isthmian), September 5**—Chairman, J. King; Secretary, A. Brodie. Captain was asked about a draw in US currency and about extra cigarettes. Medical supplies should be checked by the patrolman and ship's delegate before the next voyage. Chief engineer should be asked about having all engine department rooms sougeed and painted. Washing machine never seems to be left clean. This matter is brought up at each meeting but never

seems to improve. Vote of thanks went to the steward department.

**ATLANTIC WATER (Metro), August 2**—Chairman, Robert W. Miller; Secretary, Fred R. Hicks, Jr. Master sent a letter stating that the crew quarters will be painted this voyage. Chief engineer is not cooperating with the delegates and action will be taken. Lockers need repairs as well as heads and showers. Robert Miller was elected ship's delegate by acclamation. Headquarters will be contacted about the steward's shortage of stores. New washing machine was secured in Norfolk. Laundry and recreation room will be kept clean by each department in turn. Crew watch should keep the messroom tidy at night. Steward department got a vote of thanks and confidence for the job they are now doing. Master promised to help clean the ship up.

**August 14**—Chairman, Thomas Hill; Secretary, F. R. Hicks. There has been no cooperation from the captain or chief engineer on repairs and painting. All

men are to report for watches in a sober condition. Chief engineer ordered anyone logged who missed watches. Tom Hill was elected ship's treasurer. Each man will donate 50 cents. Ship passage-ways and laundry should be kept clean. More night lunch should be put out. Messroom is to be left clean. Steward department got a vote of thanks for the good food and service. List of schedule for cleaning the laundry and recreation room will be posted. New fans and cleaning gear are needed. Engine department needs soap and cleaning gear for sanitary work.

**BOULDER VICTORY (Seas Shipping), August 8**—Chairman, William Jenkins; Secretary, Joseph Valencia, C. J. Magan was elected ship's delegate. Electrician should take care of all porthole fans.

**August 2**—Chairman, William Jenkins; Secretary, Joseph Valencia. OT beefs patrolman. There should be less noise in the passageways at night. Letter about missing men will be sent to headquarters. Engineer will repair the drinking fountain. Men should make sure the washing machine is secure before leaving the laundry. Men should be turned over to the boarding cooperate in keeping the laundry clean. Vote of confidence and thanks went to the steward department.

**CALMAR (Calmar), September 12**—Chairman, E. Sealey; Secretary, A. Nelson. All engine foci's and heads will be painted, deck head will be painted, messman's foci's painted and locker repaired. Messhall, pantry and recreation room will also be painted. Headquarters will be notified of the man who left the ship. Repair list will be made up and turned in. Discussion was held on the 12-4 watch changing his foci's because of the noise. Delegate will see about getting the steward department head and shower painted and putting a hook on the door of the head. A vote of thanks went to the steward department and the ship's delegate for a job well done.

**MILTON (Bull), August 14**—Chairman, E. Abaul; Secretary, F. Pinkowski. F. Pinkowski was elected ship's delegate. Steward will take care of the ship's fund, which consists of \$125. Ship's delegate will collect donations to the fund at the payoff; fund will be used to buy a television set. Cups should be returned to the sink. Washing machine should be cleaned after it is used. Discussion was held on the food. Man who missed ship at San Juan will be turned over to the patrolman at the payoff with the crewmembers' recommendation that he continue sailing on SIU ships, because he is a work permitman. This brother is capable and a very good shipmate. One brother left ship at San Juan and returned at Humacao, Puerto Rico; he had been given permission. He is another conscientious, capable worker.

**September 20**—Chairman, Kirby Wight; Secretary, Marlon Keminski. Frank Albore was elected ship's delegate. The \$153 in the ship's fund will be turned over to the SIU hall if the ship is laid up. It is to be returned to the ship when crewing up again, and the money is to be used for purchasing a TV set. Washing machine is to be repaired.

**GOVERNMENT CAMP (Cities Service), September 13**—Chairman, T. Clough; Secretary, A. R. Webster. Vote of thanks was extended to the second cook and baker, who is getting off.

**DEL AIRES (Mississippi), September 4**—Chairman, Ernest Mesley; Secretary, John W. Picou. Doyle Boyette was re-elected ship's delegate by acclamation. Thanks were given to Leopold Faulkner and Jesse Rabago for getting a good selection of records and games for recreation. Cecil Widden was elected ship's treasurer; there is a balance of \$5.45.

**STEEL MAKER (Isthmian), July 20**—Chairman, D. W. Kimbrell; Secretary, E. W. Carter. Food does not taste right. Steward will see the captain, since the food tastes of the ice box, to see if something can be done. New soap trays are needed in all showers. Meat and eggs are the foods that are spoiled for the most part.

**BEATRICE (Bull), no date**—Chairman, B. Baas; Secretary, John R. Smith. A. Birt was elected ship's delegate. Fans, wind scoops and slide ports were added to the repair list.

**BIENVILLE (Waterman), September 17**—Chairman, G. E. Parker; Secretary, Barney Kelly. Deck department has a few beefs for the patrolman. Crewmembers were asked not to use the washing machine after midnight; all agreed not to run it after 10:00 PM.

**NORTHWESTERN VICTORY (Victory Carriers), August 16**—Chairman, F. Drews; Secretary, R. Diaz. Chief engineer promised to take care of repairs and fix the blower in the next port. M. Sterne was elected ship's delegate. Discussion was held on the night lunch. Washing machine and laundry should be kept in good order.

**BRIGHTSTAR (Traders), no date**—Chairman, Eric Gridlin; Secretary, H. R. Hutchins. Letter will be written to the San Francisco agent to see about getting innerspring mattresses for the crew. M. A. Machel was elected ship's delegate by acclamation. Washing machine should be thoroughly cleaned. Crew messroom should be kept clean at all times, and coffee cups should be returned. Doors to crew quarters should be kept locked in Korea. Vote of thanks went to the steward department for their good chow.

**NORTHWESTERN VICTORY (Victory Carriers), September 12, 1953**—Chairman,

Red O'Dowd; Secretary, Richard Diaz. Motion was unanimously carried to hold a meeting just before the payoff to get action on repairs. Crew is satisfied with the food and service given by the steward department. SIU library should be put aboard this trip. All disputed OT should be settled before the men pay off.

**JOHN E. WATERMAN (Waterman), September 16**—Chairman, Walter H. Silvey; Secretary, Dante Ricci. Not all repairs were taken care of. Frank Berthold was elected ship's delegate. The \$16.40 in the ship's fund was turned over to the new ship's delegate. Bosun will give out screens for the messroom portholes. More care should be taken of the washing machine. The port steward said that only 40 gallons of milk would be put aboard, and that it would be served only to the crew. Ship's delegate will see the chief engineer about more hot water aft. Care should be taken of the linen and cots used on deck. No mattresses should be taken on deck.

**STRATHPORT (Strathmore), September 5**—Chairman, Mike Sikorsky; Secretary, John Larson. Galley will be painted when the ship leaves the Panama Canal. Wipers were asked to keep engine department showers and heads cleaner; steward department will clean up in the sink in the passageway. All quarters, heads, showers will be painted in New York. Repair list was read for the last voyage; a new one will be made up by the department heads for action in Bridgeport. Crew was asked to keep recreation room and messhall cleaner. Available fresh fruit will be picked up in Panama. Captain promised the patrolman and ship's delegate in Longview, Wash., that all living space would be cleaned and painted, but nothing has been done, so New York patrolman will be contacted.

**OLYMPIC GAMES (Western Tankers), September 5**—Chairman, A. T. Weaver; Secretary, D. Downey. James Campbell was elected deck delegate. Chief engineer said he won't use dirty wash water tank again until it's cleaned. Cots can be purchased in Japan; we'll try to get them again, this trip. Crew's launch schedule will be made out by department delegates and given to the captain. Room lockers will be scraped and painted. Vote of thanks went to Harry Dedolchow for a good job in getting the ship's library. Crew will have their own library, as officers are taking most of the best books from the present library. The captain gave the crew a lot of trouble when he was given the draw list. He said the crew was overdrawing, though they were not.

**SHINNECOCK BAY (Veritas), August 29**—Chairman, William Smith; Secretary, J. Cantin. Deck engineer paid off in Yokohama. While the ship was at anchor outside the breakwater, one of the firemen jumped over the side and swam ashore. One man was left in the hospital in Nagoya. Crew was warned about taking care of the washing machine and about fouling up. Pantryman is not on the ball. Ship's fund should be started.

**CATHERINE (Drytrans), July 31**—Chairman, D. Claussen; Secretary, Frank Nallick. Paul Johnson was elected ship's delegate. Brothers agreed to donate money to buy a juke box.

**RAGNAR NAESS (Seatrains), August 23**—Chairman, W. E. Harris; Secretary, J. Kackur. R. L. Ferguson was elected ship's delegate by acclamation. Night watch should be more thorough about cleaning the recreation hall and messroom. More SIU teamwork is needed along this line, and a little cooperation from all brothers will do the trick. Brother Ferguson will make a shelf for books and magazines in the recreation hall. Brothers who hang their laundry on the engine room railings should remove it as soon as it is dry.

**FRENCH CREEK (Cities Service), no date**—Chairman, C. L. White; Secretary, D. T. Raynes. Honest Ed Parsons was elected ship's delegate. Department delegates should make out a repair list before arrival. The two men who missed ship in Lake Charles will be reported to the patrolman. A vote of thanks went to the steward department.

**SEAMAR (Calmar), July 26**—Chairman, Charles Ross; Secretary, John Marshall. Clinton M. Webb was elected ship's delegate. He should contact the skipper about painting deck department showers, engine department rooms and steward department showers and heads. Laundry, recreation and messhall should be kept clean. Ship's fund for voyage No. 23 was donated to the SEAFARERS LOG.

**September 7**—Chairman, John Marshall; Secretary, Wallace E. Mason. Captain will be contacted about painting steward and deck heads and showers. The first assistant was contacted and said there was no paint to paint the foci's with. Repair lists should be made up. There is a total of \$10 in the ship's fund. Clothes should be taken off the line when they are dry.

**STEEL TRAVELER (Isthmian), September 13**—Chairman, Aussie Shrimpton; Secretary, William Davlin, Jr. Crew should cooperate with the steward and turn in linen. Steps have been taken to notify the Union about the transfer of ship's stores in Beirut. The matter will be held over until the next meeting, pending action by the Union. All hands should assist the steward by bringing cots in from the deck during the ship's stay in the Far East.

**KATHRYN (Bull), September 20**—Chairman, Steve Carr; Secretary, E. Stearns. Several brothers complained about the quality of the food and the service. Manning of the galley in port and hours of baker were discussed. Crew mess asked for more cooperation from the crew. Steward promised to watch his department more closely; further beefs will be handled at a special meet-

ing. Supper hour will be changed from 5:00 to 8:00 PM and from 4:30 to 8:30 PM.

**FAIRISLE (Waterman), September 7**—Chairman, C. J. Murray; Secretary, George Dunn. Radio was sent to headquarters for information on bulletin received today. Repair list is being made out to give for captain on leaving for the States. All ashore persons should be kept out of crew quarters aft. Vote of thanks went to the steward department.

**ALCOA PURITAN (Alcoa), September 13**—Chairman, Willie (Buster) Young; Secretary, Charles E. Rawlings. Two crewmembers were hospitalized in Trinidad, BWI. Repair list will be made up on arrival. Discussion was held on the poor quality of the baking yeast used aboard. More fresh vegetables were requested by the members.

**EDITH (Bull), August 28**—Chairman, William Barth; Secretary, James Marrell. Steward department got a vote of thanks. The steward commended the crew on the care given to returning cups and silverware to the pantry, and on the cleanliness of the lounge, laundry and messroom. New schedule for cleaning the lounge and laundry was posted. Ways and means to buy a television set were discussed. Steward department was thanked for the fine meals and the messman for fast service.

**September 13**—Chairman, George Hinnant; Secretary, James Marrell. Captain will be contacted about a disagreement with the deck department. Crew was informed that the engineers are running another line around the boilers to relieve the hot water situation in the showers. Discussion was held on cleanliness of the lounge and pantry. Steward was thanked by the ship's delegate for his help in a number of cases. Two men who missed ship will be turned in to patrolman.

**BEATRICE (Bull), September 15**—Chairman, Ralph Santos; Secretary, J. R. Smith. Drain is to be checked in port. Repair list is being gone over. There are a few beefs on delayed sailing. Valve needed in the shower will be added to the repair list. The question of who is to clean the head and shower will be settled by the port patrolman.

**TRANSATLANTIC (Pacific Waterways), September 5**—Chairman, John Hoggies; Secretary, John Gallagher. Two men missed ship in San Pedro due to unusual circumstances which will be brought to the attention of the patrolman at the payoff. Two emergency work permits were picked up in San Pedro. The actions of the ship's captain will be brought to the patrolman's attention at the payoff. He constantly makes anti-union remarks, disregards the Union agreement, hardtimes the crewmembers and restricting the men to ship in a US port after passing quarantine and immigration.

**STEEL DESIGNER (Isthmian), September 6**—Chairman, P. Robertson; Secretary, W. Messenger. Patrolman should be told about the first assistant's Union activities, and something should be done about this. Repair lists were turned in. Few repairs have been done. New list will be made out, with the new washing machine on the repair list. Crew should buy a timer for the washer, if the company will not. Utensils should not be washed out in the drinking fountain. Cots should be picked up from the deck. First engineer has made anti-Union statements. Each man should contribute \$2 to the ship's fund.

**CAROLYN (Bull), August 30**—Chairman, W. C. Murphy, Jr.; Secretary, M. Riechillon. M. Riechillon was elected ship's delegate. Discussion was held on the Welfare Plan.

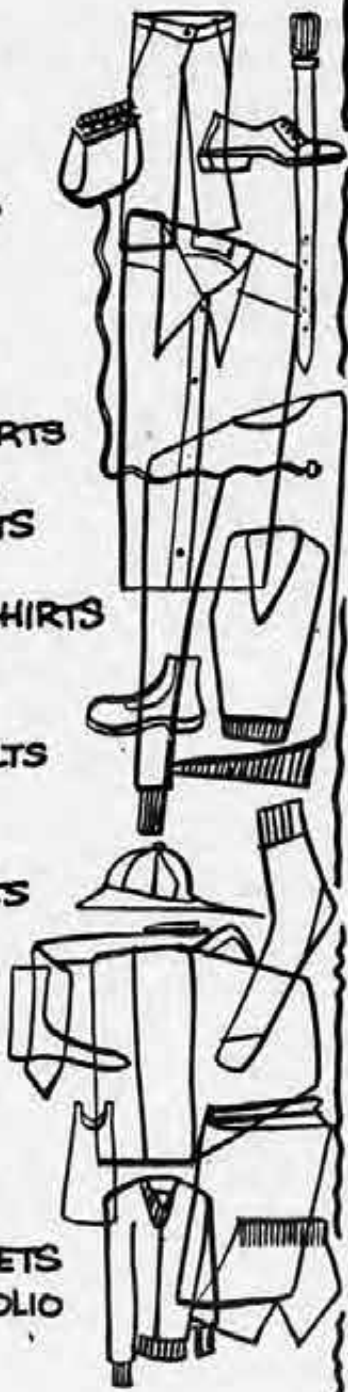
**September 12**—Chairman, B. Stone; Secretary, M. Riechillon. Several suggestions were made on the new contract and working conditions. New cylinder locks will be installed on crew foci's doors. Built-in bunks should be installed in crew's quarters, since there is not enough storage space for clothing. There should be a clarification on who should relieve the fireman on watch for dinner on Saturday and Sunday when working cargo.

**SEATRIN LOUISIANA (Seatrains), September 20**—Chairman, Vasser Szymanski; Secretary, B. Tingley. Beef about the deck engineer's duties were taken up with the patrolman. Chief engineer will tell the port engineer about the rusty water. There is a balance of \$117.38 in the ship's fund. Bookshelf will be installed in the messroom and a library gotten from the Union hall. Crew should not leave books on the messhall tables. Steward said that new mattresses and pillows should be requisitioned before reaching Texas City, as he will send his order from there.

**DEL VIENTO (Mississippi), September 6**—Chairman, Frederick V. Davis; Secretary, Duke Hall. Question of the draws will be taken up with the New Orleans patrolman. Any man coming into the messroom must be properly dressed. Mate will be asked to pick up OT in port during the week, not on the weekend. Mate is correct, as OT must be turned in within 72 hours. It was agreed that everyone will donate \$1 to the ship's fund at the next draw. Drinking water has been hot since the ship left Texas. Patrolman will be asked if the ship can get electric water coolers, instead of the scuttlebutt system now in use. Chief electrician said he could get a used one-ton air-conditioning unit for \$50 and the crew agreed to purchase it out of the ship's fund and donations. This will be installed in the messhall. Richard E. Tunison was elected ship's delegate by acclamation. There is \$5 in the ship's fund.

## What do you need?

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- WORK SHOES
- DUNGAREES
- KHAKI PANTS
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- HICKORY SHIRTS
- C.P.O. SHIRTS
- WHITE DRESS SHIRTS
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- DRESS BELTS
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- TIES
- SWEAT SHIRTS
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- T-SHIRTS
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# 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.

- |   |   |  |
|---|---|--|
| <p><b>USPHS HOSPITAL</b><br/>NEW ORLEANS, LA.</p> <p>Robert P. Adams<br/>E. L. Bates<br/>E. Bracewell<br/>William R. Burch<br/>Jose A. Colls<br/>S. Cope<br/>Adion Cox<br/>Rogelio Cruz<br/>Glen M. Curi<br/>Joseph L. Dionne<br/>John P. Doyle<br/>Robert Floyer<br/>John D. Foster<br/>John S. Futrell<br/>Edward J. Gillies<br/>Jack H. Gleason<br/>Paul Godman<br/>G. W. Graham<br/>John Hane<br/>W. Hardeman<br/>C. M. Hawkins<br/>W. Holland<br/>A. J. Howard<br/>Bertel E. Johnson<br/>J. H. Jones<br/>John D. Kelley</p> <p><b>NY EYE &amp; EAR HOSPITAL</b><br/>NEW YORK, NY</p> <p>Walter Gritski</p> <p><b>USPHS HOSPITAL</b><br/>SAN JUAN, PUERTO RICO</p> <p>Raymond Hassan</p> <p><b>VA HOSPITAL</b><br/>CORAL GABLES, FLA.</p> <p>J. C. Vilar</p> <p><b>USPHS HOSPITAL</b><br/>STATEN ISLAND, NY</p> <p>Raul M. Aguilar<br/>O. M. Bartlett<br/>Melvin Bass<br/>John Beckmann<br/>Alvin L. Blain<br/>S. S. Cantrell<br/>Edward F. Casey<br/>Bomar R. Cheeley<br/>Leo Cronsohn<br/>Clifford Dammeyer<br/>N. M. Dorpmans<br/>Lawrence Franklin<br/>Albert Freund<br/>Charles Gallagher<br/>Estell Godfrey</p> <p><b>USPHS HOSPITAL</b><br/>MANHATTAN BEACH, BROOKLYN, NY</p> <p>Percy D. Alfred<br/>Claude E. Blanks<br/>Julian Cuthrell<br/>Charles M. Davison</p> | <p>E. G. Knapp<br/>Leo T. Lang<br/>Theodore E. Lee<br/>Hesse Lumpkin<br/>Louie C. Miller<br/>John T. Murray<br/>W. T. Presley<br/>W. E. Reynolds<br/>Louis Roa<br/>David H. Rucker<br/>J. Santiago<br/>Luther C. Seidle<br/>Edward Sereko<br/>Leo W. Setosky<br/>C. B. Stallings<br/>T. R. Stanley<br/>Richard R. Suttle<br/>T. R. Terrington<br/>J. D. Thomas<br/>Jack F. Thornburg<br/>Lennie R. Tickle<br/>J. E. Ward<br/>Virgil Wilmoth<br/>Homier W. Lindham</p> <p><b>VA HOSPITAL</b><br/>FORT HOWARD, MD</p> <p>Maurice Flynn</p> <p><b>USPHS HOSPITAL</b><br/>BOSTON, MASS.</p> <p>Edwin T. Callahan<br/>John J. Flaherty<br/>S. R. Greenridge<br/>Theodore Mastaler</p> <p><b>USPHS HOSPITAL</b><br/>BALTIMORE, MD.</p> <p>T. L. Ankerson<br/>Roland Bell<br/>Leslie J. Brillhart<br/>Clyde F. Carlson<br/>Francis C. Chase<br/>Glyde Clarke<br/>Jessie A. Clarke<br/>Louis S. Dagley<br/>Jeff Davis<br/>Samuel Drury<br/>Justo Escalante<br/>Joseph F. Goude<br/>Martin Hagerty<br/>George Jerosinich</p> <p><b>USPHS HOSPITAL</b><br/>GALVESTON, TEX.</p> <p>C. Barboda<br/>Carlo V. Carlson<br/>Howard W. Forbes<br/>Howard E. Liles</p> <p><b>LONG BEACH NAVAL HOSPITAL</b><br/>LONG BEACH, CAL.</p> <p>Samuel J. Brooks</p> <p><b>SEASIDE GENERAL HOSPITAL</b><br/>WILMINGTON, CAL.</p> <p>Arthur F. Lindsey<br/>Yace H. Smira</p> <p><b>USPHS HOSPITAL</b><br/>FORT WORTH, TEX.</p> <p>Leonard Franks</p> <p><b>ENDWOOD HOSPITAL</b><br/>TOWSON, MD.</p> <p>Joseph Koslusky</p> <p><b>USPHS HOSPITAL</b><br/>SAVANNAH, GA.</p> <p>W. W. Alired<br/>K. C. Bumgarner<br/>John A. Call<br/>E. F. Cetti<br/>A. C. Comstock<br/>John Daniels<br/>John E. Duffy</p> <p><b>USPHS HOSPITAL</b><br/>NORFOLK, VA.</p> <p>Franghi Antelatos<br/>James W. Davis<br/>Eslie A. Hall</p> <p><b>USPHS HOSPITAL</b><br/>SAN FRANCISCO, CAL.</p> <p>C. O. Burnette<br/>Ho Tse Kong<br/>A. H. Rudnicki</p> <p>W. E. Freymuth<br/>F. W. Grant<br/>C. M. Kirkland<br/>Jimmie Littleton<br/>M. J. Lohr Jr.<br/>L. T. McGowan<br/>Frank F. Nelson</p> <p><b>USPHS HOSPITAL</b><br/>SEATTLE, WASH.</p> <p>Arthur Compau<br/>Edward Edinger</p> | <p>Jose G. Espinoza<br/>Robert E. Gilbert<br/>Bart E. Guranick<br/>Peter Gwodick<br/>John B. Haas<br/>James M. Hall<br/>Thomas Isakson<br/>John W. Keenan<br/>Ludwig Kristiansen<br/>Frederick Landry<br/>James J. Lawlor<br/>James R. Lewis<br/>Francis F. Lynch</p> <p>Harry F. McDonald<br/>A. McGuigan<br/>David McIlreath<br/>Vic Milazzo<br/>Lloyd Miller<br/>Jack D. Morrison<br/>Alfred Mueller<br/>Eugene T. Nelson<br/>G. E. Shumaker<br/>E. R. Smallwood<br/>Henry E. Smith<br/>Herbert A. Totten<br/>Renato A. Villata</p> <p><b>VA HOSPITAL</b><br/>BALTIMORE, MD.</p> <p>Anthony A. Klavin<br/>Karl Kristensen<br/>Immer W. Matyska<br/>William Mitchell<br/>Frank Morris<br/>Ralph R. Nay<br/>William L. Nosta<br/>Charles Pafford<br/>William T. Rose<br/>R. T. Shields<br/>John Yuknas<br/>Albert Van Dyke<br/>Blicker Robbins<br/>Frank Koski</p> <p>J. E. Markopolo<br/>Ceel C. Miller<br/>J. R. Van Holden</p> <p><b>USPHS HOSPITAL</b><br/>SEATTLE, WASH.</p> <p>John J. Flaherty<br/>Robert E. Peck<br/>Frank Sempie</p> |
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## SIU Benefit Payment In San Francisco



SIU port agent Tom Banning hands over the \$200 maternity benefit plus \$25 bond to Seafarer Frank Schmiedel. Mrs. Schmiedel holds their son, Eric Michael. Schmiedel is one of many Seafarers who have settled on West Coast.

# RECENT ARRIVALS

All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name.

Howard Kenneth Hull, Jr., born August 14, 1953. Parents, Mr. and Mrs. Howard K. Hull, 1123 25th Avenue, Seattle, Wash.

Frank Judson Graham, born September 10, 1953. Parents, Mr. and Mrs. Robert H. Graham, 500 Osage Street, Mobile, Ala.

Bridget Audrey Foise, born August 2, 1953. Parents, Mr. and Mrs. William P. Foise, 29 Coffee Drive, Chalmette, La.

Bruce Niederberger, born August 27, 1953. Parents, Mr. and Mrs. Stanley A. Niederberger, 241 Cambridge Street, Allston, Mass.

Maria Lynn Andrews, born September 7, 1953. Parents, Mr. and Mrs. Franklin T. Andrews, 210 South Claiborne Street, Mobile, Ala.

Roselyn Slay, born August 3, 1953. Parents, Mr. and Mrs. Alvin C. Slay, 601 Fifth Street, Bay Minette, Ala.

Lawrence Fletcher Mull, born September 1, 1953. Parents, Mr. and Mrs. Fletcher M. Mull, 5819 Fourth Avenue, Brooklyn, NY.

Jorge Luis Cotty, born August 24, 1953. Parents, Mr. and Mrs. Manuel Cotty, PO Box 1003, Ponce, Puerto Rico.

Peter James Napoli, born September 1, 1953. Parents, Mr. and Mrs. Francis Napoli, 345 East 85th Street, New York, NY.

Sandra Leslee Canniff, born August 23, 1953. Parents, Mr. and Mrs. William L. Canniff, 82 Congress Street, Newark, NJ.

Karen Ann Johnson, born August 24, 1953. Parents, Mr. and Mrs. Francis R. Johnson, PO Box 205, Ocean Springs, Miss.

Terry Lynn Smith, born August 23, 1953. Parents, Mr. and Mrs.

Floyd H. Smith, 902 St. Andrew Street, New Orleans, La.

Robert Whitney, born August 26, 1953. Parents, Mr. and Mrs. Van Whitney, 1064 Manor Lane, Bay Shore, Long Island, NY.

John Marshall Hancock, born August 18, 1953. Parents, Mr. and Mrs. Johnnie Hancock, 114 West 13th Street, Houston, Tex.

Jorge Luis Reyes Negrón, born July 27, 1953. Parents, Mr. and Mrs. Jose Reyes, Calle Dyetou 357, Villa Palmeta, Santurco, Puerto Rico.

Gail Ann Hanover, born August 23, 1953. Parents, Mr. and Mrs. Eli Hanover, 4048 West Cold Spring Lane, Baltimore, Md.

Gary Louis Sasseville, born August 21, 1953. Parents, Mr. and Mrs. Norman G. Sasseville, 64 Queensberry Street, Boston, Mass.

Jim Randall Larrimore, born August 20, 1953. Parents, Mr. and Mrs. Ellie H. Larrimore, 111 Jesse Street, Daytona Beach, Fla.

Miguel Landron, born August 23, 1953. Parents, Mr. and Mrs. Jesus M. Landron, 101 South Elliot Place, Brooklyn, NY.

Deborah Pittman, born July 4, 1953. Parents, Mr. and Mrs. Hezlie B. Pittman, 1100 Chactaw Street, Pascaquia, Miss.

Loyal Lafayette Piker, Jr., born July 27, 1953. Parents, Mr. and

Mrs. Loyal L. Piker, 12609 Eastbrook Avenue, Downey, Cal.

Jorge Salazar, born September 13, 1953. Parents, Mr. and Mrs. Lino Salazar, 21-D Magnolia Homes, Galveston, Tex.

Thomas Michael Cook, born September 10, 1953. Parents, Mr. and Mrs. Thomas H. Cook, Jr., Route 6, Meridian, Miss.

John Danill Maples, Jr., born September 13, 1953. Parents, Mr. and Mrs. John D. Maples, 550 South Ann Street, Mobile, Ala.

John Casey Pearson, born September 11, 1953. Parents, Mr. and Mrs. John W. Pearson, 10010 17th Place, Seattle, Wash.

Diane Weiden Arscott, born September 18, 1953. Parents, Mr. and Mrs. David W. Arscott, 29 Buzzards Bay Avenue, Buzzards Bay, Mass.

Maurice Galligan, born August 17, 1953. Parents, Mr. and Mrs. George W. Galligan, 310 1/2 Jackson Street, Lake Charles, La.

Michael Salvatore Cucchissi, born August 29, 1953. Parents, Mr. and Mrs. Michael Salvatore Cucchissi, 439 Prospect Place, Brooklyn, NY.

Juan Manuel Collazo, Jr., born September 3, 1953. Parents, Mr. and Mrs. Juan M. Collazo, 337 East 109th Street, New York, NY.

Gladys Elizabeth Dos Santos, born September 8, 1953. Parents, Mr. and Mrs. Alvaro Dos Santos, 153 West 66th Street, New York, NY.

# 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.

Raymond B. Long, 46: A member of the deck department, Brother Long joined the SIU in Boston in 1943 and died of a cardiac condition on December 1, 1952.

Harold James Tilden, 55: While the Azalea City was in the Gulf of Mexico Brother Tilden died

aboard her of a heart ailment on August 22, 1953. A member of the deck department, he had sailed SIU since 1942 and was buried at Oleander Cemetery, Galveston, Tex. He is survived by his wife, Margery Tilden, RFD No. 1, Charlotte, Mich.

Juan Manso Santalla, 71: On September 1, 1953, Brother Santalla died of a heart condition aboard the Florida, while at Havana, Cuba. Executor of his estate is Jose R. Cruz, 2239 NW 66th Street, Miami, Fla.

## Seafarer Family Portrait



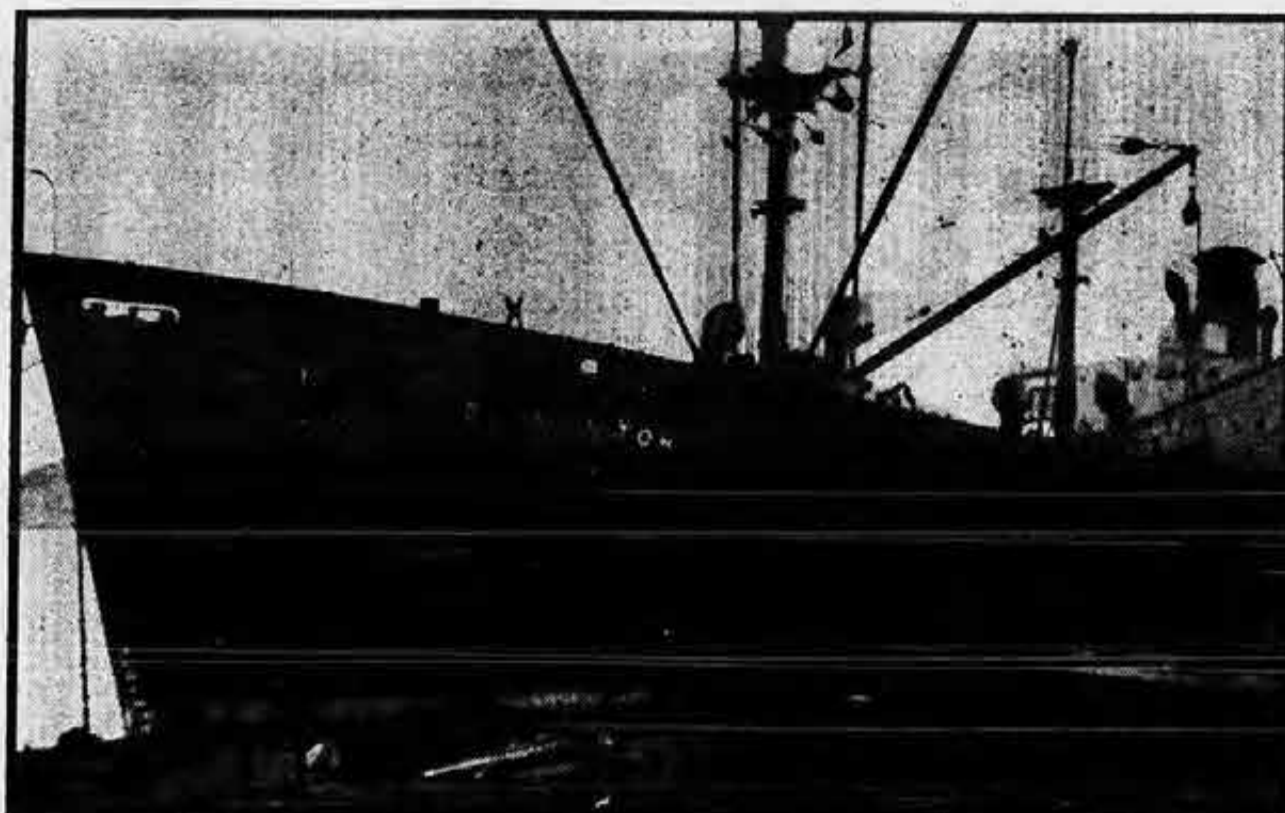
Mr. and Mrs. Juan L. Rios of New York City pose with the children, including their new son, Carlos Rios, right after the Welfare Services Representative delivered the SIU maternity benefit plus US defense bond to the family's home.



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Jack "Speed" Walker, official ship's comedian, lightened the long days at sea with gag acts. The crew agrees that Walker may not rival the Hollywood sarong girls in looks but insists that he has it in acting ability.



This shot was taken while the Seamonitor was loading battered tanks, trucks and other war-ravaged vehicles in Korea for transit back to the repair depots in Japan. The ship spent 13 months on the shuttle run, paying off in the Pacific Northwest three times during that period.

When a crew sticks to a ship through three sign-ons and 18 months of sailing, it must be a pretty unusual vessel. Yet that's the boast of the SIU-manned Seamonitor. Three times the ship has come back from Korea to pay off, and on all three occasions there wasn't a single hour of disputed overtime and not a solitary crew beef.

This happy state of affairs is tribute to the skipper, Captain Andrew Jackson, and heads-up delegates who have been able to settle everything at the point of production.



Lou Terrillo (left), is all set after getting a job as oiler. Word about the Seamonitor got around fast and the boys were really looking for berths on her. At right, Captain Jackson and ship's delegate Kirk Anderson are all smiles after straightening everything out for payoff.



Part of the gang pose for group shot in Suway Bay, Korea. Front row (l-r): D. Mastrentenis, H. Rupert, A. Weddle, A. Mulley, L. Trallo, K. Gummeson. 2nd row (l-r): A. Michelet, Captain Jackson, E. Tucker, H. Wong. Rear (l-r): O. Rosenberg, P. Greenwood, K. Anderson, H. Willoughby, C. Frank, G. Stravarides, J. McKarek.



Crew delegates meet with the skipper to settle a ship-board beef in cooperative fashion. Left to right are: Sal Serrie, John "Tiger" Doyle, John McKarek, Captain Jackson and Kirk Anderson, bosun.