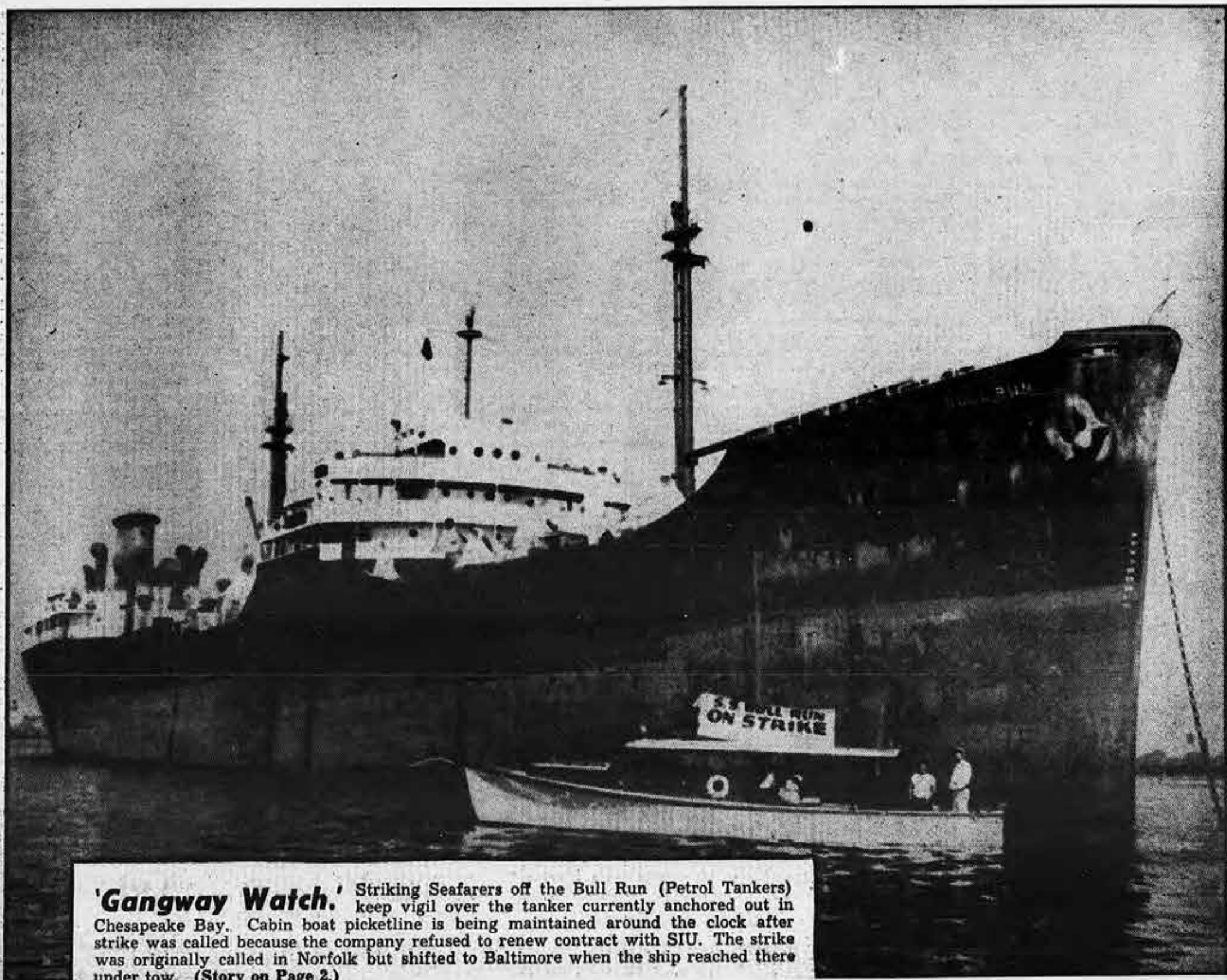


WIN VACATION PAY INCREASE TO \$176

New High For SIU Pioneer Plan

Story On Page 3



'Gangway Watch.' Striking Seafarers off the Bull Run (Petrol Tankers) keep vigil over the tanker currently anchored out in Chesapeake Bay. Cabin boat picketline is being maintained around the clock after strike was called because the company refused to renew contract with SIU. The strike was originally called in Norfolk but shifted to Baltimore when the ship reached there under tow. (Story on Page 2.)

SIU Strike Ties Up Tanker; Crew Pickets By Boat

BALTIMORE—Seafarers from the crew of the SS Bull Run (Petrol Tankers) have been manning a 24-hour seagoing picketline around the ship here since Sunday, as the company continues its refusal to renew its full work agreement with the SIU.

The vessel, which arrived late Saturday under tow from Norfolk, had been covered by an SIU contract for several years. Members of the crew originally left the ship in the Virginia port, after the Union acted on prior strike authority voted by the membership and called the crew out on strike.

At present only two SIU firemen are aboard the Bull Run, (acting on instructions from the Union), along with her full complement of mates and engineers. However, the various officers' unions involved have indicated their willingness to back the SIU position in the beef. CIO shipyard workers at the Maryland Drydock Company have also pledged a "hands-off" policy in the dispute.

Man Picket Boat

The seagoing SIU picketline is being maintained in a trim cabin boat topped with a large banner reading "SS Bull Run On Strike — Seafarers International Union of North America, Atlantic and Gulf District, AFL." Members of the crew have been manning the boat since they arrived from Norfolk over the weekend in 12-hour watches 'round the clock.

The picketboat is provisioned with sandwiches and soft drinks supplied by the SIU branch in the port, and all crewmembers are be-

ing maintained at local hotels in the city while off watch.

Operators of the ship, Petrol Tanker Industries, Inc., one of several SIU companies under the Mathiasen banner, have not indicated what their next move will be. Meanwhile, the ship is berthed out in the bay and the SIU picketboat continues its vigil.

SIU Committee Surveys Steward Dep't Standards

Steps to assure high quality feeding, attractive service and smooth steward department operation on all SIU ships are being taken by a recently-formed Seafarers steward department committee. The committee, which is working jointly with shipowners, will strive to assure that Seafarers receive the very best for every food dollar spent by the operators and at the same time will seek to eliminate waste and unnecessary expense resulting from use of unsatisfactory stores or lack of planning in steward department operations.

The formation of the committee is the outcome of an SIU proposal that a standard stores list be established for all SIU-contracted ships. This proposal has now been broadened to include improvement of operating procedures in the steward department wherever possible with the double objective of assuring a smooth-running galley

and messroom as well as providing a variety of palatable meals served in an attractive manner.

Stores First Consideration

Several meetings with shipowner representatives have already been held by the Union committee. The Union representatives, Joe Algina, Claude Simmons and Eddie Mooney, chairman of the committee, have made improvement of stores the first order of business.

The committee has emphasized that high quality stores are the most economical for the shipowner on a dollars and cents basis because the better-quality foods mean less spoilage and waste.

Side by side with the standardization of stores on a high level of quality, the committee will seek to develop standard operating procedures for all steward departments to follow. It is the objective of the committee to draft these procedures in clear and concise terms and then distribute them in the form of an operating procedures booklet to all stewards.

In order to accomplish its job, the committee welcomes suggestions from steward department men and all other crewmembers who have ideas as to how the operations of the department can be improved.

Stop 'Merry Go-Round'

One of the things the committee is out to accomplish is to get away from the "merry-go-round" type of menu in which the same main dish is served on the same day of the week, week in and week out. A little more change of pace in this direction, it is felt, will go a long way toward eliminating the feeling of monotony and consequent waste of food that tends to arise, particularly on long voyages.

Both preparation and serving of food will get equal attention from the committee. Good food coming out of the galley, the committee emphasized, merits attractive and palatable serving in the messroom.

As an example, the committee cited the practice of serving a big chunk of butter "family-style" to a whole group of men. After the crewmembers have gotten through slicing pieces off, the rest of the butter has to be dumped. This unnecessary waste could be avoided simply by cutting butter down into individual patties. That way each Seafarer could have as many patties as he wanted for individual consumption and the remainder of the butter could be put back into the dairy box for use at the next meal.

Once the committee has arrived at certain practices and procedures, it will continue to serve as a watchdog body to assure that superior practices are maintained, and it will meet periodically with shipowners to consider suggestions for dealing with shipboard feeding problems.

Gale Claims Ship, 37 Seamen



A small boat from the freighter Maritime Trader bearing six victims of the capsized freighter Mormackite pulls alongside the USS Eaton to transfer bodies to the Navy ship. Twelve bodies of crewmembers were recovered from the Atlantic two days after the ship capsized and sank in a gale 150 miles off Cape Henry, Va.

NORFOLK—A toll of 37 lives was taken by a fierce Gulf Stream gale when the NMU-manned ore carrier Mormackite capsized suddenly and sank 150 miles east-southeast of Cape Henry, Virginia. So sudden was the sinking that crewmembers had no time to take to lifeboats or radio for help.

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Only 11 crewmembers of the ship were saved after floating in lifejackets and clinging to debris for 48 hours before their cries for help were heard by a passing Greek freighter, the Macedonia. Other ships which aided were the Maritime Trader and the Monroe Victory.

Like Southern Isles

The Mormackite disaster closely parallels the fate of the SIU-manned Southern Isles which broke in half and sank off Cape Hatteras just three years ago in another October storm. On that occasion, 17 of the 23 men on the 3,300-ton converted LST were lost. The Southern Isles was also carrying a cargo of ore when disaster struck.

Fortunately, the survivors of the Southern Isles were picked up immediately. The Mormackite men had 48 hours in the water during which several were attacked by sharks and others went under from exhaustion and submersion.

First accounts from crewmembers said that there was a sudden shift in the 6,000-ton ship's ore cargo following which the vessel turned over and sank.

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 October 15, 1954.

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 32, NY; Robert Matthews, Assis-

tant 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, 1954.

Marion Kaplan, Notary Public. (My commission expires April 28, 1955.)

Seatrain NO In Transfer To Liberia

Latest casualty to the US merchant marine resulting from the Maritime Administration's easy ship transfer policy is the formerly SIU-manned Seatrain New Orleans, which is going under Liberian registry. It is the 27th ship transfer approved by the Government in the past two months.

Idle for the last four years, the New Orleans has been sold by the SIU-contracted Seatrains Lines to the West India Fruit and Steamship Co. Inc. of Norfolk, Va. It is expected the ship will go into the company's railroad car ferry service between West Palm Beach, Fla., and Havana, Cuba. West India already has four other carferries on this run.

The 7,636-gross-ton New Orleans, built in England in 1928, is 452 long and 62 feet in the beam. She has a capacity of 90 fully-loaded freight cars and a speed of 14 knots.

She had been manned by SIU crews in the service between New Orleans and Havana until four years ago, when she was withdrawn as a result of a dispute between Seatrains Lines and the Cuban government. Six other Seatrains vessels, the Georgia, Louisiana, New Jersey, New York, Savannah and Texas, are still operated by the company under SIU contract.

Back Wages Ready At 4 More Co's

Seafarers who have retroactive wages coming from any of four SIU-contracted companies whose back pay lists are now ready can now collect the monies due them by writing the companies involved.

The companies concerned are the following: J. H. Winchester & Co. (Liberty Navigation), 19 Rector St., New York, NY; Southern Steamship Co., 103 Pennsylvania Ave., Wilmington, Del., and the Trojan Steamship Co., and Troy Shipping Co., both of 21 West St., New York, NY.

The back pay stems from the retroactive feature of the supplementary SIU agreement negotiated this past June, which made wage boosts retroactive to October 1, 1953. Most of the other companies have paid out the back pay during the interim.

SIU WINS NEW HIGH —\$176 VACATION PAY

The Seafarers International Union, A&G District, pioneer of all maritime vacation plans and constant leader in benefits paid, swept far ahead of the field this week by establishing a new record high in vacation pay of \$176.

The increase—which amounts to a 19 percent boost for every Seafarer—was voted this week by the trustees of the Seafarers Vacation Plan following negotiations with the SIU. The increase from the present \$148 industry-high annual level will go into effect for 90 days or more of seetime accumulated after December 1, 1954.

Stretching That Dollar?

Seafarers anxious to stretch that dollar and get top quality for their money can find the answer to their buying problems in the column "Your Dollar's Worth," on page five. The column appears in every issue of the LOG and is written exclusively for Seafarers by Sidney Margolius, the leading expert on buying.

Topics covered range from home buying (see this week's column) to shipboard gear, patent medicines and home appliances. Whatever your buying problem, the LOG has the answer. If you have a particular subject you would like to have covered, drop a line to the LOG.

The rise in benefits does not involve any increase in contributions by the shipping companies, although it does require their signatures in order to go into effect. It is expected that all SIU-contracted companies will approve the increase within the next few weeks, well in advance of the time that new payments will be made.

The SIU-sponsored plan for increased payments came after a thorough accounting study of the

An analysis of the Seafarers Vacation Plan showing its superiority to all others in the industry and a full explanation of its operations appears in the centerfold of this issue.

operations of the Vacation Plan. The study showed that benefits could be raised to the maximum of \$176, thanks to the low cost and efficiency of the Plan's operations. This is the greatest amount that could be paid based on the existing rate of contributions by the ship-owners.

Already the Seafarers Vacation Plan, the first industry-wide plan in maritime, has paid out a total of \$3 3/4 million in benefits to Seafarers since payments got under way in February, 1952. Under the existing rate of payments, accountants' figures show the \$148 benefit is the highest in the industry. Under the new rate, Seafarers will be receiving, on the average, \$30 more than seamen in the National Maritime Union, which has the next best plan.

Actually, since the NMU plan is based on a sliding scale according to wages, most men sailing an NMU ship get less than the \$146 average for their plan. Or putting it another way, in a typical crew of 34 men, 30 of the 34 Seafarers

would receive more than any other seamen in the industry, and the entire SIU crew would receive over \$1,000 more than a crew of the same size under other plans in the industry.

Before the SIU Vacation Plan was negotiated, very few seamen had ever received a penny in vacation pay.

By basing vacation pay directly on the number of days worked and then having all contributions from all companies placed in a central fund, the SIU was able to assure vacation benefits to Seafarers for the first time.

The December 1 starting date from which seetime can be counted at the new, higher rate means that Seafarers should accumulate at least 90 days seetime after that date before filing for benefits. Filing before those 90 days will mean that the Seafarer will be paid at the old rate of \$148 a year.

Credential Report OK'd By Members

With voting due to begin a month from today, Seafarers in all ports last week approved the report of the membership-elected credentials committee which recommended a record total of 78 candidates qualified to run for the 49 Union posts in a two-month referendum.

Retired with a vote of thanks, the six-man panel was elected at the headquarters branch meeting

To better acquaint Seafarers with the candidates for election the SEAFARERS LOG will carry pictures and biographies of all candidates in the next issue, 2 1/2 weeks in advance of the start of the balloting.

on September 22, in accord with the procedure established in the SIU constitution. It scanned the nominations of a total of 92 Seafarers, of whom 14 were disqualified for failing to meet one or more of the constitutional requirements.

Ballots Being Printed

Thus, ballots are now being printed in time for the official start of the voting on November 15 at all SIU branches for a period of two months.

The ballot will be virtually the same as the one voted on in the previous election in 1952, when there were also 49 Union offices at issue. However, this time Seafarers will be called upon to vote for three joint assistant secretary-treasurers plus one each to represent the deck, engine and steward departments. In the previous election, six joint assistant secretaries were voted upon.

Teamwork Saves Man's Eye



Steel fragment is removed from the eye of a Dutch seaman transferred to the SIU-manned Del Mar from another ship at sea in the cruise ship's hospital as Dr. Schindler of the Del Mar (right) administers emergency treatment. The success of the operation, which took place in South American waters, was credited in part to the ingenuity of Seafarer Peter B. Oppedahl, electrician.

NEW ORLEANS—The ingenuity of an SIU electrician aboard the Del Mar coupled with a doctor's skill saved the eyesight of the crew member of a Dutch freighter. An electromagnet rigged up by Seafarer Peter B. Oppedahl and operated by the Del Mar's physician, Dr. Schindler, removed the piece of steel from the eye of the seaman.

Ship's delegate Vic Miorana reports that the emergency treatment took place in South American waters off Rio de Janeiro on Saturday, September 25. The radio operator of the Delta Lines passenger ship received an SOS early in the morning from the freighter Aagtedyk of the Holland-American Line that a crewmember aboard needed immediate medical attention. The Del Mar responded by changing course and heading to the Dutch ship, arriving alongside at 8:40 PM.

Crew Made Transfer

Crewmembers of the Aagtedyk lowered the injured seaman into a lifeboat and the Del Mar's deck gang brought him aboard. Meanwhile Oppedahl readied an electromagnet for use by the ship's doctor.

The doctor operated immediately and by 9:55 PM it was all over. The steel splinter was removed from the injured seaman's eye and he was put back aboard his ship amid the cheers of the Del Mar's passengers who had been anxiously watching the proceedings.

New Co. Signs SIU Pact

The SIU signed another new company — with a potential of six ships — to the list of Union-contracted operators this month, as the Norlo Shipping Co. of New York agreed to the full SIU agreement for dry cargo operations. Currently operating two ships, the Ragnar Naess and the Barbara Michel, the company has indicated that it will add four more ships to its fleet before long. Both of its present vessels are Libertys.

An SIU crew from the Seattle hall boarded the Barbara Michel in that port this week, but no crew has yet gone aboard the Ragnar Naess, which is idle in Baltimore. The Michel is slated to come around to the East Coast on her maiden voyage under the SIU.

Previously under SIU contract while operated by the Seatransport Corporation, the Ragnar Naess was sold earlier this year to a company under contract to another union and then purchased by the newly-formed Norlo concern.

The company has signed the full SIU working agreement, which will provide the regular wage scale, overtime and working conditions in force on other SIU-contracted vessels.

Negotiations which led to the signing were handled by the headquarters staff, led by Assistant Secretary-Treasurer Joe Algina.

WC Vote Hearing Set

SAN FRANCISCO—Hope rose last week that the drive of the SIU of North America to win bargaining rights for West Coast steward department personnel will be crowned with success before long. The National Labor Relations Board has scheduled a hearing for Oct. 20 on an SIUNA petition for a three-department vote.

The petition for a three-department unit was made jointly by three SIU affiliates, the Sailors Union of the Pacific, Marine Firemen, Oilers and Watertenders and the Marine Cooks and Stewards-AFL, acting as the Pacific District of the SIU.

The action was taken to try and

settle once and for all which union shall represent the cooks.

With the old Communist-dominated National Union of Marine Cooks and Stewards out of business, the only obstacle to SIU success is Local 100, the catch-all unit organized by Harry Bridges to take over the steward department. In a three-department vote, it is expected that the votes of the deck and engine men, along with those of AFL stewards, will be far more than needed.

SIU Nears 16th Birthday In Solid Financial Shape

With the Seafarers International Union, Atlantic & Gulf District, about to celebrate its 16th birthday on November 1, the men of the SIU can look back on a trade union record of accomplishments for Seafarers unequalled in maritime history. The men of the SIU now enjoy tops in working conditions, contracts, wages, welfare, vacation and shoreside facilities. Equally as impressive is the SIU's record of accomplishment in building a strong financial structure while at the same time establishing a district-wide program of modern halls with first class facilities for the men of the SIU. In view of the fact that the current rank and file quarterly finance committee's examination of the Union's assets comes at this anniversary time, the committee requested that the Union's solid financial position be brought to the attention of the men of the SIU, with a breakdown of the Union's assets in cash, bonds, real estate, Union corporations and equipment. The committee's full report will, of course, be presented to the membership at regular meetings in all ports on October 20.

Consolidated Statement of Assets and Liabilities October 13, 1954

Fund	Cash and Bonds		Cash		US Gov't. Bonds	Total
	Cash in Bank	Cash on Hand	Depository Assets			
General	\$212,235.61	\$4,000.00	\$11,500.00			\$227,735.61
O & L	5,578.54	300.00				5,878.54
Log	11,004.12					11,004.12
Building	14,217.70					14,217.70
Property	2,800.89					2,800.89
Strike	46,523.48				\$197,609.00*	244,132.48
	\$292,360.34	\$4,300.00	\$11,500.00		\$197,609.00	\$505,769.34
*Present Value of Bonds						
Accounts and Advances Receivable						\$11,244.76
Investment In and Loans to Wholly Owned Corporations from Various Funds						**\$423,531.84
(Seafarers Sea Chest Corporation; Seafarers Port O'Call Corporation; Seafarers Sea Stores Corporation; Seafarers Building Corporation; Seafarers Baltimore Building Corporation; Log Press, Inc.; Seafarers Baltimore Port O'Call Corporation.)						
Land and Buildings—Union Halls						\$1,639,667.73
Automobiles, Furniture and Fixtures						126,638.32
Other Assets						14,959.75
Total Assets						\$2,721,211.74
Less Liabilities						\$18,845.17
Total Net Worth						\$2,702,366.57

** Of this sum, \$400,000 represents investments made since March, 1953. Report prepared by Buchbinder, Stein and Company, Certified Public Accountants, New York, NY.

The Quarterly Finance Committee's findings as to the Union's net worth and total assets, as shown above, permit an interesting comparison of the Union's financial strength and growth over the years since its inception. The following figures therefore are reprinted from the A&G District's report to the 1953 SIU Convention, at which the Union makes reports of all its activities, including financial statements:

Year	Total Net Worth
1942	\$ 76,754.46
1944	241,898.74
1947	618,450.02
1949	1,383,014.65
1951	1,429,671.95
1953	2,890,913.42

The figures above, along with those of the Union's current financial standing illustrate that the SIU has experienced a steady accumulation of assets and net worth and is today a solid, robust organization. This picture is particularly significant because the period 1953-1954 is one of retrenchment and recession in the maritime industry. The heavy layoffs of ships and transfers to foreign flags have resulted in the loss of income to the Union of some 4,000 dues payers who have left the industry during this period. This factor has had only minor effect on the union's financial position, as illustrated by the net worth figure of \$2,890,913.42 in 1953, and the \$2,702,366.57 of today.

Additional Membership Financial Resources

In addition to the assets Seafarers possess in their Union proper, the Quarterly Financial Committee noted that SIU men have a tremendous reserve of assets in the form of the Seafarers Welfare and Vacation Plans. At the present time, these funds have combined assets of \$4,768,223.55, which guarantee that Seafarers will receive their Union-negotiated welfare and vacation benefits. These funds are exclusive of the \$5,729,316.95 already paid out in benefits to Seafarers. Thus the combined assets standing behind Seafarers amount to almost \$7½ million.

A Job For Every Membership Book In The SIU

In addition to providing its membership with the many facilities necessary for the comfort, relaxation and conduct of their business, one of the most important functions of a seafaring union is to protect the employment and job opportunities of its people. On this issue, the Quarterly Committee's report shows that the SIU has maintained one of the most favorable ratios of jobs to men in the industry—one contracted job for every SIU book member. This ratio of one book for every job is even more impressive in light of the tremendous loss of jobs to all American seamen in the past two years through lay-ups and transfers to foreign flags of American ships. In job protection the SIU man is the best fed, best protected in maritime. The SIU man therefore has not only the knowledge that his union is strong and sound financially, but that he himself enjoys the highest degree of individual economic security of any seagoing man in the world.

As I See It . . .

Paul Hall



THERE IS A GOOD POSSIBILITY AS A RESULT OF STEPS UNDERTAKEN by the West Coast unions affiliated with the SIU of North America that the Communist Party's last remaining pipeline on West Coast ships will be destroyed. At present the National Labor Relations Board is considering a petition from our brothers in the Sailors Union, the Marine Firemen and the Marine Cooks and Stewards for a joint, three-department vote on the West Coast. The idea is that the name of the SIU of North America would appear on the ballot and sailors, firemen and cooks would all vote under the single label.

If this procedure is approved by the Labor Board it will mean that all three shipboard departments would be standing together against Harry Bridges' front stewards' union, Local 100, which he organized to swallow the steward department.

As the membership will recall, there was an election a few months ago on West Coast ships in which only members of the steward department voted. In that election, the MCS-AFL, affiliated with your International Union, attracted a very sizable number of votes. The old Commie-dominated National Union of Marine Cooks and Stewards fell by the wayside, but the waterfront apparatus of the Communist Party turned on the heat and swung a big bloc of votes into the "no union" column.

Entire Apparatus Put to Work

It was no secret that this was accomplished by turning the entire apparatus of the West Coast longshore union to this task and by organizing the stewards into a local of the longshore union. The result is that the cooks on West Coast ships have been left without any union since then.

It's been apparent to all that Bridges' aim through the years was to swallow up the seagoing unions on the West Coast. Up until now he had attempted to set up his pipelines within the existing unions. The old NUMC&S was a perfect tool for that purpose. Now with NUMC&S destroyed Bridges has had to come out in the open where all can see his power grab in operation.

However, as usual, it's been the SIU of North America that has proved to be the biggest stumbling block to Bridges' ambitions and the ambitions of the waterfront Commie clique. If it were not for the formation of the SIU of NA and the fight that the SUP principally, your own union here on the East Coast and other SIU affiliates have carried on against Bridges down through the years, there is little doubt that he would have succeeded in gaining a stranglehold on the seagoing unions.

Seamen Drew The Line

Bridges has been under attack for a long time from many quarters including the Government and the press. But none of these attacks have hurt him half as much as the fact that seamen on the West Coast stood up against him and drew the line. Every time he's tried to cross the line he's been driven back. Bridges himself is well aware that the SIU and its affiliates are the biggest obstacles to his ambitions. That's why the SIU of NA in general and the SUP in particular have been his favorite target and that's why he will ally himself with any forces in attempts to hinder the progress of the SIU.

It wasn't so long ago out on the West Coast that our brothers in the Sailors Union stood almost alone in this fight. Time and time again Bridges and the operators tried double-teaming the Sailors with the help of NUMC&S. Now it's a different story. The Marine Firemen are with the SIU and the cooks, given the opportunity, will join the ranks too. When that happens it will be the end of the long fight to eliminate the last traces of Communist influence from US seagoing unions. In light of current world conditions, this is more desirable and necessary than ever.

When you need
a hand



DISTRIBUTION OF UNION BENEFITS
FAMILY MATTERS - LEGAL ACTION
FINANCIAL ADVICE - IMMIGRATION
MATTERS - DRAFT BOARD PROBLEMS -
COAST GUARD MATTERS - UNEMPLOYMENT
INSURANCE - SOCIAL SECURITY - HOUSING
MAINTENANCE ENFORCEMENT - ALLOTMENTS -
REPARATION - AND PERSONAL PROBLEMS

THE
SIU
WELFARE
SERVICES
DEPARTMENT

YOUR PROBLEM IS OUR BUSINESS™

ILA Phony Tie-Up Ends On Employers' Terms

Tipping off their inability to stampede the stevedores and shipping companies into giving them anything better than they were offered six months before, officials of the old International Longshoremen's Association (independent) called off a hastily-called portwide stoppage last week and allowed New York longshoremen to go back to work.

In the process, New York's 25,000 longshoremen lost two days' wages, harbor activity was thrown into a turmoil and the dockworkers wound up no better off than when they walked off the job.

They "gained" a ten-cent pay package including eight cents more per hour in wages retroactive to October 1, 1953, and an additional two-cents an hour in the employer contribution of five cents per hour to the ILA Welfare Fund, retroactive to April 1 of this year. However, the employers had bettered that offer six months ago, when it was rejected by the leaders of the AFL-ousted pier union.

Shippers Offered More

At that time, with the harbor tied up in the midst of the wrangle between the new AFL International Brotherhood of Longshoremen and the old ILA for control of the port's dockworkers, the New York

Shipping Association voluntarily came up with an offer of ten cents—eight in wages and two for welfare—all of it retroactive to October 1, 1953, in an effort to settle a month-long-walkout.

The old ILA leadership, however turned it down, and the dockers went back to work a week later anyway—with no contract improvement.

In the interim, because of the rapid depletion of the ILA Welfare Fund, the employers again came forward and, for the past six months, have been voluntarily paying a total of seven cents an hour per man to the welfare kitty. This is the same two-cents "gain" figure incorporated in the settlement which ended last week's two-day strike.

The peace pact also contained a vague "promise" by the employers that they might some time in the future boost the welfare contribution and exacted a pledge from the ILA leadership to hold off possible future strike action for at least 45 days while negotiations go on.

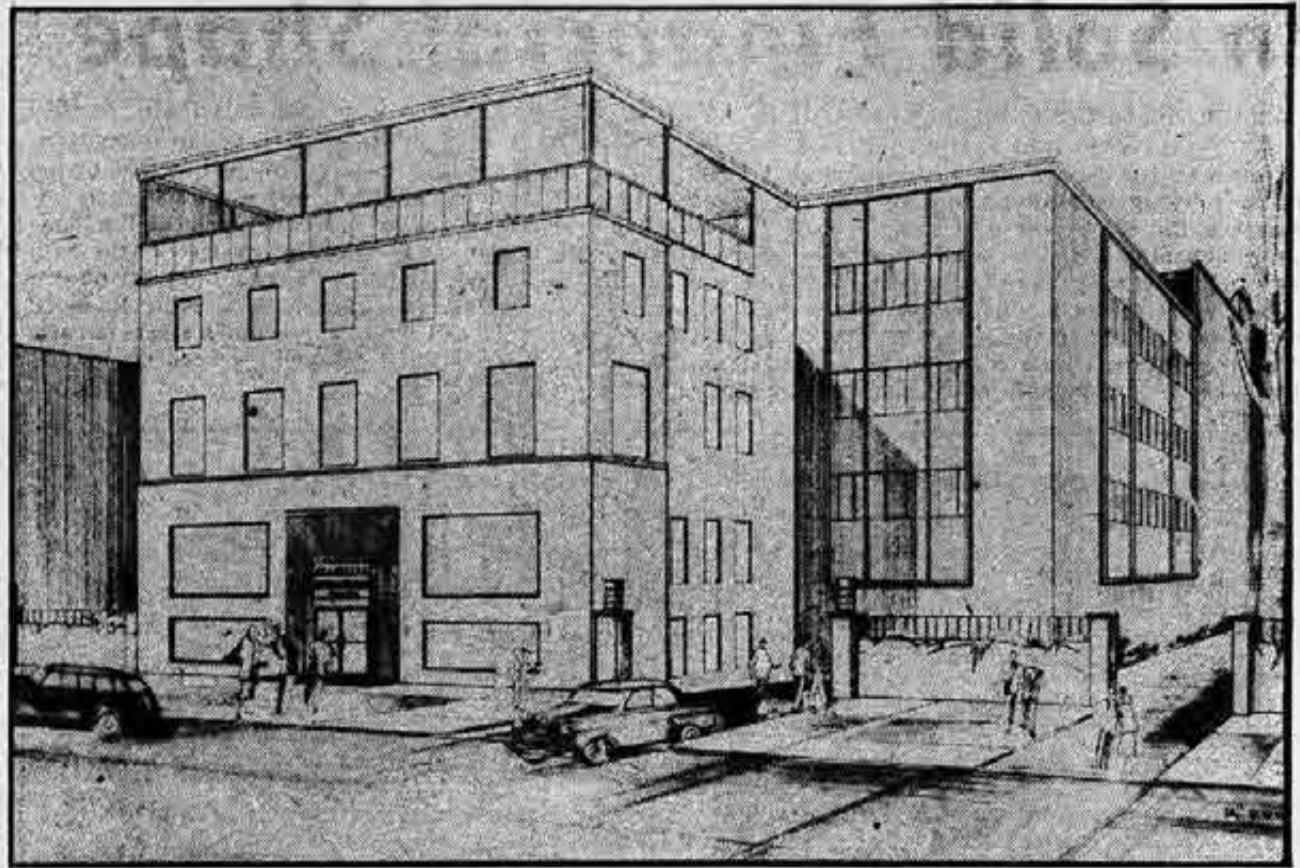
From the sidelines, meanwhile, the AFL-IBL, which still holds the allegiance of slightly less than half the harbor's dockworkers, made no attempt to work the harbor areas controlled by its membership in an effort to let the old ILA officials "hang themselves."

'Sweetheart' Settlement

"We knew they couldn't come up with anything better—and might lose out—if they pulled a strike," declared James Egan, secretary-treasurer of the IBL's Port Council, "and they ran true to form. While 25,000 longshoremen lost two days' pay, ILA leaders wrapped up their 'sweetheart' pact with the shipping association and left the men holding the bag.

"On top of losing the retroactivity in welfare contributions that they could have had six months ago, they did nothing about the real problems of actual working conditions on the docks. There's still no guaranteed eight-hour day, paid holidays and all the other items of real concern to the men working on docks. These provisions have gone by the board," he added.

Balto. Hall Opening Near



Drawing shows exterior of new SIU Baltimore port office, which will be ready for use within the next few weeks. SEAFARERS LOG will carry full photo layout when hall opens.

The brand new Baltimore port office, finest Union hall of its kind in the industry, will be "open for business" on or about November 1. Contractors are now putting the finishing touches and installing furnishings preparatory to turning over the property for full and

permanent occupancy. When the hall is completed the SEAFARERS LOG will carry a full picture and story layout on its operations.

The opening of the Baltimore hall will mark the second milestone in the SIU's long-range progress to provide modern halls for Seafarers in all ports where the SIU operates.

Seafarers who considered the Brooklyn headquarters hall the last word in union facilities when it opened three years ago will find the Baltimore hall surpasses headquarters in many ways—in space, layout and variety of facilities for men on the beach. In planning the Baltimore hall the Union and the architects had the advantage of experience in operating headquarters. Accordingly Baltimore will contain many features that were not installed in New York. Then, too, the existence of an additional story made possible the construction of a solarium and rooftop recreation area offering an excellent place to relax between job calls.

To begin with, the Baltimore hall is completely air-conditioned throughout with a built-in instal-

lation. Since it is four stories high an elevator has been installed for the convenience of the membership as well as for ease of handling equipment such as furniture and files.

As in New York, the lower levels of the hall are devoted to eating and drinking facilities and the Sea Chest. A modern cafeteria with a glass-walled kitchen and a spacious cafe are provided, with more space for table service than in New York. These facilities will be reserved exclusively for Seafarers. The Sea Chest retail outlet has far more space than at headquarters, permitting it to carry a wider selection of goods. A barber shop, bootblack stand, laundry drop, baggage room, library, lounge, television room and other recreation facilities are also available, some of them on the fourth deck recreation level.

The modern shipping hall is similar in design to that at headquarters, containing the same type of shipping board. It will double in brass as an ample and comfortable meeting room for port meetings.

Administrative offices have been

supplied with ample space and designed for speedy service to meet Seafarer's needs. The SIU Vacation Plan and the Seafarers Welfare Plan have been provided with all the necessary facilities for their functions. The hall is surrounded at the side and rear by a good-sized parking lot for use by the membership. The rooftop solarium is glass enclosed on all sides and offers an excellent view of the harbor and city of Baltimore.

Be Sure to Get Dues Receipts

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

New 'Prop' Experiment

The largest controllable-pitch propeller ever designed for a US oceangoing vessel has been ordered by the Maritime Administration and will be installed on a Liberty ship as part of an experimental installation of a gas turbine propulsion plant.

According to the MA, the controllable-pitch propeller is the most promising means of maneuvering and reversing the gas turbine ship. It provides a means for reversing the ship from full power ahead to full astern in a very short time, without changing the direction of rotation of the main engine, and also enables the gas turbine to operate most efficiently for all loading operations.

The 17'6" prop will be installed on a Liberty selected from the National Defense Reserve Fleet.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Ways Of Cutting Housing Costs

The housing problem has become the toughest puzzle for a family to solve on a moderate income. Housing has become the football of the speculators—one of the juiciest melons of this era, with increasingly upsetting effect on working families' plans and hopes. From 1950 to 1954 housing costs rose an average of 14 per cent, but the jump has been even bigger for renting families, who on the average now pay 19 percent more rent than five years ago. Many families who always rented now find themselves forced to buy houses to escape rent gouges.

But costs of individual homes have remained at high levels too. A house which cost \$7,000 to build (not to buy) in 1945, went up to approximately \$12,000 in 1952 and by this year had come down to about \$11,000.

But you couldn't buy it for \$11,000 near a large city, because there is a growing shortage of improved land around cities, and builders are tending to use remaining plots for larger and costlier houses.

Thus you have to move further out from town nowadays to find the better values in housing. This discourages men who must travel to work, but Seafarers don't have that problem and may have an advantage there.

Among the lowest-priced new houses still available are

those built under Title 1 of the National Housing Act. These are generally to be found in the outskirts of cities and the more rural areas where land is cheaper. They are small, with generally less than 800 feet of living space, so select carefully with an eye to expansion possibilities if you have a growing family. They also have low taxes, which is why some towns are refusing to permit any more Title 1 houses to be built, claiming that the low taxes don't cover the cost of schooling for the children living in these houses.

You may be able to locate such "Title 1" houses for sale in your locality by asking the FHA office in your city, local banks or the real-estate editor of your local newspaper.

Older Houses Cheaper

Another possibility for finding reasonably-priced housing is in older houses. These were overpriced in recent years, but as more new houses are built, prices of older houses are being forced down. For one thing, they generally require a larger down payment, so a family with a little capital is in a better position to get a favorable price. Also, an older house gives you an opportunity to invest some "sweat equity" by renovating it. "Sweat equity" is the value you add to a house by the labor you invest in it. But an older house should be carefully se-

lected, particularly as to adequacy of electrical wiring, heating plant and insulation, and the future of the neighborhood. Note especially how well nearby property owners maintain their houses, and signs of the encroachment of stores and factories into an older neighborhood.

Many men who never before had any experience in carpentry these days build some or all of their own homes, or expand or complete them. One growing trend is to have a contractor build a shell which you finish yourself—not an intricate job if you use dry walls. Other families have had some success buying ready-cut materials—all the materials are sized and ready-cut. One family in Wisconsin reports that with an experienced carpenter as a guide (he put in 66 days of work) the husband built a five-room "ready-cut" house at a cost of about \$5,000 including a full concrete basement.

Because of the accumulation of mortgage interest, the 30-year mortgages with low down payments now permitted by the Government are not necessarily a boon to the home-buyer. We advise that on any mortgage you make sure that the lender gives you a right of prepayment without penalty. On a \$10,000 mortgage at five per cent running for 30 years, you will repay a total of \$19,000 with interest. If the mortgage is paid up within 20 years, you will repay \$16,000, which is plenty at that.

Norfolk Sea Unions Protest Transfers



Dramatizing the fight of US maritime unions against the Maritime Administration's ship transfer policy, members of the SIU and other sea unions demonstrate in Norfolk to protest the transfer of the SS USO to Liberian registry. The ship is one of 27 approved by the Government for transfer to foreign flags in the past two months. Seafarers who took part in the beef were J. Anderson, J. Hodges, M. E. Walker and Cecil Saunders.

Top of the News

WEST GERMANY TO GET ARMY—Agreement has been reached between the US, Britain, France and other western nations to grant full sovereignty and the right to rearm to West Germany. The agreement came at a nine-power conference in London after months of bickering over the rearming of Germany. The German Army will be limited to 12 divisions and an 86,000-member Air Force. No atomic arms, guided missiles or other "pushbutton" devices will be permitted.

MCCARTHY CENSURE INDICATED—The Senate will go into special session after the November elections to consider the report of the six-man special Senate committee which recommended censure of Senator Joseph McCarthy on two counts. The committee unanimously found that the Senator merited censure because of his refusal to appear at a Senate committee hearing early in 1953 and his abuse of witnesses at Congressional hearings. All signs indicate that the full Senate will adopt the report by a convincing vote. Pro-McCarthy forces in the Senate indicated they would put up a strong fight against censure. They lost one of their strongest backers when Nevada Democrat Pat McCarran died at the age of 76.

POLLSTERS SEE DEMOCRATIC GAINS—Opinion polls and surveys on the coming elections see the Democrats regaining control of the House of Representatives and possibly the Senate as well. Evidence points to a swing back to the Democratic column, although previous elections have shown that such evidence is not always reliable. Republicans are taking the trend seriously and party workers have been warned that the GOP faces an uphill fight. Territorial elections in Alaska this week gave a clean sweep to the Democrats. Observers pointed out that the results in Alaska for the past 40 years have clearly forecast which way the rest of the country would go in November.

FRENCH RED SPY RING REVEALED—Three top national officials of the French Government have been arrested, as well as other individuals charged with espionage on behalf of the Communists. The officials are accused of handing over details of French defense plans in Indochina to an intermediary who, in turn, delivered them to the Communists who used them to advantage in the Indochinese fighting. French Communist Party leaders are involved in the charges.

NEW ANTARCTIC EXPEDITION PLANNED—The Navy will send an icebreaker to Antarctica and establish temporary bases for a year, including one at the South Pole itself. One of the announced purposes of the expedition is to determine how the melting of Antarctic ice is affecting the level of the world's oceans. It is widely believed that military considerations are also part of the picture.

ITALIANS TAKE OVER TRIESTE—The Governments of Italy and Yugoslavia have settled their dispute over the major seaport city of Trieste with the Italians taking control of the city proper. The settlement means that American and British troops will leave the city in a couple of weeks and permit the Italians to incorporate the city into their national administration.

DIMAGGIO TAKES THIRD STRIKE—One of the most publicized Hollywood marriages of recent years has come to the inevitable Hollywood ending with the announcement that Marilyn Monroe would divorce ex-baseball great Joe DiMaggio. The marriage began with a blare of trumpets nine months ago and the couple has been very much in the limelight since.

HISS PRISON RELEASE DUE—Alger Hiss, former State Department official who was the central figure in sensational spy ring charges and was later convicted of perjury will be discharged shortly from the Federal penitentiary. Indications are that he will again be summoned before Congressional committees for further investigation of Communist operations in Government agencies.

Scholarship Applications Opened

Applications are now open to qualified Seafarers under 35 or the children of Seafarers who wish to compete for four SIU scholarships worth \$24,000 which will be awarded in 1955. Eight college scholarships each worth \$6,000 have been granted by the Union's Welfare Plan in the past two years.

The awards, believed to be the largest of their kind in the US, provide for four years of schooling in any course of study at any college or university in the US chosen by the winning candidates. They are generally announced in June of the year in which study is to be begun to enable the successful candidates to make final arrangements for entering school that fall. The Union program, another SIU "first in maritime," was launched in 1952.

Need Three Years' Seetime

In order to qualify, applicants must produce records of three years' seetime aboard SIU ships for themselves or, in the case of children of Seafarers, for a parent. In addition, they must furnish a high school transcript showing a standing in the upper third of

their high school class and three letters of reference.

All candidates will also have to take one of the standard College Entrance Board examinations which are given at regular intervals throughout the country and in some foreign lands, the first of which is scheduled for December 4, 1954. The closing date for filing applications to take this exam is November 13.

Other dates for the examination are January 8, March 12 and May 21, all in 1955. The closing dates for these are December 14, 1954, and February 19 and April 30, 1955. Arrangements can also be made for a special exam for those who live more than 75 miles from a city in which the regular test is given. All exams are graded by the Educational Testing Service,

Princeton, NJ, which conducts the testing program.

Needn't File Early

Interested applicants for the SIU scholarship awards need not submit their qualifying material to the SIU Welfare Plan in advance of taking the examination, but must do so by the time the last exam is given.

As in the past, the winning candidates will be selected by a panel of college administrators on the basis of their performance on the college entrance exam and their past records. Applicants must be accepted by an accredited college or university before they are eligible to receive an award, but not before taking the exam.

Further information can be obtained from the SIU Welfare Plan, 11 Broadway, New York City.

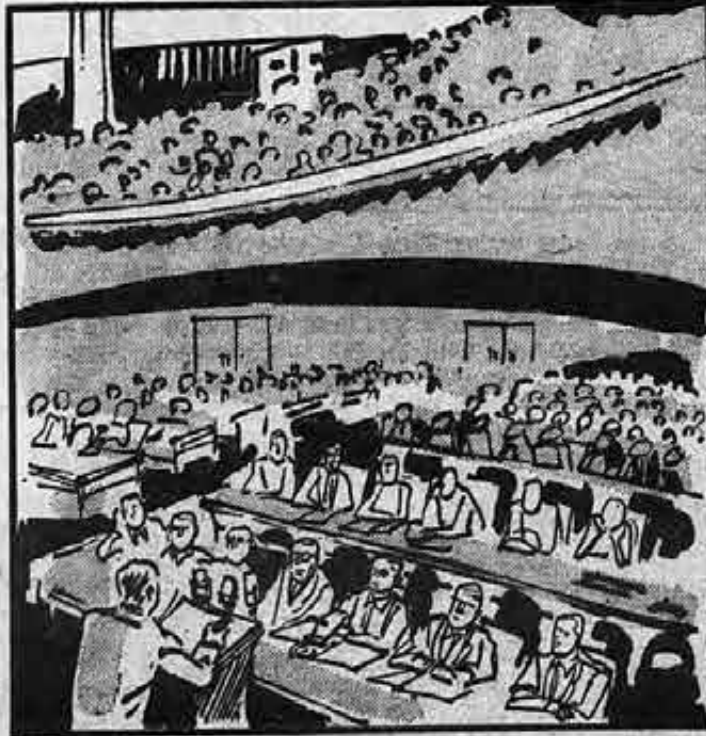
Cartoon History Of The SIU

Panamanian Boycott

No. 74



Although a world boycott of Panamanian shipping had been set up in 1948, in Oslo, Norway, at a meeting of delegates to the Int'l Transportworkers Federation, it was slow to go into effect. Meanwhile, ships kept transferring to Panama to escape safety rules and contracts enforced in regular maritime nations.



Finally, in April, 1950, after many postponements, amid efforts to settle the problem amicably, delegates from unions in the ITF, including the SIU, met in Amsterdam, Holland, to get the boycott underway. The competition of sub-standard Panama shipping had become too great a threat.



The SIU and SUP spearheaded the campaign in the US and met with their first success in July, when the SUP established American conditions and wages on a Panamanian-flag ship. The victory focused world attention on the union fight against cut-throat competition to US shipping from "runaway" flag nations.

SIU NEWSLETTER from WASHINGTON

A sizable proportion of new workers were brought under the old-age and survivors insurance system by Public Law 761 enacted by the last session of Congress. Approximately 7 million persons heretofore excluded from the program are now brought within its scope.

In the maritime field, two new classes are brought into the program, (1) employees engaged in fishing and related activities, on vessels of 10 net tons or less or on shore. It's estimated that some 50,000 fishermen are involved in this category—(2) American citizens employed by American employers on vessels and aircraft of foreign registry.

One of the hottest maritime cases for the past few years involves the so-called dual rate system of steamship conferences, a subject that has been in and out of court several times. For the past several years, a team of three, Isbrandtsen Co., Inc., the Dept. of Justice and the Dept. of Agriculture, have teamed up in an effort to have the dual rate system outlawed.

To date, these protestants have had considerable success in preventing steamship conferences from establishing two levels of rates. The whole issue is coming to a head very quickly now, and the final answer is expected to come—not from the Federal Maritime Board—but from the Supreme Court.

Steamship operators in the US coastwise and intercoastal trade have not been eligible in the past to receive Government construction subsidies, principally on the ground that these trades are "protected" from foreign-flag competition. However, this particular segment of the American merchant marine now can anticipate that the new Congress convening here next January will at least give consideration to subsidies for these domestic trades.

Transcontinental rails and truck operators will oppose construction subsidies for domestic ship lines. Because this would be quite a departure from existing law, there is considerable doubt that Congress will go along with the idea at this time. A ship construction subsidy for domestic shipping companies simply means that the vessel could be purchased by the US operator at what it would cost if built abroad.

The outstanding maritime policy of this country is to have a strong merchant marine (1) for national defense purposes, but also (2) to move the foreign and domestic commerce of this nation.

Here's how the Eisenhower Administration has failed thus far to carry out this policy. Although the major US shipping laws emphasize the necessity of having a strong fleet to carry cargoes (as well as for defense purposes), the Republic Administration believes that the overriding interest of the Federal Government in its relation to maritime matters lies in the national defense aspects—that the Government's interest in shipping should be largely limited to the nation's needs for defense planning.

The result of this kind of thinking is that the Republic Administration is in favor of a limited merchant marine capable of expansion in time of war, but not in favor of a merchant marine strong enough in peacetime to move all of our domestic cargoes, and at least one half of our foreign trade.

For many years now, the US has been encouraging its allies to refrain from trading with Russia—particularly in articles that could be turned into war materials. However, one of the biggest offenders of this understanding proves to be Britain. For example, your reporter has learned from State Dept. sources that Russian interests have about completed the purchase of their third British vessel, the 10,000-ton MV Stanburn, from the Stanhope Steamship Co.

In addition, Ministry of Transport authorization is considering sale to Russia of the 10,000-ton Queen Anne owned by Thos. Dunlop & Sons, and negotiations are believed to be under way for the sale of other British ships to Russian interests.

The total number of merchant ships registered under the flag of Panama is somewhat small—mostly US and Greek, and they very seldom touch Panamanian ports. Panama does not possess a fleet of its own but its government now is planning a fleet, government-owned, primarily to engage in trade between that country and the US.

Some 311 vessels in Panama's merchant fleet, as of the end of last year, were formerly under US registry, and 116 under British registry, out of a total of 847 vessels registered under Panamanian flag.

Last year, the Panamanian National Treasury collected \$324,781 from ship registration fees, \$136,487 from the property tax applicable to the vessels, and about \$500,000 from consular fees collected for providing services to Panama's merchant fleet overseas.

The two tanker bills enacted by the last Congress, designed to encourage the construction of new tonnage, may be a complete flop. At this stage, the feeling is that the program lacks sufficient attractiveness—that there will not be an overwhelming response from industry, but merely a token response by certain major oil companies.

Under the tanker-trade-in-and-build program, it was hoped that industry would be encouraged to turn in to the Government up to 20 T-2's, in exchange for a credit on the construction of some 10 new and larger tankers. The other program involved construction of still other tankers with the Military Sea Transportation Service agreeing to charter them for periods up to 10 years.

Some companies may turn in bids under the program merely to show that there is nothing possible that could be accomplished under the laws, as they stand, and that Congressional clarification will be necessary in the next Congress. For example, on the MSTS charter proposal, many of the private tanker lines are against the provision giving option to MSTS to purchase the tankers at the end of the 10-year charter period. In addition, private industry doesn't particularly like the idea of having to build new tankers with an 18-knot speed.

Your SIU Washington Reporter



Taking a crack at working ashore for a while, Seafarer Jimmy Boyles is shown at work in his television repair and service shop in Norfolk as he tries to figure out what's wrong with a customer's TV receiver. Boyles sails as an electrician.

Parlays SIU Savings Into TV Repair Co.

NORFOLK—The best way to save a bankroll with which to launch a shoreside business is to ship out via the SIU, in the opinion of Jimmy Boyles, who parlayed the savings from five and a half years at sea into one of this city's leading television sales and service establishments.

After sailing for five years as an electrician and six months in the licensed ratings of second assistant and chief engineer, Boyles came ashore in November, 1953, to enter the television business. His last ship was the Longview Victory (Victory Carriers).

With his partner, Marion Crank, an experienced TV technician, they started doing business as the Economy Television and Appliance Co. in a small one-room shop. They operated their pick-up and delivery service, as Boyles put it, "out of the back end of a 1946 Chevrolet sedan."

Business Booming

Since then the business has thrived and expanded. Concentrating on the repair end of the business rather than selling new sets, they have obtained contracts to service all sets sold by some of Norfolk's leading TV sales companies. Their shop has been moved into spacious three-room quarters occupying more than 3000 square feet of floor space and the delivery end of the business has been speeded up by the addition of two shiny, new panel trucks. A third truck is on order.

Both Boyles and his technician-partner service the sets. The electrical know-how which Boyles employed aboard ship gave him a good foundation for the complexities of television work, he said.

Boyles, who is married, likes the life of a businessman ashore.

"I have a word of advice for anyone who wants to come ashore and go into business," he said. "It presents an interesting challenge, but the guy who thinks he wants to run his own business should bear in mind that to make a go of it he must be willing to put plenty of hard work into it. There is no overtime and no limitation on the hours you work."

Boyles gives full credit to the SIU for enabling him to get off to a good start toward saving the capital he needed for his initial investment.

"I know of no other place where a man has the opportunity to earn

the money and save a good share of it than is provided by sailing on SIU-contracted ships," he explained.

Disability \$ 'Lifeline' To Seafarer Under 65

For disabled men over 65 the SIU Welfare Plan's disability benefit usually more than doubles the money provided by the Federal Government in old age payments. But for men under 65 it is far more important. It's the lifeline that enables them to keep their heads above water.

One such Seafarer who up until now has been living solely and exclusively off the \$25 a week benefit is Thor Thorsen. Thorsen has been on the list since last November following a severe attack of arthritis and a number of heart attacks. Just last week he passed his 65th birthday, but as he put it, "I'm still waiting for my first Government check, but the disability money has been coming in every week."



Thorsen

Extra Margin

Thorsen figures things will be more comfortable with the Government money coming in, giving him that extra margin for buying new clothes and other irregular expenses. He wonders though, what he would have done in the last year if the Union Welfare Plan had not stepped into the breach.

The veteran Seafarer, who has been sailing since back in 1908 in the deck department, has lived in Brooklyn for the last 26 years in the Bay Ridge section. These days his arthritis and heart condition compel him to take life easy, but he does manage to get around a little bit to the local Methodist church of which he is a member,

'50-50' Law Boosts Coal Shipments

A brisk but temporary revival of American shipping on the coal run to Europe is seen in the coming weeks as the result of a Government program to ship 10 million tons of coal to Europe this fall and winter.

Under the terms of the permanent "50-50" law passed at the last Congress after a vigorous fight by the SIU and other maritime unions, US ships will be entitled to carry at least half of the coal cargoes or 5 million tons in all. This could figure to as much as 700 voyages by American ships, assuming that Libertys will handle most of the coal shipments.

Rates Raised

One effect of the Government announcement has been to raise rates on commercial coal shipments near to the point where US-flag ships might be able to participate in some of the regular commercial trade this winter.

The 10 million-ton shipment was sponsored originally to help out the soft coal industry which has been declining year by year in the face of competition from other fuels. Coal-poor countries such as Spain, Italy, Greece and Yugoslavia will be recipients of most of the shipments.

The ports likely to prosper most from the flurry of coal traffic are Norfolk and Baltimore.

and to the local seaman's club near his home. Every once in a while if the weather and his health permits he will make the short trip to SIU headquarters to keep in touch with old friends and shipmates.

One Lakes Season

A native of Norway, Thorsen started sailing US ships back in 1917 when he caught an oil tanker out of Vancouver. He tried one season on the Lakes in 1922-23 but didn't care for it. "We were in and out all the time just like a ferryboat," he said. "You hardly had a chance to complete your watch and go ashore when the ship sailed again." For a time in the 1920's when shipping was bad he worked ashore as a carpenter, painter and as a salesman in Chicago department stores.

Around 1929 Thorsen became a member of the old International Seamen's Union when that outfit was attempting to organize the Isthmian Steamship Company. He spent quite some time on Isthmian ships in those years, but more recently has preferred Robin Line runs to South Africa.

Thorsen's last trip was on the Robin Trent in the spring of 1953. He had to be hospitalized in May because of pleurisy and since then his arthritis has worsened considerably, keeping him from working.

The 65-year-old Seafarer has only one living relative, a sister in Oslo, Norway. He expects to continue staying on in Brooklyn where he has his closest friends, however.

MARITIME

Passengers staged a stormy sitdown strike aboard the Holland-American liner Maasdam last week, after it suffered considerable bow damage in a crash with a French freighter and had to return to the pier in Hoboken, NJ, from which it had sailed for Europe a few hours earlier. The tourists beefed that the company had failed to make adequate provisions for them as a result of the cancelled sailing . . . Choosing to maintain its Gulf and Caribbean services with foreign-flag vessels, the Ward Line has sold another pair of its US-flag C-1 cargo ships, the Plandome and Short Hills, better known in recent years as the Siboney and Oriente. The sale leaves only two US-flag vessels in the company's fleet.

Conversion of the former Matson liner Mariposa, now the Home Lines' Homeric, into a modern trans-Atlantic cruise ship, is nearing its final stages at Monfalcone, Italy, where the rebuilding of the 26,000-ton vessel is being completed. She is due to make her maiden appearance in NY, on Feb. 11, to launch four special Caribbean cruises . . . Lack of cargoes has already idled more than 100 ore carriers on the Great Lakes, although the normal shipping season there still has about six weeks to run . . . The Navy's Military Sea Transportation Service celebrated its fifth anniversary on Oct. 1, still under fire from private shipping companies and maritime unions for posing direct, Government-sponsored competition to the weakened private industry.

Soviet Russia and Sweden have signed a mutual aid treaty governing all rescue operations for ships and aircraft in the Baltic Sea, under which continuous liaison between the maritime rescue services of both countries will be provided. Up to now, the Russians have consistently refused to answer SOS signals from non-Soviet ships, even when the vessels were in sight of each other . . . All but two of a Norwegian coastal liner's 300 tourists and crewmembers were saved when the Nordstjernen ripped its hull on a reef and sank in 20 minutes off the northern coast of Norway late last month.

The 26,950-ton tanker Socony Vaccum was launched for US-flag operation by the oil company of the same name in Quincy, Mass., last week and is due to make her maiden voyage from Texas to NY this December. The 684-foot vessel has a speed of 16½ knots and a draft of 33 feet . . . All segments of the maritime industry in California are united in a campaign to win the voters' support of a constitutional proposition in the coming election which will continue the state's 40-year exemption of US ships from property taxes. Backers of the measure point out that the tax exemption is a key item in enabling US ships to compete with foreign vessels which would not be subject to the local taxes anyway.

G. Joseph Minotti, Brooklyn lawyer and former Commissioner of Marine and Aviation in New York City, has been sworn in to fill a vacancy on the Federal Maritime Board in Washington. The other members are Maritime Administrator Louis Rothschild and E. C. Upton, Jr., who has just tendered his resignation . . . The Army has demonstrated a new 51-foot barge designed for inland waterways, which is believed to be the world's largest plastic vessel. Specific advantages of the craft, which can transport five tons of dry cargo with a draft of only 21 inches, is that it is made of non-critical materials and would require little maintenance.

Lykes Brothers has begun a new service from Glasgow to Gulf ports in an effort to capture some of the heavy traffic in Scotch whisky imported to the Bourbon country for the year-end holidays. The Dick Lykes cleared the Scottish port last week and will get eastbound service underway on Oct. 25 from Brownsville, Texas . . . The new 10,188-deadweight-ton Yokohama Maru is due to sail from NY today on the second leg of her maiden trip to launch direct service between East Coast ports and Japan for Nippon Yusen Kaisha, a Japanese company.

The Seafarers Puzzle

ACROSS

- Subject of Article V of SIU Constitution
- De (Waterman)
- Far down
- Amos' pal
- Place to tie up
- A constellation
- Invites
- British Channel island
- Island off NJ
- Port — Egypt
- BPOE members
- Dazy Dean's brother
- Drops straight down
- Noted French composer
- Make a voyage
- Root used in medicine
- Rumanian coin
- Port in N Africa
- Wigwagger
- Where Cardiff is
- Suffix meaning "jung"
- Boring tools
- Bother
- Portia's lover in "The Merchant of Venice"
- Kind of floor covering
- Old ship
- Spells
- On the beach
- Portuguese area in India
- Quarrel
- Require

DOWN

- Gentle blows
- Single thing
- Old Norse poetry
- Way of doing things
- Fore-and-aft sails
- Cargo from Aruba
- Williams and Kluszewski
- Mountain nymph
- A sighting of shore
- Lake cargo
- Progress
- Coin of Iran
- Patron saint of sailors
- Take off clothes
- Run away
- "It's—move"
- Ship's bow
- Girl's name
- Naval base at Dutch Harbor
- Guide for a motorist
- Long knife
- Newport — Texas
- Capital of Texas
- Mits
- Break
- It rises and falls
- French pronoun
- Hospital in Washington
- Sack
- African tribe
- Man's name

(Puzzle Answer On Page 17)

1	2	3	4	5	6	7	8	9	10	11	
12					13				14		
15				16				17			
18				19			20				
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THE INQUIRING SEAFARER

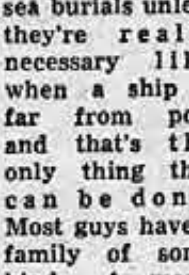
Question: As a seaman, are you in favor of burials at sea?

Theodore Gerber, carpenter: I'm against graveyards; they're a waste of good space that could be put to better use. Besides, it makes no difference where they put you after you're gone. One place is as good as another and the sea where a



guy has worked all his life is as good as any.

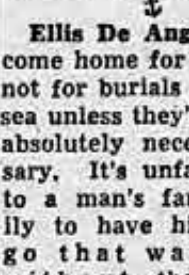
Charles Meloon, FOW: That's hard to say. I'm not in favor of sea burials unless they're really necessary like when a ship is far from port and that's the only thing that can be done. Most guys have a family of some kind. A man's family is entitled to something better that will give them a chance to pay their last respects.



Cecil C. Rush, chief pantryman: Burials at sea are very solemn affairs because there's nobody there from the family of the deceased to pay his respects and no real grief. I wouldn't want a sea burial for myself because I don't want a watery grave for any reason. A man's family should be there at that final stroke of the bell.



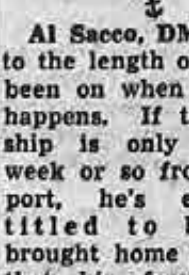
Ellis De Angelo, AB: I'd rather come home for a shore burial. I'm not for burials at sea unless they're absolutely necessary. It's unfair to a man's family to have him go that way, without them having a chance to pay their last respects. If something happened to me I'd want a shore burial.



James Martin, FWT: I'd want a sea burial for myself; it's the best way for a seaman. It's the quickest and easiest way, and there's no sorrow and moaning afterwards that funerals on land always cause. A sea burial is a decent burial and there's no funeral expenses to worry about.



Al Sacco, DM: It's all according to the length of the trip the guy's been on when it happens. If the ship is only a week or so from port, he's entitled to be brought home so that his family can handle things in a regular manner. I wouldn't want a sea burial for myself.



Long Island construction work-

MEET THE SEAFARER



JOHN BUCCI, AB

A firm believer in fresh air and sunshine is Seafarer John A. Buccci. Sporting a sunburned complexion in October, Buccci says that if you have to work, being out in the fresh air on the deck of a ship is one of the best ways there is of earning a buck. With the overtime that sailors get on SIU ships, he adds, even a man who doesn't care for fresh air can be satisfied.

The 27-year-old Seafarer has been on deck with the SIU for the past four years. His Seafaring life began when he caught the William Sturges, a Government-owned Liberty, down in Norfolk. At the time she was under charter to the SIU-contracted Robin Line on the coal run to Europe, which was quite a booming one until European coal mines caught up with most of their local demand for fuel.

Now On Seamar

Currently aboard the Seamar (Calmar) on an intercoastal voyage, Buccci took advantage of his off-watch time to come up to the hall and pass a few sociable hours with friends and former shipmates.

Buccci served an apprenticeship on a seagoing career when he did a four-year hitch with Uncle Sam's Navy from 1944 to 1948. After his discharge from the service he decided to try his sea legs ashore for a while. It didn't take long before he was headed back to the sea again, this time in white cap and dungarees instead of the bell bottom trousers he had worn before.

Likes Long Runs

Since going back to sea, Buccci has kept pretty close to the freight-ship runs, with the Isthmian line being his particular favorite. He prefers that company's runs to all others for several reasons. "First of all," he said, "on a long trip you can come home with a good-sized payoff and spend plenty of time ashore before you throw in for another job. You don't have to spend too much on the run either, because the ports are mostly cheap ones, even though Isthmian makes quite a few stops." Since he is single, he isn't particularly concerned about getting

home in a hurry and will take the 'round-the-world trips if they are available.

Buccci had one experience sailing with a non-union tanker outfit which convinced him for all time that he was better off on an SIU ship. He shipped out on Esso tankers and found out first-hand why most seamen want no part of that kind of company set-up. "There are some seamen who like the idea of working for one company and getting a regular one-month vacation each year. But to get that they have to take low pay and bum working conditions. Anyway there's no job security working for an outfit like that.

"I like to take a trip and come off with a good payoff so I can take as much time off as I want when I feel like it. I don't have to wait for any company to decide when they are going to give me my free time.

"Besides sailing with the SIU means that you don't have to depend on one company to make your living. After what's happened to Esso in the last couple of years I'm not sorry I gave them up."

Aside from the money angle, Buccci finds sailing with the SIU in the deck department has social compensations. "I enjoy working with a group of men. It's usually much more pleasant than working on your own."

More Action In NY

A native New Yorker, Buccci now has his home in Wantagh, Long Island, and prefers to ship out of New York City. There's generally more action going on around headquarters, he says, and while he's ashore waiting to ship the big town offers plenty to do to pass the time. In addition, there's always something to take care of around the house.

"I'm certainly happy that I threw in with the SIU when I first started sailing," he concluded. "The conditions can't be beat. You get good representation all around and good payoffs. Having an SIU book is the kind of security that is pretty tough to match in any other outfit, at sea or ashore."

LABOR ROUND-UP

AFL leaders indicated there was very little chance for affiliation by the International Fur and Leather Workers Union. The union, expelled from the CIO as Communist-controlled, has reshuffled its top posts with the resignation of President Ben Gold, who is under conviction for perjury on charges of falsely denying Communist Party membership. The Fur and Leather Workers have been dicker-ing to get an AFL charter. A possible merger with the Amalgamated Meat Cutters was also ruled out recently.

An eleven-month old strike of Pittsburgh department store workers neared its first anniversary as new attempts to settle the walkout collapsed. Members of 12 AFL union, 2,500 people in all, are involved in the strike which includes teamsters, building service employees, clerks and office workers. Five major Pittsburgh department stores are involved in the strike which began last Nov. 27. A series of proposals and counter-proposals by both sides was put forward this week to end the dispute.

Long Island construction work-

ers have donated labor towards the building of a new wing for treatment of cerebral palsy cases. Members of several AFL building trades unions turned out and donated over \$100,000 in work for construction of the wing at the Nassau Cerebral Palsy Association's center. Expansion of the center will enable the Association to treat a growing number of cerebral palsied children with new methods developed in recent years.

Paterson, New Jersey, textile dyers have returned to work after a two-day strike at 90 dyeing, finishing and textile printing plants. The 5,000 members of Dyers Local 1733 (CIO) voted to accept a new one-year contract without any wage increases. Hourly wage rates under the contract range from \$1.58 to \$1.88.

Hollywood's motion picture workers are now covered by an industry wide pension plan providing a minimum of \$20 a month in pensions for 18,000 workers. Forty different unions are parties to the agreement which goes into effect on October 24.

SEAFARERS LOG

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Vacation Increase

One program of which the SIU has always been proud is the Union's Vacation Plan. When it was introduced it marked the first time that any maritime union had overcome the paid vacation problem. Before that the only way a seaman could hope for a paid vacation was to stay on one ship for as long as a year.

It was the SIU which broke new ground for the industry by coming up with a central vacation fund, Union-administered, into which all operators contributed. It was this which made it possible for seamen to collect vacation pay in the exact amount to which they were entitled. And by paying a flat rate to all seamen, irrespective of wages, the Union immensely simplified the administrative task. Almost \$4 million has been distributed to date.

As a result of the efficient and simple system set up under the Vacation Plan, the trustees find they are now able to approve an increase in vacation pay even though there will be no increase in shipowner contributions. Seafarers, in consequence, will be getting considerably more vacation pay than any other unlicensed seamen in the industry. That fact is eloquent tribute to the superiority of the SIU Vacation Plan.

Stores And Feeding

Good feeding has always been an SIU watchword. Through the years the Union has fought for adequate manning in the galley, sufficient stores, high quality and other practices that added up to eating pleasure. Now to further improve matters, the Union has set up a committee to meet with the operators on shipboard feeding.

The committee is out to demonstrate how the use of superior stores is actually cheaper through elimination of waste and spoilage. The committee will also assist steward departments in efforts to get maximum mileage out of ship's stores and to put out a variety of appetizing meals, attractively prepared and served.

Needless to say, the committee feels that Seafarers themselves in all departments can contribute valuable ideas toward this goal. Accordingly, it welcomes all suggestions on this score.

Welcome Forecast

A West Coast maritime publication has a cheerful prediction for union members. The source says that the GOP will take a severe setback this fall with the result that the working guy will regain some voice in Washington.

The publication bluntly states that the GOP's anti-union, pro-big business position is responsible for the pending events. It declares that the GOP handed the "heavy sugar" in tax reductions to the wealthy, messed up the farmers, killed wage increases for Government employees and stacked the cabinet with big business spokesmen.

This kind of talk sounds like the AFL and CIO speaking. Actually it comes from the "Pacific Shipper," a weekly publication which makes no bones about its Republicanism or its pro-employer viewpoint.

The "Pacific Shipper" should be congratulated on its frankness. With its confession in the record, nothing more need be said.

In Excellent Health

As the SIU-A&G District nears two important milestones—its 16th birthday and the opening of the new Baltimore hall—a glance at the current balance sheet of the Union gives every Seafarer good reason for self-congratulation. In two important categories—jobs and financial reserves—the SIU is on very solid footing. Here is individual security, meaning jobs, and collective security, meaning a solid financial basis.

This issue of the LOG (page four) reports that your Union has \$2.7 million in assets despite a rough two-year period of ship lay-ups, transfers to foreign flags and loss of revenue caused by over 4,000 men dropping out of the SIU. Moreover, the heavy loss of ships has not affected the SIU's ratio of a job for every bookmember, a position no other seaman is in. So, despite rough weather in the maritime industry, the men of the SIU can pat themselves on the back, secure in the knowledge that the SIU nears its 16th birthday in excellent health.

LETTER of the WEEK

Marine Exhibit Poses Questions

To the Editor:

I am now in the Army, stationed at Fort Myer in Arlington, Va., and so I was able to get into Washington during the recent convention of the American Legion there.

While in the capital, I visited an exhibit about our merchant marine which was displayed in the lobby of the Department of Commerce building. I was happy to note that, among the other flags, those of our own SIU-contracted



Goncalves

Sea Shipping and Alcoa companies were represented. I was also happy to note that the exhibit, as a whole, was very interesting and informative. At the entrance to the building there were a spool of rope, an anchor and a propeller, and inside the exhibit were many ship models and also many photographs with captions explaining the functions and importance of our merchant fleet.

Not Entirely Pleased

There were, however, many things about this exhibit which did not make me so happy. For instance, I was very interested to see displayed statements such as these: "American merchant ships pay American seamen American wages" and "The American merchant marine is our fourth line of defense—vital in peace, indispensable in war." Also there were exhibited personal messages from President Eisenhower, Secretary of Commerce Sinclair Weeks and Maritime Administrator Louis Rothschild.

Now, apparently President Eisenhower agrees that the American merchant marine is an indispensable part of our defense system. But, if this is so, why isn't our "fourth arm of defense" getting the attention and support from our Federal Government that it deserves?

Public In Dark

I think that the real answer lies in the sad fact that the American people as a whole are either unaware of the vital importance of our merchant fleet or else are unaware of the fact that it could easily be led to the brink of disaster by the failure of our Government to back it up the way it should.

Also, as Seafarers, we know how much American maritime labor unions like our own SIU have done to preserve and strengthen the merchant fleet, but it seems that very little is being done by the shipping companies. It seems that all they are interested in is in transferring as many of their ships as possible to foreign flags so that they can obtain cheap labor and avoid US tax and other laws and thus show as big a profit as possible.

I would like to urge all seamen to write as often as possible to their Senators and Congressmen. I think a steady flow of letters could do a lot toward making sure the merchant marine gets a break.

Antonio Goncalves

—And Still The Champ!



Vote of Thanks

Seafarer Thomas A. Scanlon apparently made good in the temporary assignment of ship's delegate aboard the Kyska (Waterman). He was serving as acting delegate until the crew got to electing a regular one, and there was no competition for the post when it came up, with Scanlon being chosen unanimously. Further, the crew went on record giving him a vote of thanks for the good job he had done as acting delegate.



Scanlon

Scanlon, who sails in the engine department, is a native of Connecticut, but he now calls New Orleans his home. He's 43 years old and joined the SIU in New York on July 23, 1947.

Two valuable suggestions that could be followed by all Seafarers aboard ship were offered to the crew of the Steel Flyer by Seafarer Michael J. Pugaczewski. For one thing, he proposed, and the crew agreed, that an inventory should be taken of all gear on board the ship that had been purchased by the crew. Since many crews are in the habit of buying record players, games, even TV sets, Pugaczewski pointed out that unless they were listed as belonging to the crew it might be assumed in the future that they were company property.



Pugaczewski

The result in such instances would be that a lot of effort and expenditure by Seafarer crews would go by the board unless the property was properly tagged as belonging to the unlicensed men aboard the ship.

With an inventory on hand, every crew would know what had been purchased by previous crews and in the event a ship was laid up, the gear could be turned in to the Union for use by the membership shoreside or in the hospitals.

Pugaczewski also proposed that

when the ship paid off the outgoing crew should leave a copy of the last ship's minutes to be read at the first meeting of the new crew. If there were any matters hanging fire, the new crew would be aware of them. Both suggestions were adopted by his shipmates.

Many crews already follow the latter practice, making it a point to post a copy of the minutes on the crew bulletin board before paying off so as to leave a record of their activity behind them.

If this were followed as a general rule by all crews, both on minutes and repair lists, it would make life easier all around both for the new crew and the patrolmen at the sign-on.

Pugaczewski, a native of Baltimore, joined the SIU in that port on November 3, 1945. He's 27 years old and still lives in the Maryland port city.

Crewmembers of the Choctaw (Waterman) left a little bit of mystery hanging in the air when they cited Seafarer George Johnson for his good work and went on record to give him a vote of confidence. The crew didn't specify exactly what it was that Johnson had done, but in any case it was clear they were pleased with it. Since Johnson sails in the steward department, chances are they were talking about the cooking.



Johnson

Johnson, who comes from Warren, Indiana, received his SIU membership book in Norfolk on September 12, 1947. He is 27 years of age.

A little bit of speechmaking aboard the Chiwawa (Cities Service) won a round of applause for Seafarer James Murrell, who was serving as chairman of the shipboard meeting. Murrell made some points that are always good to keep in mind—how present conditions aboard SIU ships were obtained and the steps that are necessary to maintain and improve them. The crewmembers' response showed that the statements were well taken.

YOUR SIU VACATION

FIRST IN THE INDUSTRY • HIGHEST PAYMENTS •

HOW YOUR VACATION PLAN

NEW YORK TIMES • FEB. 6 • 1952
**VACATION PAYMENTS
 BEGUN BY SEA UNION**
 The Seafarers International Union's Atlantic and Gulf District, A. F. L., will begin paying today \$2,500,000 in vacation money to its members.
 This fund, which was contributed by eighty-seven steamship companies under contract to the union, represents the first guaranteed annual vacation allowance for seamen, especially unlicensed

Each shipowner pays the same amount into the SIU Vacation Fund for each man-day worked aboard his ships, regardless of a man's rating. The seaman makes no payment to the fund.

The payments are made into a central fund where inspection is made constantly of photostatic

copies of all company crew lists to insure that correct payments are being made to the fund.

Under the SIU administration of the fund, facilities are maintained at SIU halls in all ports for handling applications by Seafarers.

To collect vacation pay a Seafarer makes out an ap-

plication at any SIU port office and submits his discharges as proof of his seetime. A Seafarer can collect on his vacation pay accumulated after a minimum of 90 days.

The Seafarer's application is spot-checked in the local port and immediately air-mailed to SIU headquarters. If headquarters has any questions, the man can be contacted immediately in the port where he made application through the Plan's teletype network.

The Seafarer's application at headquarters is first processed through an IBM department where it is checked against the seetime the employer has credited in his behalf. Once cleared here—an operation taking only a few minutes—his application is turned over to the administrative office and a check is written and air-mailed out to his SIU port office the same day his application was received.

Often, where time is short, the teletype network is used in the major ports to further speed up an applica-

tion. In the typed to head- ately. Here doubt and a- plication la- now this pr- minor hitch

Where a- ters, his clai- his vacation

As an exa- Seafarers V- ceive a disch- day. All th- correlating- record and- farers will r- also the bes-



The highest vacation payments in the industry, the speed in processing and the efficiency of operation are all the result of the Union's determination to do the best. More money for more men through the Seafarers Vacation Plan!

N PLAN

SPEEDIEST SERVICE

WORKS

In cases the man's application data is tele-processed and the check written immediately. The Union gives the man the benefit of the plan. It assumes all risks pending a check of his application through regular channels. Up until now, the procedure has worked very well with only a few exceptions.

A seafarer makes application at headquarters. The application is processed immediately and he receives his vacation pay in less than one hour.

As a result of the high efficiency and speed of the Seafarers Vacation Plan, a man can pay off a ship, receive his vacation pay, and collect his vacation pay the same day. This is possible through the rapid receipt, processing, and recording of every Seafarer's seafaring time. The Union's determination that the Seafarers Plan is not only the best plan in benefits, but also the best in administration.



Information that the men of the SIU always rate

MORE MONEY FOR MORE MEN

Listed below are the payments of the three highest vacation plans in the maritime industry—with the Seafarers Vacation Plan way out in front. Here is a typical ship—a C-2—with 34 unlicensed crewmembers. As the figures prove, the Seafarers Plan gives more money to more men—without any gimmicks. Some plans offer additional pay if a seaman stays on a ship a year. The Seafarers rejected this set-up in favor of spreading the benefits among all men, because only a small percentage of seamen stay on a ship over a year, which is one of the reasons the SIU fought for and set up the first industry-wide plan below.

Rating	Seafarers Plan	Plan 'X'	Plan 'Y'	Highest Benefits
Bosun	\$176	\$187.04	\$176.40	x
Deck Maint.	176	160.58	154.42	SIU
Deck Maint.	176	160.58	154.42	SIU
Deck Maint.	176	160.58	154.42	SIU
AB	176	146.72	140.98	SIU
AB	176	146.72	140.98	SIU
AB	176	146.72	140.98	SIU
AB	176	146.72	140.98	SIU
AB	176	146.72	140.98	SIU
AB	176	146.72	140.98	SIU
OS	176	113.96	111.58	SIU
OS	176	113.96	111.58	SIU
OS	176	113.96	111.58	SIU
Ch. Elect.	176	232.96	219.80	x
2nd. Elect.	176	217.00	204.82	x
Oiler	176	146.72	141.12	SIU
Oiler	176	146.72	141.12	SIU
Oiler	176	146.72	141.12	SIU
FWT	176	146.72	141.12	SIU
FWT	176	146.72	141.12	SIU
FWT	176	146.72	141.12	SIU
Wiper	176	137.34	134.68	SIU
Wiper	176	137.34	134.68	SIU
Wiper	176	137.34	134.68	SIU
Ch. Steward	176	182.14	171.78	x
Ch. Cook	176	168.56	159.04	SIU
Nt. Cook-Baker	176	168.56	146.02	SIU
2nd Cook	176	151.76	146.02	SIU
Messman	176	113.12	111.02	SIU
Messman	176	113.12	111.02	SIU
Messman	176	113.12	111.02	SIU
Messman	176	113.12	111.02	SIU
Utility	176	113.12	111.02	SIU
Galleyman	176	113.12	111.02	SIU
Total Crew Payment	5984	4983.08	4784.64	SIU
Crew Average	176	146.56	140.72	SIU

These figures prove that a Seafarer receives an average of \$30 per year more than a seaman covered by the next best plan and an SIU crew receives a thousand dollars more per ship. By taking 100 ships, for example, with 3,400 crewmembers, the difference becomes almost \$100,000 more in the pockets of the Seafarers.

So, Seafarers aboard the hundreds of SIU-contracted ships every year receive several hundred thousand dollars more than seamen covered by any other vacation plan.

PORT REPORTS

Savannah:

Port's Business Fair; 7 Ships In Transit

Shipping in this port has been fair during the past two weeks, and it looks as if it will continue that way for a while.

During this period we had no payoffs or sign-ons, but in transit were the Antinous and DeSoto (Waterman); Steel Director and Steel Recorder (Isthmian); Seatrains Georgia and Louisiana (Seatrain), and Carolyn (Bull).



Maxey

Oldtimers on the beach here are J. B. Farrow, R. C. Shedd and J. H. Maxey. Men in the marine hospital are W. H. Gilbertson, William C. Lee, A. W. Lima, Jimmy Littleton, James T. Moore, Paul Bland, James D. Cannady, Gilbert F. Wilson, James F. Lee and Rufus L. Fields.

Jeff Morrison
Savannah Port Agent

New Orleans:

Shipping Makes Up For Loss Of 'Extra' Jobs

Strife on the labor front has affected SIU men in this port because of the loss of the extra shipyard jobs to which Seafarers on the beach were being sent through the AFL Boilermakers' Union here.

The New Orleans boilermakers are supporting a five-state strike to enforce their demand for increases in wages and payments to the welfare fund, and work on four big construction projects and a number of smaller jobs has been halted. The boilermakers are therefore sending their own out-of-work members to the extra jobs which had been going to the SIU.

This slack, however, has been taken up by lively shipping here during the past two weeks. Paying off in this period were the Alcoa Cavalier and Alcoa Runner (Alcoa); Del Norte, Del Oro and Del Alba (Mississippi); DeSoto and Iberville (Waterman), and Frederic C. Collins (Drytrans) and signing on were the Alcoa Clipper, Alcoa Pioneer and Alcoa Runner (Alcoa) and the Del Norte and Del Santos (Mississippi).

In transit were the Alcoa Penant and Alcoa Pilgrim (Alcoa); Steel Rover, Steel Director, Steel Surveyor and Steel Recorder (Isthmian); Del Santos (Mississippi); Seatrains Georgia and Louisiana (Seatrain); Monarch of the Seas, City of Alma, Maiden Creek and Claiborne (Waterman); Genevieve Peterkin and Neva West (Bloomfield), and Evelyn (Bull).

Dies Aboard Del Sud

The members here were saddened by the death of veteran Seafarer Charles Merritt, who died at sea aboard the Del Sud (Mississippi). Brother Merritt, who was engine utility on the Del Sud, suffered a fatal heart attack on September 19. Funeral services were conducted in New Orleans on October 6 and pallbearers were his shipmates, Walter J. S.uby, William A. Tatum, Jr., James E. Noonan and Charles W. Magee.

The members here are pulling for the speedy recovery of Brother Oscar (Buck) Madere, who is in critical condition in the USPHS hospital following a stomach operation.

Knud Larsen, John C. Vieiro, Oscar Bird, Clarence Lomax, Walter Makin and John Carolan were recently admitted to the hospital and are looking forward to being discharged soon. Duska (Spider) Korolla and Leonard Kay were readmitted to the hospital after being discharged recently.

George Champlin and Jesse M. Lyles are convalescent patients and are also looking for their discharge slips soon, and back at the hall after treatment, and waiting to ship out, are John Sanders, Kenyon Parks, Marcus Evans, Lonnie Tickle and Clarence (Red) Cobb.

The municipal authorities are taking steps to crack down on ships that dispose of garbage improperly and follow the practice of blowing their tubes while in port and spraying soot over many parts of the city.

City Councilman Paul Burke said a "serious" problem has been caused by dumping garbage directly into the river and creating a rat problem on the waterfront. He said he favored "sending the captains to jail if that is what it takes to stop such practices."

Lindsey J. Williams
New Orleans Port Agent

Norfolk:

Ocean Nimet Crewed, '50-50' Bill Is Cited

During the last two weeks we paid off one ship in this port, signed on two and had five in transit. The payoff was the Council Grove (Cities Service) and the sign-ons were the Council Grove and Ocean Nimet (Ocean Transportation). In transit were the Alcoa Ranger and Alcoa Partner (Alcoa), Steel Advocate and Steel Recorder (Isthmian) and Southland (South Atlantic).

At the last meeting the port agent discussed the possible effect the "50-50" bill would have on this port and pointed out that the crewing of the Ocean Nimet was indirectly due to the passage of that bill and that the port could look for more such activity.

In the USPHS hospital at this time are Herbert Bumpass, Prescott J. Spinney, George Leckler and Lonnie Hall.

Ben Rees
Norfolk Port Agent

Boston:

Crewmen Filling Up On Queenston Heights

The boys on the Queenston Heights may soon be ordering new dungarees and shirts from the SIU Sea Chest as they are all getting too fat for their old clothes. The steward on this ship has been serving very good meals and the way the crewmen have been packing them away they all soon will be in the heavyweight class.

Oldtimer Mike Buckley, who has been in the hospital for quite a while as he has been unable to walk, has been transferred to the TB building at Boston City Hospital.

Shipping here during the past two weeks has been slow. We paid off and signed on the Queenston Heights (Seatrade), Logans Fort (Cities Service) and Republic (Trafalgar). In-transits were the Robin Tuxford (Seas Shipping) and Antinous and DeSoto (Waterman).

J. Sheehan
Boston Port Agent

New York:

Shipping Slows Down But Pick-Up Is Due

Shipping in this port during the past two weeks was a little slower than during the previous two weeks, with 16 ships paying off, 6 signing on foreign articles and 14 in transit. We crewed up the Mankato Victory and Coe Victory, both of Victory Carriers.

Shipping during the coming two weeks should pick up a bit. The Maritime Overseas Company is taking out two ships in the next couple of days and it looks as though we may also crew the Robin Hood (Seas Shipping), on which an SIU standby gang has been working for the past four weeks.

It looks as if the spell of unseasonably hot weather which we had here has finally broken and cool weather is on the way.

The ships paid off during the past two weeks were as follows:

Steel Designer (Isthmian); Lone Jack, Government Camp, Bents Fort, Cantigny, Paoli and Bradford Island (Cities Service); Elizabeth, Hilton, Frances and Suzanne (Bull); Coe Victory (Victory Carriers); Seatrain Texas (Seatrain); Cracker

'50-50' Bill Is Topic At Norfolk



In Norfolk hall, Norfolk port agent Ben Rees (center, behind desk) calls regular bi-weekly branch meeting to order. At Rees' right is patrolman James A. Bullock. Among other items on agenda, members discussed effect of "50-50" bill on the port.

San Francisco:

Shipping Slows Down But Pick-Up's Seen

Shipping in this port slowed down quite a bit during the past two weeks but stayed pretty even with registrations.

During this period we had one payoff and sign-on—the Jean Lattie (Waterman)—and seven ships in transit: the Bienville, Raphael Semmes, John B. Waterman and Choctaw (Waterman); Marymar (Calmar); Orion Star (Oil Carriers), and Steel Worker (Isthmian).

Gates Sails As Bosun

Our Seafarer of the Week is Cecil Gates, who joined the Union in Mobile in 1941 and sails in the deck department as bosun. Gates, who recently got married, says he likes all phases of the Welfare Plan, but thinks the maternity benefit is the best. He also says that vacation pay is very popular with all the men on the ships he has sailed on. Gates says he believes his 13 years with the SIU qualify him to say it is the best union in maritime, barring none.

On the beach here are A. Meadows, A. Macapagal, C. Carlson, J. Callaghan, F. Votto, P. Nash, J. Jacobson, L. Ciamboli, J. Sampson, B. Tombocon, J. Doyle and M. Prisantment.

In the marine hospital are Charles Brown, B. Stalworth, J. Perreira, C. Neumaier, O. Gustavsen, B. M. Foster, J. Childs, P. S. Yuzon, William V. Shaffer and H. E. Arlinghaus.

Marty Brethoff, Acting
San Francisco Port Agent

Miami:

Florida Makes Switch To Two-Trip Schedule

During the past two weeks in this port we paid off and signed on the Florida (P & O) and had the following ships in transit: Fairport, Iberville and Chickasaw (Waterman), Ponce (Ponce Cement) and Florida (P & O).

Since the Florida has come out of drydock she is on a two, instead of three-trip schedule, and this gives the boys that much desired long weekend in Havana.

Eddie Parr
Miami Port Agent

A & G SHIPPING RECORD

Shipping Figures September 22 to October 5

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENG.	STEW.		DECK	ENG.	STEW.	
Boston	13	15	13	41	3	4	3	10
New York	83	90	84	257	74	64	73	211
Philadelphia	25	19	23	67	28	19	14	61
Baltimore	84	70	68	222	51	55	56	162
Norfolk	15	11	11	37	14	14	6	36
Savannah	8	7	4	20	5	7	3	15
Tampa	9	10	9	28	4	5	1	10
Mobile	58	52	48	158	64	61	59	184
New Orleans	98	92	135	323	80	71	130	281
Galveston	27	19	23	69	27	26	16	69
Seattle	20	20	19	59	21	19	23	63
San Francisco	29	21	29	79	14	14	28	56
Wilmington	12	11	12	35	9	11	6	28
Totals	480	427	478	1,395	394	370	422	1,186

Wilmington:

Orion Star Signs On, Departs For Far East

During the past two weeks we had the Orion Star (Oil Carriers) in and it was a pleasure to pay her off. She has a fine SIU crew aboard her, and she came in here without a beef and signed on again with no trouble for the Far East.

In transit during this period were the Marymar (Calmar); John B. Waterman, Raphael Semmes and Choctaw (Waterman), and Steel Worker and Steel Seafarer (Isthmian).

Ernest B. Tilley
Wilmington Port Agent

PORT REPORTS

Mobile:

Building Is Obtained For Sea Chest Outlet

In line with the Union's policy of making things as convenient as possible for the membership, we have obtained the building next to the hall for use as a Sea Chest warehouse and possibly a retail outlet for the Sea Chest if present plans materialize. The building is now being surveyed for renovations that will provide the greatest convenience for the membership and the progress of this will be reported from time to time in the SEAFARERS LOG.



Anderson

Shipping in this port during the past two weeks can be considered good, with some 184 men shipped to regular offshore jobs and 95 sent to various relief jobs in and around the harbor.

The ships paying off during this period were the Citrus Packer, Monarch of the Seas, Maiden Creek and Morning Light (Waterman) and Alcoa Puritan, Alcoa Pilgrim and Alcoa Corsair (Alcoa). The Maiden Creek, Alcoa Puritan and Alcoa Pilgrim signed on again.

In transit were the Mary Adams (Bloomfield); Del Santos (Mississippi); DeSoto and Iberville (Waterman), and Steel Rover, Steel Director and Steel Advocate (Isthmian).

All beefs on these ships were settled with a minimum of trouble.

Picture Could Change

Prospects for the coming two weeks do not look too good at this writing, but the picture could change at any moment, due to the world situation, because nine Waterman ships are still laid up here and these ships will be ready to sail any time there is cargo available or an emergency crops up.

In addition, we expect to have the following ships in port either for payoff or in transit: Alcoa Patriot, Alcoa Clipper, Alcoa Polaris, Alcoa Pointer, Alcoa Pilgrim and Alcoa Partner (Alcoa) and Claiborne, Monarch of the Seas, Chickasaw and Hastings (Waterman).

On the local labor front everything is quiet now. The Teamsters have settled their strike with the DeLuxe Cab Company, and the building trades' strike has been settled, and there are no beefs now pending by any labor union.

Joined Union In '43

For our Seafarer of the Week we nominate Brother Walter J. Anderson who joined the Union in 1943 and has sailed steadily out of Gulf ports since then, usually out of Mobile as bosun or deck maintenance. Brother Anderson, who makes his home in Mobile, is married and has three children, and he thinks the best welfare benefit is the maternity benefit. Brother Anderson's favorite sport is baseball and during the World Series he could be seen on the top deck every day, sweating it out. However, he says he knew all along that it would be the Giants.

During the last couple of weeks, incidentally, Seafarers on the beach here have had plenty of sporting events to occupy their time with. First we had the World Series on TV on the air-conditioned top deck. There were about 150 men watching each game and judging from the groans there must have been quite a few Cleveland voters among them. Then we had

a big football game between Alabama and Vanderbilt at Ladd Stadium and, to top off the picture, both fresh and salt water fish are really biting around here.

Brothers On Beach

Among the brothers on the beach who have been enjoying some of these things are G. Coker, C. Rodriguez, J. W. Smith, Jack Oossee, Clinton Mason, Chester Steers, J. B. Harrison, James Jones, H. Smith, Otis Lehman, William Guilford and W. Yarbrough.

In closing, we would like to extend our deepest sympathy to the family of Brother Henry Koppersmith on the recent accidental death of his young son—one of a set of twins about two years old. Brother Koppersmith was on the Maiden Creek at the time his son was run over by a truck, but was reached at his first coastwise port and flew home for the funeral.

Cal Tanner
Mobile Port Agent



Galveston:

Southern Districts, Neva West Sign On

Shipping has been very slow in this port during the past two weeks. We paid off the Genevieve Peterkin (Bloomfield) and Southern Districts (Southern Trading) and signed on the Southern Districts and the Neva West (Bloomfield).

In transit were the Del Oro and Del Santos (Mississippi); Seatrains Texas, Savannah, New York and Louisiana (Seatrains); Mae (Bull), and City of Alma (Waterman).

We had a few minor beefs on some of these ships but they were all squared away to the satisfaction of the crews.

There has also been a beef here by the old ILA, but this has not done much to hold up shipping. The only ship held up was the Seatrain Texas, which was delayed about 24 hours.

J. Lee is now on the beach enjoying the balmy weather and hitting some of the local night spots, and N. H. Whipple is also on the beach.

In the marine hospital are B. F. Grice, Joseph Arras, A. N. Salas, B. C. Seal, W. W. Currier, C. B. Young, K. A. Hellman, E. T. O'Mara, Felix Botello and T. Gutierrez.

Keith Alsop
Galveston Port Agent



Lee

Lake Charles:

Port Hoping To Get More Freighter Calls

At present the Port Authority, which runs the affairs of this port, is engaged in an expansion program, and is trying to get more freight tonnage in here. We, of course, are hoping that this will take place, and that more SIU freight ships will make this a port of call.

Other than that, things have been pretty quiet here as far as the SIU is concerned, but there has been some trouble on another labor front. The AFL Boilermakers are having a beef with the construction contractors and all industrial construction has stopped except for one job. The one company which has signed up is the Industrial Construction Company, owned by State Senator Guy Sockrider, who led the fight against the "right-to-work" bill and who has always been a good friend of labor.

Shipping here during the past two weeks hit a low spot. We had a number of ships in, but the crews are all staying on and awaiting the outcome of the tanker contract talks.

Calling in here during this period were the Cantigny, Paoli, Logan Fort, Chiwawa, Bradford Island, Council Grove, French Creek and Bents Fort (Cities Service); Del Oro (Mississippi), and Excello (Excello). Over in Orange, Tex., we had the Val Chem (Valentine Tankers).

Television Set Installed

To perk up things, and service our members better, we installed a television set and were able to watch the World Series. This port is now hooked onto the coaxial cable, so we can get some good live programs.

At our last meeting the black gang again took over the platform with W. L. Pritchett serving as chairman and J. Mitchell as recording secretary. Both are pumpmen and both did a fine job.

We have no men in the hospital here at this time.

For our Seafarer of the Week we nominate George Gordano who hails from Pennsylvania but now calls New Orleans his home. George is one of our oldest members, having joined the Union

away back in its early days, and he sails as AB. He is now riding coastwise tankers but for many years he sailed offshore ships and he says that nowhere in the entire world can a seaman find the rights and benefits that the SIU assures its members. He also warns the younger members to be watchful that none of these rights and benefits are lost, because he knows what it means to sail under rotten conditions.

That's about it except to say that the hunting season for dove and squirrels is now on, and some of the boys have been doing some shooting, but so far all we have heard about is the ones that got away.

Leroy Clarke
Lake Charles Port Agent



Baltimore:

Three Ships Crew Up; Hall Ready November 1

Shipping in this fair city of ours has taken a turn for the better and we have just completed crewing up three ships that have been idle here for some time. Naturally, the members went all out to grab these jobs for, as you know, shipping has been on the slow bell here.

During the past two weeks we had 13 ships pay off, 9 sign on and 10 in transit. The following were the payoffs: Evelyn and Marina (Bull); Alamar (Calmar); Winter Hill and Chiwawa (Cities Service); Robin Wentley (Seas Shipping); Fairport (Waterman); Oremar (Calmar), and Marore, Chlore, Cubore, Santore and Baltore (Ore).

Signing on were the Bethcoaster and Portmar (Calmar); Fairland (Waterman); Marore, Chlore, Cubore, Santore and Baltore (Ore) and Oremar (Calmar).

In transit were the Steel Advocate, Steel Designer and Steel Executive (Isthmian); Alcoa Partner and Alcoa Ranger (Alcoa); Ines (Bull); Southland (South Atlantic); Chickasaw and Kyska (Waterman), and Bethcoaster (Calmar).

Hall Ready In November

At this time I am pleased to be able to report definitely that we will take possession of our new hall no later than November 1.

The following men are now in the USPHS hospital: Clyde Ward, James Chew, Vincenzo Russo, Einar Hansen, Michael Jablonski, Elmer Lamb, Robert Lambert, Francisco Mayo, Jessie Clark, Thomas Cunningham, Samuel Mills, Frank Paylor, Charles Ross and Anthony Tursi.

Earl Sheppard
Baltimore Port Agent

Seattle:

Two More Libertys Coming Out Of Lay-Up

Shipping has been fair in this port during the past two weeks but the outlook for the future is better, with two more Libertys coming out of temporary lay-up.

We had no payoffs during the past two weeks but we signed on the Sea Coral (Coral) and Seacommet II (Ocean Carriers) and in transit were the Southwind (South Atlantic), Yorkmar (Calmar) and John B. Waterman (Waterman).

On the Southwind we had a beef about stores. The captain, it seems, struck out about 80 percent of the stores the steward had ordered, mostly fresh fruits and vegetables, but when we showed him he would need the items he had struck out the beef was settled to the satisfaction of all concerned.

For our Seafarer of the Week we have selected J. A. Menville. Brother Menville, who was born in Houston, Tex., sailed in the Navy from 1916 to 1920. After a variety of jobs he joined the Union in 1943 and made his first run on the Bienville in an 80-ship convoy which took some 110,000 troops, nurses and others over to Ireland. Menville, who sails as steward out of West Coast ports, is 56 years old, single, and says he intends to stay that way.

Men On The Beach

Men on the beach here include Tex Ringo, H. Parks, F. Cullison, G. J. Quint and D. Butts. In the hospital are C. G. Archer, C. R. Beecraft, Brigido Figueroa, W. J. Fick, R. J. Heilig, H. E. Harrell, S. Johannessen, M. Michalik, William Pennington and A. L. Welch.

O' Man Winter has already blown in here, and also the hunting season, and some of the boys have already headed for the tall timbers. When they go hunting in this neck of the Northwest they go with pistols, rifles and hunting knives and really rough it, and I often wonder on a cold, wet night if they think about the comforts of a messhall or foc'sle.

Jeff Gillette
Seattle Port Agent



Philadelphia:

Shipping Keeps Pace With Registrations

Shipping in this port is still not good, but it has picked up somewhat and during the past two weeks we shipped almost as many men as we registered, and we hope that this is an indication of future improvement.

During this last report period we paid off four ships, signed on three and had eight in transit. The payoffs were the Bull Run (Mathiasen), French Creek (Cities Service), Dorothy (Bull) and Seatiger (Colonial), and the sign-ons were the French Creek, Seatiger and Hastings (Waterman).

In transit were the Ines and Rosario (Bull); Chickasaw, Fairland and Antinous (Waterman); Steel Designer and Steel Maker (Isthmian), and Southern Cities (Southern).

A. S. Cardullo
Phila. Port Agent

SIU HALL DIRECTORY

SIU, A&G District

- BALTIMORE 14 North Gay St. Earl Sheppard, Agent Mulberry 4540
- BOSTON 276 State St. James Sheehan, Agent Richmond 2-0140
- GALVESTON 21st & Mechanic Keith Alsop, Agent Phone 2-8448
- LAKE CHARLES, La 1419 Ryan St. Leroy Clarke, Agent Phone 6-5744
- MOBILE 1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6800
- NORFOLK 127-129 Bank St. Ben Rees, Agent Phone 4-1053
- PHILADELPHIA 337 Market St. S. Cardullo, Agent Market 7-1638
- SAN FRANCISCO 450 Harrison St. Tom Banning, agent Douglas 2-5475
- Marty Breithoff, West Coast Representative
- PUERTA DE TIERRA, PR Pelayo 51-La 5 Sal Colla, Agent Phone 2-5886
- SAVANNAH 2 Abercorn St. Jeff Morrison, Agent Phone 5-1728
- SEATTLE 2700 1st Ave. Jeff Gillette, Agent Elliott 4334
- TAMPA 1809-1811 N. Franklin St. Ray White, Agent Phone 2-1323

WILMINGTON, Calif. 505 Marine Ave. Ernest Tilley, Agent Terminal 4-2874

HEADQUARTERS 675 4th Ave., Bklyn. Paul Hall

SECRETARY-TREASURER

ASST. SECRETARY-TREASURERS
Robert Matthews Joe Algina
Claude Simmons Joe Volpian
William Hall

SUP

- HONOLULU 16 Merchant St. Phone 5-8777
- PORTLAND 822 N. W. Everett St. Beacon 4538
- RICHMOND, CALIF. 257 5th St. Phone 2599
- SAN FRANCISCO 450 Harrison St. Douglas 2-8363
- SEATTLE 2505 1st Ave. Main 0290
- WILMINGTON 805 Marine Ave. Terminal 4-3131
- NEW YORK 675 4th Ave., Brooklyn Sterling 8-4671

Canadian District

- MONTREAL 824 St. James St. West Plateau 8161
- HALIFAX, N.S. 128 1/2 Hollis St. Phone 2-9111

- FORT WILLIAM 118 1/2 Syndicate Ave. Ontario Phone: 3-3221
- PORT COLBORNE 103 Durham St. Ontario Phone: 3591
- TORONTO, Ontario 272 King St. E. Empire 4-5719
- VICTORIA, BC 617 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC 298 Main St. Pacific 7824
- SYDNEY, NS 304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec 29 Elgin St. Phone: 545
- THOROLD, Ontario 52 St. Davids St. Canal 7-3202
- QUEBEC 113 Cote De La Montagne Quebec Phone: 2-7078
- SAINT JOHN 177 Prince William St. NB Phone: 2-5232

Great Lakes District

- ALPENA 133 W. Fletcher Phone: 1238W
- BUFFALO, NY 180 Main St. Phone: Cleveland 7391
- CLEVELAND 734 Lakeside Ave., NE Phone: Main 1-0147
- DETROIT 1038 3rd St. Headquarters Phone: Woodward 1-6257
- DULUTH 531 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 5-9416

Spoiled Spuds Get Heave-Ho On Steel Fabricator



"Operation Potatoes" was what the skipper logged this unscheduled activity aboard the Steel Fabricator (Isthmian) as she returned recently from a Far East run. Here (l-r) SIU crewmen "Red" Windell, Leo Loony and Carl Jarvis prepare to toss the spuds, which were rotten, overboard. The potatoes had been transferred to the Fabricator from the Steel Surveyor, which picked them up in Egypt for delivery to Colombo. Seafarer Lars Nielsen snapped the photo and sent it to the LOG.

He's Making That Old College 'Run'

With a few notable exceptions, of course, getting started in college is pretty much like signing on for a run aboard an SIU ship. So reports Seafarer Wallace M. (Wally) Simpson, who last month embarked on his college career at Leland Stanford University in California, thanks to win-

ning one of the SIU's four-year, \$6,000 scholarships for the current year.

"Well, today I signed aboard the SS Leland Stanford University," Simpson reports in a letter to the LOG. "The sign-on took three hours and it took another three hours to pass the doctor's exam. This is the largest vessel I've ever been aboard. The replacements, only, number 1,200, and this represents only one-quarter of the unlicensed personnel.

Meets The 'Skipper'

"The entire first day," Simpson writes, "was spent in signing on and passing the physical, so no work was done. We also went through the ceremony of meeting the skipper. His cabin is a palatial affair, a veritable mansion, complete with swimming pool. Tea and crumpets were served and a good time was had by all, that is, who sneaked off to the beer gardens.

"Watches will be set at 8 AM.

This ship has its good points. It never leaves port. What's more, a good part of its complement is composed of the fairer sex. One is supposed to study?"

The 24-year-old Simpson, who hails from Riverbank, Calif., is one of three Seafarers to win the four SIU scholarships for this year. Originally he was accepted in Stanford in 1947, but financial difficulties prevented him from entering at that time. Instead, to earn money, he went to sea, and from 1948 to last month sailed as AB and DM on SIU ships to all parts of the world.

Family obligations, however, kept the Seafarer from putting away enough cash to make college possible, and it was not until he won one of the SIU scholarships

that he was able to make his long-time dream a reality—after a wait of seven years.

Simpson, however, doesn't consider the time spent at sea wasted in any way. He feels it has been a vital part of his education, and hopes some day to use the knowledge of foreign lands and peoples he has gained as a Seafarer to get a job as a foreign correspondent for some newspaper or magazine.

At any rate, Simpson is extremely grateful for the opportunity to complete his education the SIU has given him. "I'm tickled to death to be here," he writes, "and I'll never be able fully to thank the membership of the Union for making this wonderful opportunity possible."

What's more, Simpson says, he doesn't want to lose contact with his former shipmates and buddies now that he's in school, and asks them to write him at Room 8B, Building 214-B, Stanford Village, Stanford, Calif.



Simpson

SIU Dining Room Staff Poses On Evangeline



Surrounding their veteran headwaiter, Walter Grosvenor (seated, front), is the dining room staff of the SIU-contracted passenger ship Evangeline (Evangeline) which recently completed her third summer of regular runs between Boston and Nova Scotia without a serious beef. After repairs and overhaul, the ship is expected to sail in December on the Florida cruise run.

The SPORTS LINE

By Spike Martin

According to the announcements, Kid Gavilan is supposed to lay his welterweight title on the line in Philadelphia October 20 in a bout with Johnny Saxton. The next day Saxton is supposed to go to jail—nothing serious, just a dozen traffic violation tickets. Chances are that the jail sentence and the fight are both pretty certain items, but just how the fistcuffs will turn out is somewhat of a puzzle.

Also a puzzle on the face of it is the fact that Saxton is in the ring with Gavilan in the first place, since by all ratings he certainly doesn't figure as the top contender. It has been obvious all along that Saxton has been treated with undue deference by the Maharajahs of the fight game. He has been cultivated tenderly and provided with one soft touch bout after another. Still the effort to build him up into a major attraction has not been a howling success, which makes one wonder why he is still being treated so favorably.

Has Nothing To Lose

In any case, Saxton has nothing to lose by mixing it in the squared circle and will gladly serve out his 15-day-sentence if he takes the title into the lock-up with him. Ordinarily Gavilan would figure to take this match with the greatest of ease. But the last couple of times out he was hardly overpowering.

In his fight with Carmen Basilio, an awkward-looking but somehow effective left - hooker, Gavilan found himself on the seat of his pants and had to struggle to eke out a dubious decision. He announced afterwards that he no longer could make the weight limit without trouble and was henceforth a middleweight. Following that pronouncement he signed for a test with Bobo Olson in which Olson trounced him without undue difficulty.

Since the Olson fight, Gavilan decided he was a welterweight again and signed with Saxton. But the fight has been postponed twice with Gavilan coming up with inconvenient (or convenient) ailments shortly before posttime.

Gavilan used to be at one time close to the best pound for pound fighter in the business. If nothing else, the Saxton test should show whether or not he still retains his old speed and skill.

While nobody seems to be over-excited about the coming bout it will certainly be watched with keen interest by the people up in Syracuse who are firmly convinced that their boy Basilio is the real champion. Chances are that Basilio's backers will be hoping that Saxton cops it, because they don't have much hope of ever luring Gavilan back into the ring with Carmen again.

LOG-A-RHYTHM:

Sailor Boy

By M. Dwyer

*Oh sailor boy, the ships, the ships are calling,
From the bay, they're strongly calling thee,
The time has come to pack your gear and wander,
And sail far off to ports across the sea.*

*You cannot help this ever-burning feeling,
Which makes you roam like seagulls in the air,
Your restless soul must quench its thirst by seeking,
And yet you know not what awaits you there.*

*So go your way while lights of distant harbors
Forever gleam, and seek you what you may,
The time will come when your roving days are over,
And you'll sail home once more to port to stay.*

GALLEY CLEANINGS

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

"How it looks and the way you serve it" is always half the job for a cook, according to Seafarer Ben Bailey, veteran of many years as the mainstay of the steward departments on SIU ships and a seaman of 50 years' standing.

Backed by long years of experience in the galley, Bailey submitted a couple of his ideas on cookery during a recent visit to SIU headquarters. No longer active, he's been receiving the weekly \$25 SIU disability benefit for over a year.

"The looks of a dish very often counts most with a seaman," he stated, "because he's seen all kinds in many parts of the world. You can prepare the finest old-fashioned stew for him and he'll flinch at it because it looks like every other kind of stew that's been served to him for as long as he can remember."

Combining this knowledge with

a desire to utilize leftovers, Bailey recalls how he often prepared individual small beefsteak pies for his crews as an entree before the main dish. The result was always received happily, the extra meat wasn't wasted and the job didn't mean too much additional work for him in the galley.

The best time to make a beef pie, of course, is after a main dish of steak the day before, when the leftover steak meat is still in its prime. Cut about 10-12 pounds of the steak meat into small squares, and saute it with a couple of onions in enough meat stock to cover it for about 30 minutes.

Then, add in a large can of peas and a bunch of carrots sliced and put the mixture into individual pie dishes or small casseroles. Season to taste with salt, pepper, Worcestershire sauce or other spices and cover the whole with a thin pie crust. Bake for about 20 minutes, then serve with a sprig of parsley on top and perhaps a small amount of rice on the side.



Bailey

Old Seaman Has Rough Sailing

To the Editor: I am writing this from the Philadelphia State Hospital to let you know how much I enjoy reading the LOG. I have an old friend and shipmate by the name of H. Bjork who sails as bosun in the SIU, and he supplies me with copies of the paper.

At any rate, I am an oldtime union sailor myself, and I thought that perhaps some of your readers might enjoy reading about some of my experiences.

To begin with, I'm 68 years old and I was a member of the old International Seamen's Union. I was born and raised in a small town in Norway and my father was a sea captain—the master of an old brig he owned himself. But luck was against him and one stormy night in 1888 the brig hit the rocks off Denmark and sank. The rest of the crew was saved but my father went down with his ship.

Went To Sea At 14

I myself went to sea when I was 14, aboard one of those leaky old sailing ships that used to be in the North Sea and South America trade. It was a life that really made a sailor out of me, but it was rough and the pay was very poor, and so I resolved to come to America.

Anyway, I got my chance in 1905 when I shipped aboard an old barque to Canada, and once there I leaped overboard one night and swam to shore.

After that I sailed Canadian schooners for about a year, and then began to sail American ships, and it was at this time that I joined the old ISU.

In those days trade unionism didn't mean much to seamen, and it was hard to even get the men to come to meetings. But I went, and it was there I met Andy Furueth and learned the meaning of trade unionism from him.

However, it continued to be a rough go for a union seaman in those days, and finally in 1913 I went up to the Great Lakes and shipped out as a bosun for \$60 a month. In those days the Lakes were controlled by the Steel Trust, and it was practically impossible to get the seamen organized.

Helps Organize Tugboatmen

After World War I, I went up to Port Richmond, outside of Philadelphia. The Philadelphia and Reading had a big fleet of tugs and barges there and I helped organize the sailors and firemen and get the company to recognize the union.

Well, after that, I kept on sailing and doing union work until 1931, when I began to get sick, and in 1935 I entered the Philadelphia General Hospital. Some time later I was transferred to this place and I am still here.

Right now I'm confined to a wheel chair after a five-year bout with TB, and although I manage to get along, there are many small things I could use, but since I get no welfare benefits or anything, naturally I can't buy them.

I sure would appreciate it if any

of the men in the SIU who might have sailed with me would get in touch with me at Building N-7, Philadelphia State Hospital, Philadelphia. My right name is Karl Emanuel Ellefsen but they might know me better as Charlie Beechwood.

K. E. Ellefsen

Praises USPHS, Welfare Dep't

To the Editor: I have just been released from the Staten Island USPHS hospital after six weeks of treatment for a heart condition, and I am writing this to express my appreciation for the wonderful treatment I received both from the hospital staff and from our own SIU Welfare Services Department.

This was the first time I was ever in a hospital and I must confess that I was scared to death when I first went in. But I soon got over that, thanks to the wonderful and friendly treatment I got from the doctors, nurses, internes and everyone else on the staff.

I want to say "thanks" especially to the staff members in Ward D-2, and to Dr. Henley and Dr. Burke, who were never too busy to talk to me awhile and cheer me up.

Gets Hospital Benefit

As for the Welfare Services Department, a representative visited me regularly and of course I got my regular hospital benefit of \$15 a week.

I came into the Union when the SS Florida was organized and SIU headquarters were still on Stone Street, so you can see I've been an SIU man for quite awhile. And you can take it from me that no one is exaggerating when they call the SIU "the best in maritime."

Nelson E. Norwood

Ex-Permitman's Death Is Noted

To the Editor: I would like to inform you that Frank A. Brekke passed away in the USPHS hospital in New Orleans on August 15. Frank was a former permitman in the SIU and the stepson of Seafarer Bill Graeneveld.

Brother Graeneveld, who has been an SIU member since 1938, is known to most of the brothers in the Gulf area, having been storekeeper on the Alcoa Cavalier for the past five years. He wishes to thank the men of the Cavalier, from the skipper on down, for their flowers and expressions of condolence when Frank died.

I also want to say I attended the Del Sud's annual picnic and I think all the men concerned deserve a hand for putting on such a fine shindig.

Duska (Spider) Korolia



Norwood



Duska (Spider) Korolia

Tributes Touch Moon's Sister

To the Editor:

I am writing this to thank the SIU and all its officials and members for their many kindnesses when my brother, Martin H. (Moon) Kouns, passed away. It made me realize the SIU is the finest union in the maritime industry, and I am proud that both Martin and my brother Frank belonged to it.

Martin's funeral procession was five blocks long and there were two truckloads of flowers sent by the SIU and other organizations and individuals, so that I hardly know where to begin to express my thanks.

I do want to thank the SIU branches in New Orleans, Lake Charles, Galveston and Mobile for their wreaths and sympathy cards, and also the SUP, the Mississippi Shipping Company, Local 1418 of the ILA and the Electrical Maintenance Social Club.

Crewmembers Thanked

I must also thank the crews of the DeSoto, Alcoa Clipper and Alcoa Runner, and also the crewmen who sent flowers from Seattle through Jeff Morrison, Lindsey Williams, Buck Stephens and the New Orleans officials who closed the hall to observe Martin's funeral also deserve thanks.

I cannot thank everyone in particular, but I would like to say to all those who contributed, "God bless you all."

(Mrs.) Anna Mae Hanning

Says One Paper To Another

To the Editor: We, the staff of "White Sails," wish to thank the SEAFARERS LOG for its story and picture about us in the August 20 issue.

As you know, "White Sails" is the monthly publication of patients at the New Orleans USPHS hospital. We are trying to build it up into something really fine, and are grateful for the notice you have taken of our efforts.

G. W. (Bill) Champlin Editor, "White Sails"

Chickasaw Crew Praises Skipper

To the Editor:

It was Samuel Gompers, first president of the American Federation of Labor, who made the statement, "We reward our friends and punish our enemies." We, the crewmembers of the Chickasaw, also feel that our friends ought to be rewarded. And so we take great pleasure in commending Captain Samuel G. Wanson, the master of this vessel, for being a fair and impartial skipper and an all-around good shipmate. Captain Wanson has run a tight ship but has always lived up to the agreement and has respected each individual as a fellow human being.

Captain Wanson is now being re-

lieved of command of this ship, and it is with deep regret that we see him go. In closing, we wish him the best of luck in whatever he may undertake, and want him to know we would consider it a pleasure to serve under him at any time in the future.

Crew of the Chickasaw

Place The Face, Brother Advises

To the Editor: I enjoy reading the SEAFARERS LOG very much, but I have a suggestion to make which I think would improve the paper. I suggest that when you print the "Final Dispatch" column you also print the photographs of our brothers who have passed away.



Stockmarr

The reason I make this suggestion is because many of the brother's do not know other brothers by their full names. Often they know them only by their nicknames or by their faces. Therefore I think it would be a good idea to print the pictures.

Outside of that, I think you are doing a wonderful job with the LOG.

Sven Stockmarr

Vote Democrat, He Urges Labor

To the Editor:

I have just heard the President of the United States on a nationwide telecast tell the American people that we are presently enjoying a wonderful prosperity under the guidance of the Republican Party. The spectacle of Mr. Eisenhower telling us to our faces that we never had it so good while Mr. Hoover stands in the wings like a Greek chorus and echoes the sentiments is so utterly ridiculous that I would like to express my indignation in these columns.



Michelet

For the past six months I have been forced to go to almost a dozen cities on both coasts to try to keep working at my job as a chief steward, because this Republican administration has just about put the American merchant marine out of business. During these months I have made it a point to talk to people in all walks of life in these cities and I am consequently in a position to report to you that things are bad all over and getting worse day by day.

'Prophets of Gloom'

Mr. Eisenhower and his stooge newspapers, whose editorial comment and newslanting are dictated by their big-business advertisers,

(Continued on page 17)

Val Chem Crew, Skipper Aid Him

To the Editor:

I would appreciate it if you would publish this letter in the LOG as I wish to express my appreciation to Captain Rainbow and the crew of the Val Chem for their wonderful help to me.

I am crew messman on the Val Chem and I have a wife and three children. Recently my wife needed an emergency operation, and when I told Captain Rainbow about it he advanced me money on my next month's wages. What's more, the crew voted me the ship's fund to help me out. While I did not need this gesture to make me proud of being SIU, it showed me once again the kind of men that sail on SIU ships.

My wife, children and I ask God to bless each of these men.

Francisco R. Moldonado

Hospital Stay Eased By SIU

To the Editor:

I hope you will print this in the LOG as I would like to thank the SIU Welfare Services Department, and especially the Seattle representative, for the wonderful treatment I have gotten. I have been in the USPHS hospital here for the past year, and the SIU has helped me in every way it could.

S. Johannssen

Crew, Officers Ready With Aid

To the Editor:

I am writing this because I wish to publicly thank the officers and the crew of the Monarch of the Seas for their generous contributions of money to aid my daughter, who has polio.

Everyone on this ship, from the skipper on down, has been most generous and sympathetic, and my most heartfelt thanks go to all of them.

James P. Crawford

'Transfer Blues' Hit Calmar Crew

To the Editor:

Just a few lines before we sail to let you know I'm now bosun on the Calmar, which is now at Long Beach, Calif., enroute to the East Coast, after loading lumber in the Northwest. This is a good ship and so far we have had plenty of food and no beefs.



Hostetter

We of the crew were certainly sorry to hear about the Bluestar, Greenstar and Purplestar being transferred. Most of us were on one or another of these ships at some time and I myself was on the Purplestar for nearly a year.

Chuck Hostetter

Burly

That's Getting The Business

By Bernard Seaman



DIGEST of SHIPS' MEETINGS

MASSMAR (Calmar), July 16—Chairman, Red Gibbs; Secretary, Frank Nigro. Roaches seen in the galley, pantry, and messrooms...

after using it. Deck delegate says that in Ponce the shoregang has been eating in messroom after crew finished...

that the food is way below par. The lack of variety in vegetables and menus was also brought up...

little better than it has been taken care of. All hands were asked to return cups and glasses after using them...

ALICE BROWN (Bloomfield), August 3, 1954—Chairman, Bob High; Secretary, Cha Irman. Dissatisfaction voiced about the way the ship is feeding...

Vote Democrat, He Urges Labor

(Continued from page 15)

call people who predicted what would happen under a Republican administration "prophets of gloom."

They are quite right. Like myself, these prophets of gloom lived under Republican administrations before.

The Eisenhower bunch has already started the ball rolling to get back to the true good old Republican days of the 1930's.

The Eisenhower bunch has already started the ball rolling to get back to the true good old Republican days of the 1930's. They are almost daily taking away some gain made by labor under the Democratic administrations.

They Take—And Give

While they take away our conditions on the one hand, they are already busy giving it back to those whom Roosevelt so aptly dubbed the "economic royalists" of the nation.

How stupid can we get? How can we vote for the boss candidate and expect a fair shake from the guy after he gets in there?

What really happened is that a lot of us got disgusted with some of the Democrats who were stealing us blind and voted Republicans in instead.

It's like getting mad with your dog and substituting a wolf to watch your sheep.

FDR Helped Workers

If you are too young to remember, ask your Dad who made it possible for him to earn a living with a decent wage under decent working conditions.

When Roosevelt took over from the bewildered and pitifully incompetent Hoover the working man's affairs were in a hell of a shape.

Changed Taxes, NLRB

FDR changed all that. He rigged the tax laws so that million-dollar-a-year net incomes were shaved down to a sum where a guy could still live handsomely.

Sure, he made mistakes. But they were honest mistakes. He thought we could do business with the commies on a live-and-let-live basis.

Fellows, we have got to get out there and beat these Republicans this time or they will have us all working for "coffee-and" again.

Franchy Michelet

NOTICES

Peter Christopher Get in touch with Welfare Services at SIU headquarters.

Thomas Lindsey Contact the baggage room at SIU headquarters or the Railway Express office in San Francisco.

JEAN LAFITTE (Waterman), August 7—Chairman, Frank D. Otvas; Secretary, A. R. Lorenz.

The Boston hall advises that there are Cities Service checks for D. Sheehan, V. Siso and D. Gabriel.

There are Cities Service checks for D. Sheehan, V. Siso and D. Gabriel, who were on the Winter Hill when it laid up in Baltimore.

Major E. Reid Your wife is ill. Contact her immediately at Apartment 6, 73 Gates Ave., Brooklyn 38, NY.

Edward W. Ketschke is interested in buying a modest home in California from a fellow SIU or SUP member.

Joseph Harold Edin Your wife wishes you to contact her immediately.

Robert H. Bullock "Red," 8-12 FWT on the Feltore, wishes you to write him at Box 411, Baltimore, Md.

Jerrell L. Weel This man, now in the Army, would like to receive mail from his old shipmates.

Major E. Reid Your wife is ill. Contact her immediately at Apartment 6, 73 Gates Ave., Brooklyn 38, NY.

Puzzle Answer

DUES SOTO LOW ANDY PIER ARA BIDS ALDERNEY STATEN SAID ELKS DAFFY PLUMMETS LALO RUN ORRIS LEU ORAN SIGNALER WALES PNEU AWLS PESTER BASSANIO TILE ARK MARS IDLE GOA SPAT NEED

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

Form with fields for NAME, STREET ADDRESS, CITY, ZONE, STATE, and ADDRESS.

Repatriation Becoming Easier

Thanks to the cooperation of ship's delegates and Seafarers, the Welfare Services Department seems well on its way toward licking the repatriation problem once and for all. If Seafarer-crews keep responding on this problem as they have in the past, no injured or ill Seafarer will have to spend

a day longer in a foreign port than is absolutely necessary.

In the past two-week period alone, 11 Seafarers who were laid up overseas were started on their homeward voyages just as soon as they were deemed physically fit to travel. This is quite a change from the situation as it used to be when repatriation was a slow process to be undertaken at the whim of the operator's overseas agents.

The traditional difficulties over repatriation have always arisen out of the fact that the injured or ill Seafarer when put off overseas for treatment was at the mercy of the

company agent for service. While repatriation procedures were written into the contract, the Union had no way of assisting the Seafarer unless the Union was notified in some way where he was and what had happened to him.

Ordinarily it was up to the Seafarer himself to let the Union know where he was. Sometimes due to the circumstances of his condition he was unable to communicate with headquarters until weeks after he went ashore.

Consequently, Welfare Services some months ago made a point of asking shipmates and delegates to

notify headquarters immediately whenever a crewmember had to leave a ship in a foreign port. Once Welfare Services knew where the man was and what was wrong with him, it could arrange for proper care and repatriation according to the contract.

The response of Seafarers to this appeal has been such that most Seafarers are now getting immediate repatriation. If this kind of good work continues on the part of SIU crews, Seafarers will no longer face the repatriation headaches that confronted them in the past.

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:

Bruce Matthew Todd, born September 7, 1954. Parents, Mr. and Mrs. William Todd, 29 Laidlaw Avenue, Jersey City, NJ.

Milton Paul Maillho, Jr., born August 24, 1954. Parents, Mr. and Mrs. Milton P. Maillho, 1117 North White Street, New Orleans, La.

Pederico Billo, born September 5, 1954. Parents, Mr. and Mrs. Carlo E. Billo, 1806 Spain Street, New Orleans, La.

Craig Donald Benoit, born September 12, 1954. Parents, Mr. and Mrs. Leo Benoit, RFD Route 12, Danielson, Conn.

Thomas Benjamin Simmons, III, born September 19, 1954. Parents, Mr. and Mrs. Thomas B. Simmons, Jr., 101 Nelms Avenue, Norfolk, Va.

Robert Lasso Calderon, born September 16, 1954. Parents, Mr.

and Mrs. Robert Lasso, JY2 Apt. 13, Caparra Terrace, San Juan, Puerto Rico.

Armanda Ortega, born August 20, 1954. Parents, Mr. and Mrs. Armando Ortega, 79 N. W. 37th Street, Miami, Fla.

Ana Joaquina Colon Ortiz, born August 12, 1954. Parents, Mr. and Mrs. Antonio R. Colon, La Loma, Barranquitas, Puerto Rico.

Gardenia Luisa Barboza, born August 31, 1954. Parents, Mr. and Mrs. Crespín Barboza, PO Box 631, Hitchcock, Texas.

Martha Petroff, born September 10, 1954. Parents, Mr. and Mrs. George Petroff, 318 Knickerbocker Avenue, Brooklyn, NY.

Patrick Scott Paylor, born August 18, 1954. Parents, Mr. and Mrs. Frank S. Paylor, USPHS hospital, Baltimore, Maryland.

Monica Ray Johnson, born September 16, 1954. Parents, Mr. and Mrs. Woodrow Johnson, 1807 Ryan Street, Lake Charles, La.

Gerard Thomas Maher, born September 10, 1954. Parents, Mr. and Mrs. Gerard Maher, 442 61st Street, Brooklyn, New York.

Clifford Price Thompson III, born June 18, 1954. Parents, Mr. and Mrs. Clifford P. Thompson, 1045 N. W. 30 Place, Miami, Fla.

Virginia Sue Trenholm, born September 16, 1954. Parents, Mr. and Mrs. Franklin S. Trenholm, 1059 Savannah Street, Mobile, Ala.

Barbara Ann Cole, born September 16, 1954. Parents, Mr. and Mrs. Keith M. Cole, 1121 N. Dupre Street, New Orleans, La.

Ada Florence Rose Sapp, born July 29, 1954. Parents, Mr. and Mrs. Omer Sapp, PO Box 114, Vienna, Georgia.

Jennifer Ruth Moss, born July 26, 1954. Parents, Mr. and Mrs. Charles Moss, 302 West Street, Fulton, Kentucky.

Liaue Mary Leavey, born September 24, 1954. Parents, Mr. and Mrs. Henry P. Leavey, 282 Seventh Avenue, Brooklyn, NY.

Cynthia Bussell, born September 17, 1954. Parents, Mr. and Mrs. Joseph Leroy Bussell, 2509 Brown Street, Philadelphia, Pa.

Charles Davis McLaren, born September 22, 1954. Parents, Mr. and Mrs. Joseph McLaren, 107 Marlin Street, Galveston, Texas.

Jesus Rodriguez, born September 8, 1954. Parents, Mr. and Mrs. Juan Rodriguez, 5606 Avenue L, Galveston, Texas.

Martha Carol Thompson, born July 16, 1954. Parents, Mr. and Mrs. Alfred D. Thompson, Flomaton, Ala.

Steven Charles Kissel, born September 14, 1954. Parents, Mr. and Mrs. Donald W. Kissel, 656 Anderson Avenue, Cliffside Park, NJ.

Paul Raymond Davis, Jr., born September 20, 1954. Parents, Mr. and Mrs. Paul Raymond Davis, 49 Allard Blvd., New Orleans, La.

Denise Hope Callahan, born September 18, 1954. Parents, Mr. and Mrs. Robert J. Callahan, Route 1, Irvington, Ala.

Anita Raye Williamson, born August 25, 1954. Parents, Mr. and Mrs. George Williamson, 207 Ogden Avenue, Crichton Station, Mobile, Ala.

Judy Leigh Wroton, born September 19, 1954. Parents, Mr. and Mrs. Arthur W. Wroton, 4016 North Highland, Norfolk, Va.

Waiting For Dad To Come Home



Charles Denver Perkins sits contentedly on his mother's lap after receiving \$200 SIU maternity benefit and \$25 US defense bond from the Union. Father was aboard Mobilian as wiper when Savannah port agent Jeff Morrison delivered benefits.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 9-27-54 To 10-8-54

No. Seafarers Receiving Benefits this Period	1152	
Average Benefits Paid Each Seafarer	\$7.79	
Total Benefits Paid this Period		\$8,968.49

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	766.00	
Death Benefits	4680.46	
Disability Benefits	1,750.00	
Maternity Benefits	2,200.00	
Vacation Benefits	43,408.03	
Total		\$59,668.49

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	570,035.00	
Death Benefits Paid Since July 1, 1950*	1,062,058.80	
Disability Benefits Paid Since May 1, 1952*	69,120.00	
Maternity Benefits Paid Since April 1, 1952*	290,000.00	
Vacation Benefits Paid Since Feb. 11, 1952*	3,747,111.15	
Total		\$5,728,324.95

* Data Benefits Based

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	726,465.56	
	Welfare	54,520.93	
Estimated Accounts Receivable	Vacation	206,340.00	
	Welfare	191,110.00	
US Government Bonds (Welfare)		1,980,707.82	
Real Estate (Welfare)		1,003,006.27	
Other Assets - Training Ship (Welfare)		119,060.97	
TOTAL ASSETS			\$4,768,220.55

COMMENT:

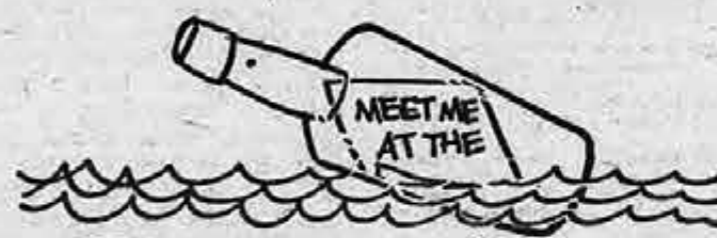
Total Death Benefits paid since the start, slightly over four (4) years ago, have just recently passed the one million (\$1,000,000.00) dollar mark.

The Trustees of the Seafarers Vacation Plan have voted to increase the vacation benefits, at their meeting of October 5th, 1954. At the time of this report being made, the Vacation Plan has paid out its 59,000th vacation benefit check. The check was drawn to the order of ADRIAN DECENA in the amount of \$131.13.

Al Kerr

Al Kerr, Assistant Administrator

Submitted 10-11-54



Port O'Call



AT SIU HEADQUARTERS
4th Ave. & 20th St. • Brooklyn

Swap yarns or watch the fights on television with your old shipmates at the Port O' Call—YOUR union-owned and union-operated bar. Bring your friends — where you're always welcome. And the tab won't fracture that payoff.

OWNED AND OPERATED by the SEAFARERS INTERNATIONAL UNION ATLANTIC AND GULF DISTRICT A.F.L.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



One of the brothers who is very satisfied with the manner in which his hospital needs were taken care of is Seafarer Joseph Stanton of Philadelphia. As was reported here last issue, Stanton was in an automobile accident last August 23 down in Atlantic City. He was taken to a local hospital for a couple of weeks and then switched up to Staten Island, September 10. As soon as he got there, the hospital representative of the Union had his benefits ready for him from the date of the accident on. The Welfare Services Department also helped see to it that he got transferred to a Public Health Service hospital as soon as he could be moved.

Ordinarily getting something in your eye isn't too much to worry about, provided you can get it out right away. Brother James W. Parker of Muskogee, Oklahoma, can tell you that something in your eye can be a mighty serious and annoying problem. He got some foreign matter there back in August while he was AB on the Robin Trent and ever since it's been troubling him. We hope the doctors can clear up this problem for him in short order.

Door Accident

Brother John Hannay of Jacksonville, Fla., got in the way of a door and it put him out of action for a while. Somebody slammed the door on his finger while he was aboard the Steel Flyer and did quite a bit of damage. Hannay was chief cook on the ship and came in for treatment on October 5.



Hannay

Walker of Union City, N.J. He was aboard the Alcoa Puritan.

Stomach Trouble

Brother Santos Pizarro of New York City was in for a short stay recently but has now been discharged. He was passenger utility on the Frances (Bull Line) when stomach trouble laid him low. Another victim of stomach trouble was Pedro Claudio, who was-oller on the Jefferson City Victory.



Claudio

Pedro Villabol, steward utility on the Pelican Mariner, is getting his varicose veins taken care of while William J. Benson, wiper off the Steel Flyer, is being treated for a head injury. Two other brothers who have come in for treatment recently are William Malcewicz, FWT on the Robin Kettering, and Vincent Fitzgerald, who was messman on the John B. Kulukundis.

Seafarers In Hospitals

- USPHS HOSPITAL BALTIMORE, MD.**
 - Jessie P. Brinkley
 - Jesse A. Clarke
 - James L. Conner
 - T. J. Cunningham
 - Gorman T. Glaze
 - Einar A. Hansen
 - Jimmie M. Helfer
 - K. L. Humphrey
 - Michael Jablonski
 - Elmer E. Lamb
 - Robert Lambert
 - Francisco Mayo
 - Samuel H. Mills
 - Frank S. Paylor
 - Vincenzo Russo
 - Douglas Turner
 - Anthony J. Turst
 - Harold B. Vincent
 - Edward C. Yeaman
- USPHS HOSPITAL BRIGHTON, MASS.**
 - Frank Alasovich
 - Joseph W. Carey
 - John T. Keegan
 - Maurice Lavoie
 - Vincent Tocco
- PRESBYTERIAN HOSPITAL SAN JUAN, PR**
 - Joaquin J. Marques
- USPHS HOSPITAL MOBILE, ALA.**
 - Charles Saranthus
- USPHS HOSPITAL SAVANNAH, GA.**
 - Paul B. Bland
 - J. D. Cannady
 - W. H. Gilbertson
 - William C. Lee
 - Albert W. Lima
 - Jimmie Littleton
 - J. T. Moore
 - E. R. Sneeder
 - Gilbert F. Wilson
- USPHS HOSPITAL SEATTLE, WASH.**
 - Claudius G. Archer
 - Bernard P. Burke
 - Robert J. Hellig
 - Sverre Johannessen
 - Mike Michels
 - V. K. Ming
 - Robert L. Morrow
 - W. M. Pennington
 - David F. Sykes
 - William F. Vaughn
 - Otto H. Ware, Jr.
 - Richard L. Welch
- SEASIDE MEMORIAL HOSP. LONG BEACH, CALIF.**
 - Edward H. Murar
- SAILORS' SNUG HARBOR STATEN ISLAND, NY.**
 - Joseph Kostlusk
- INSTITUTE OF HEALTH BETHESDA, MD.**
 - Warren Whitmer
- USPHS HOSPITAL NEW ORLEANS, LA.**
 - F. L. Ankerson
 - William E. Apin
 - Charles E. Brady
 - Charles Burton
 - Owen Butler
 - Sebastian Carragal
 - George Champlin
 - Clarence W. Cobb
 - S. Cope
 - William Coltran
 - Emile P. Davies
 - Serio M. Desoso
 - Joseph Dionne
 - Eric R. Eklund
 - Matthew Eurasa
 - Marcus N. Evans
 - Thomas Fields
 - Leo Fontenot
 - B. D. Foster
 - Nathan Gardner
 - John Gersey
 - Roy M. Green
 - Andrew Harvilla
 - Lyle Hipp
 - Leonard Kay
 - Charles F. Keiso
 - E. L. Kirkpatrick
 - E. G. Knapp
 - D. Korolla
 - Ben Ladd
 - Leo Lang
 - Clarence Lomax
 - Jesse Lydes
 - Oscar Madere
 - Vincent Michel
 - William G. Moore
 - O. J. Morgan
 - Francis T. Osetek
 - Kenyon Parks
 - Amelio Patingo
 - Gilbert J. Piersall
 - R. A. Ratcliff
 - John C. Rehm
 - W. E. Reynolds
 - W. E. Roberts
 - Henri J. Robin

- Edward Samrock**
- John Sanders**
- Wade Sexton**
- Durand D. Shaw**
- Wilbur Sorenson**
- USPHS HOSPITAL SAN FRANCISCO, CAL.**
 - Harold Arlinghaus
 - Charlie C. Brown
 - Henry J. Childs
 - Benny M. Foster
 - Karl A. Hellman
 - Charles Neumater
 - Joe Ferreira
 - Robert Rivers, Jr.
 - William V. Shaffer
 - W. S. Singleton
 - Bobby R. Stalworth
 - P. S. Yuzon
- USPHS HOSPITAL GALVESTON, TEXAS**
 - Joseph Arras
 - Felix Bottello
 - Warren W. Currier
 - Walter R. Edwards
 - Duane R. Fisher
 - Benjamin F. Gries
 - Tomás Gutierrez
 - Karl A. Hellman
 - Edward Jeanfreau
 - Jose E. Leston
 - Eugene T. O'Mara
 - Murray A. Plyler
 - Abel N. Salas
 - Benjamin C. Seal
 - L. J. Torre
 - Charles B. Young
 - W. R. Walker
- USPHS HOSPITAL NORFOLK, VA.**
 - Herbert Bumpass
 - Earl T. Conkleton
 - Hussen Ahmed
 - William H. Benson
 - Charles Cantwell
 - Angel Carrasquillo
 - Pedro Claudio
 - Patrick Cleary
 - George T. Coleman
 - Frank Collins
 - France DeBeaumont
 - John J. Doherty
 - Samuel Doyle
 - Thomas Driscoll
 - George W. Flood
 - Estell Godfrey
 - Earle B. Gossley
 - F. Hauser
 - Vincent Jones
 - Noral Jorgensen
 - George F. Lechler
 - P. Spinney
 - Arthur Kavel
 - Florensio F. Lette
 - Nils H. Lundquist
 - Perfecto Mangual
 - Paige A. Mitchell
 - Vincent Navarrete
 - Joseph Neubauer
 - Nelson E. Norwood
 - Mikade Olenchik
 - I. Papoutsoglou
 - M. Ruusukallio
 - Luis Salazar
 - C. R. Sanderson
 - Ira Sandt
 - R. Scotti
 - Jose Vasquez
 - Pedro Villabol
- MANHATTAN EYE & EAR HOSP. NEW YORK, NY**
 - Harold McKenzie
- VA HOSPITAL MIAMI, FLA.**
 - F. Fernandez
- USPHS HOSPITAL MANHATTAN BEACH, NY**
 - Fortunato Bacono
 - Frank W. Bemrick
 - Claude F. Blanks
 - Robert L. Booker
 - Thomas B. Bryant
 - Ho Yee Choo
 - Jar Chong
 - John J. Driscoll
 - Bart E. Guranick
 - John B. Haas
 - Talb Hassen
 - Thomas Isaksen
 - Hurlburt M. Free
 - John W. Keenan
 - Ludwig Kristiansen
 - Frederick Landry
 - James J. Lawlor
 - L. A. McLaughlin
 - Kaarel Leetmas
 - James R. Lewis
 - Arthur Lomas
 - Francis F. Lynch
 - Joseph D. McGraw
 - Archibald McGuigan
 - Frank Mackey
 - Vic Milazzo
 - Eugene T. Nelson
 - Pedro Perallo
 - James C. Powell
 - George Shumaker
 - Robert Sizemore
 - Henry E. Smith
 - Harry S. Tuttle
 - Renato A. Villata
 - Virgil Wilmoth

Lupton Family Gets Union Benefit



Widow of Seafarer Joe Lupton, who lost life in shipboard accident, receives \$2,500 death benefit from Norfolk patrolman, James Bullock. Lupton was bosun on the Barbara Fritchie at time of his death. He was formerly dispatcher in Norfolk. Children are Graylan Leigh Lupton, 2½, and William Allen Lupton, one year old.

'Free Transfer' Is PHS Policy

A little-known fact about the Public Health Service hospitals is that under certain circumstances the PHS will pay a seaman's hospital bills for the time he is in a private institution. These payments will be made in the event that a seaman is compelled by circumstance to seek treatment in a private hospital, and so notifies the Public Health Service immediately.

Furthermore, in such instances PHS will provide for transportation of the seaman from the private hospital to the nearest PHS facility. The Seafarers Welfare Plan in turn, pays the man's hospital benefit from the first day that he is hospitalized.

All this will apply, of course,

only in instances where the seaman would be qualified for Public Health Service treatment under the standard rules and regulations of the service.

In the past few months SIU Welfare Services has been instrumental in arranging at least half-a-dozen such transfers in the New York metropolitan area alone. In each instance a Seafarer had been injured in a shoreside accident, or

had suffered a sudden attack of illness and had no opportunity to get to a PHS hospital. When Welfare Services received notice that the men were hospitalized it arranged with the PHS to have them transferred to the Staten Island hospital and have their original hospital bill taken care of.

Then Welfare Services saw to it that the men got their hospital benefits as of the day they entered the private hospital. It also covered them for the period that they were traveling from the private hospital to the USPHS. In some instances such travel could involve a couple of days.

There have been cases of seamen having paid private hospital bills, not knowing that they could have transferred to a PHS hospital and had their bills taken care of. Even a couple of days in a private hospital can prove pretty expensive, particularly if there is any surgery involved.

Of course in order to be transferred, a seaman must have proof of eligibility in the form of discharges and seamen's papers. Sometimes a man who has been ashore doesn't have any discharges with him when he goes to a hospital. Welfare Services can get verification that the man is eligible by checking his record of service on SIU ships.

Hospital Patients See Sample Of Insurance Company's Rig

Seafarers at the Manhattan Beach hospital had a graphic demonstration of the difference between the SIU Welfare Plan and that operated by an insurance company when one of their fellow patients died at the hospital.

As reported in "The Port-hole," publication of the hospital patients, the brother who died had been a charter member of the National Maritime Union and had served in all strikes, picket lines and other beefs. However, because he was a long-term patient and ineligible for the insurance company's life insurance, there was no death benefit for this veteran seaman and union man.

Formerly members of the NMU had been covered by a \$125 burial benefit, but this was discontinued when the NMU's welfare plan went into effect on January 1, 1950. Since the plan was under contract to an insurance company, there was no way of setting up a special list to take care of the oldtimers who were already in the hospital, or went in shortly afterwards without having picked up the necessary seafaring requirements to be covered by the insurance company.

Six-Month Requirement

Unlike the SIU, which requires merely one day on a ship in the previous year to be eligible for hospital and death benefits, the insurance company plan called for a six months' period before coverage went into effect.

The result was that the NMU membership in the hospital dug down for nickels and dimes and managed to come up with \$25 between them to send to the next of kin of the deceased brother. This was quite a sacrifice for the NMU patients since many of them have never received any hospital benefits because of the eligibility re-

quirements set up by the insurance company. The rest with a few exceptions have long since exhausted the 13 weeks' benefit supplied by the insurance company.

Seafarers at Manhattan Beach, of course, have no worries along this line since either through the special list, or the one-day eligibility rule they are all receiving their hospital benefits for as long as they are in-patients. And, of course, all of them are covered by the Welfare Plan's \$2,500 death benefit which is ample to provide for a decent funeral and leave something over for survivors besides.

At last report, following repeated complaints by the NMU Manhattan Beach patients as to their plight, the national office of the NMU was trying to find some way out of the impasse of insurance company rules so that the union's members could get some relief.

How to Apply For Birth Pay

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

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

FINAL DISPATCH

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

John Joseph Galvin, 35: Brother Galvin died on May 12, 1953. He has been sailing with the SIU in the engine department since March, 1952, out of Boston. Burial took place at Mt. Benedict Ceme-

tery, Boston, Massachusetts. Surviving is his mother, Mrs. Elizabeth Galvin, of 38 Mozart Street, Jamaica Plain, Massachusetts.

Ragnar August Erikson, 59: On August 14, 1954, Brother Erikson died of a heart ailment in New Orleans, La. A member of the steward department, he joined the SIU in New York in June, 1952.

**THE SIU HAS WAGED A NEVER-ENDING FIGHT
TO GUARANTEE UNION RIGHTS TO ITS MEMBERS**

to protect these rights



The right to secret elections

In a five year period, Seafarers have voted in six elections—four for Union officers and in two referendums—one on the constitution, the other on the building program. All votes were by secret ballot over 30 to 60 day periods, giving every member an opportunity to vote.



The right to run for office

Each week Seafarers are elected to posts of responsibility. Since the new constitution's adoption two years ago, close to 2,200 meeting officers have been elected at membership meetings and 4,700 Seafarers have been chosen for committee posts. Another 153 Seafarers have run for general Union offices.



The rights of membership

Possession of an SIU book is a guarantee of the best in maritime. Union policy is to maintain a ratio of one job for every active member, plus the best conditions, broadest benefits and highest take-home pay in the industry. Members can also retire or reactivate their books, as 451 have done since January 1.



The right of control over officials

Each year Seafarers take part in 364 regular port membership meetings and over 700 special meetings. They pass final judgment on financial audits and other written reports detailing acts of SIU officials in discharge of their duties.



The right of a fair trials and appeals system

In the past two years the membership has elected 39 trial committees and nine appeals committees to act on charges against Seafarers. These rank and file committees have disposed of 50 charges and 11 appeals. In all these, only five men—guilty of grave offenses—have been expelled from membership.

*protect the hard won rights that
you have won*

VOTE

Every Seafarer should do his bit to maintain democracy by participating in the democratic processes of his union. Keep the SIU a union of, by and for seamen. One of the ways you can do your bit is by voting in the secret election for officials, which begins in all ports November 15.