

# 'US Ship Agencies Fouled Up:' House Comm.

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## SEAFARERS LOG

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1955

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

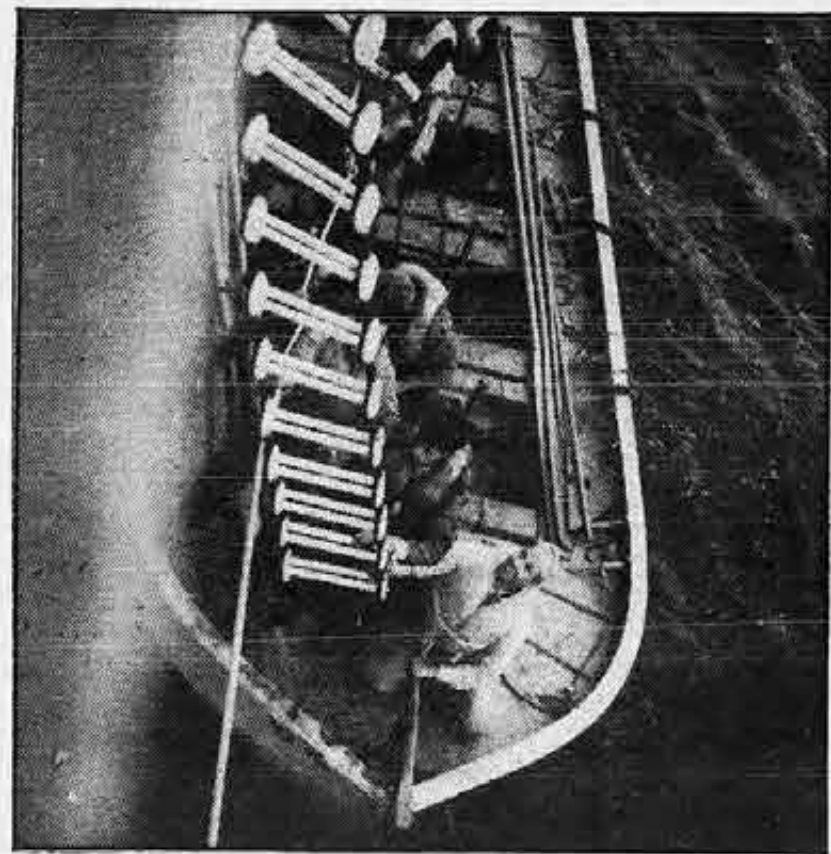
# HOOVER REPORT SEEKS PHS DOOM

Story On Page 3

### *Saga Of Two Stowaways...As The Robin Tuxford (Outbound) Met The Robin Mowbray (Inbound)*



1. Seafarers on lifeboat from the Robin Tuxford take up the sea painter of the Robin Mowbray to prepare transferring two stowaways discovered soon after the Tuxford left Capetown, South Africa.



2. Short ocean trip for the stowaways nears an end as they start up the ladder to board the Robin Mowbray, which was enroute to Capetown at the time.



3. Aboard the Mowbray, Seafarers at rail look on as one of the stowaways (wearing suit jacket) waits for his partner. Their sea adventure was cut short after only 800 miles at sea.



4. Despite choppy seas, the transfer of both men was soon over, and they were on their way home again. All photos by Seafarer Oscar Raynor.



# House Body Raps Foul-Ups Over '50-50' And Transfers

WASHINGTON—Confirming every charge made by the SIU, the House Merchant Marine Committee has severely criticized US tramp shipowners, the Maritime Administration and other responsible Government agencies for their mishandling of foreign aid cargoes and for maladministration of the "50-50" law.

The committee found that the Maritime Administrator had transferred tramp ships in the face of an obvious upsurge in US-flag business; the tramp shipowners had played hide-and-seek by means of the transfer gimmick, forcing up charter prices, and the various Government agencies had messed up foreign aid shipments.

Further the committee strongly defended the "50-50" law as in no way responsible for any foul-up in aid shipments. It was highly critical of US and foreign interests who attempted to undermine it and charged that the incompetence of administrative agencies and the excessive greed of tramp shipowners was playing into the hands of the foreign interests.

While nothing can be done about the transfers short of drastic new legislation governing foreign-flag registrations, the committee demanded that one central agency, the General Services Administration, take charge of all foreign aid shipments. It urged, further, that the State Department should "maintain the national policy of the United States" with respect to "50-50".

The report implied that the State Department's attitude was encouraging the enemies of "50-50" both at home and abroad by doing nothing while foreign nations raised all sorts of difficulties in the handling of foreign aid shipments.

### Mortgage-Duckers

The SEAFARERS LOG had charged that tramp shipowners had gone into business at the start of the Korean War, had reaped the profits of war cargoes without even paying a cent, in many instances, on their ship mortgages to the US government, and then turned around and switched their registries to runaway flags with the approval of the same Maritime Administration which held the mortgages.

The House Committee pointed out that the tramp fleet was acquired by shipowners under ex-

How has the transfer of 69 Libertys affected the US tramp fleet? Here are a few examples.

\* Pacific Coast shippers reported that there was an "acute shortage" of lumber space.

\* With no lay-up ships coming out, inquiries are out for British, Australian, South African and other foreign flag vessels to carry lumber.

\* Business in grain, coal and other commodities was such that shipowners had "little incentive" to bring ships into the West Coast area, even though present rates are "rather high."

\* The Department of Agriculture has not been able to locate enough US-flag tonnage to handle Yugoslavian wheat shipments and has authorized carriage of 80,000 tons on foreign bottoms.

tremely favorable terms under the 1946 ship sales act. This act was designed, in the committee's words, to promote "an efficient and adequate merchant marine."

Congress, the committee added, then passed the "50-50" law without which "the American tramp fleet could not continue to exist."

The committee further noted that 27 of the 69 Liberty ships which transferred foreign were purchased in December 1950 and January 1951, after the Chinese Communists entered the Korean fighting. "Now only four years later, the owners have transferred one half the US tramp fleet to foreign-flag registry..."

### Plenty of Cargo

"It was said that at the outset of the recent transfer program the tramp shipowners indicated a desire to remain under the American flag but that lack of cargoes... left no alternative to transfer... Yet despite a steadily strengthening charter market... the enactment of legislation... (50-50 and the coal and food surplus programs) there is no indication that any operator withdrew his transfer application..."

"... Each transfer meant the loss of job opportunities for some 40 American seamen. Owners... should bear in mind that... the 1936 and 1946 acts were designed to protect American seamen as well... the tramp ship operators have not been loyal..."

Elsewhere in its report, the committee pointed out that 32 of 69 tramp ships were transferred after November 1, 1954, when it was clear that cargo would be available "in a matter of weeks..."

### Inadequate Fleet

"The result is that we now have an American tramp fleet which is or may soon prove to be wholly inadequate even to carry the minimum of 50 percent of Government cargoes provided for in the law."

The committee went over the handling of foreign aid shipments in a similar vein. It spoke of a regrettable lack of coordination in handling shipments under "50-50" with the result that shipments have been delayed because there was no uniform procedure.

Finally, it scorned the arguments of foreign nations and foreign shipping associations, pointing out that foreign shipowners were getting half of the shipments and being paid in American dollars to boot, while the freight rates are paid for by the local governments to the United States at the official rate in their own depreciated currency. Under such cir-

cumstances, the committee concluded, the foreign nations have no kick coming.

## MA Chief Gets New Gov't Job

WASHINGTON — Former Maritime Administrator Louis B. Rothschild was sworn in this week as Under Secretary of Commerce for Transportation. Earlier his appointment to the post was unanimously approved by a Senate committee, although his policies as MA chief came under fire from at least one committee member.

At a hearing of the Senate Interstate and Foreign Commerce Committee, Senator Magnuson, the committee chairman from Washington, disagreed with Rothschild's foreign transfer policy of last August under which 69 American-flag Liberty ships were transferred to foreign registry.

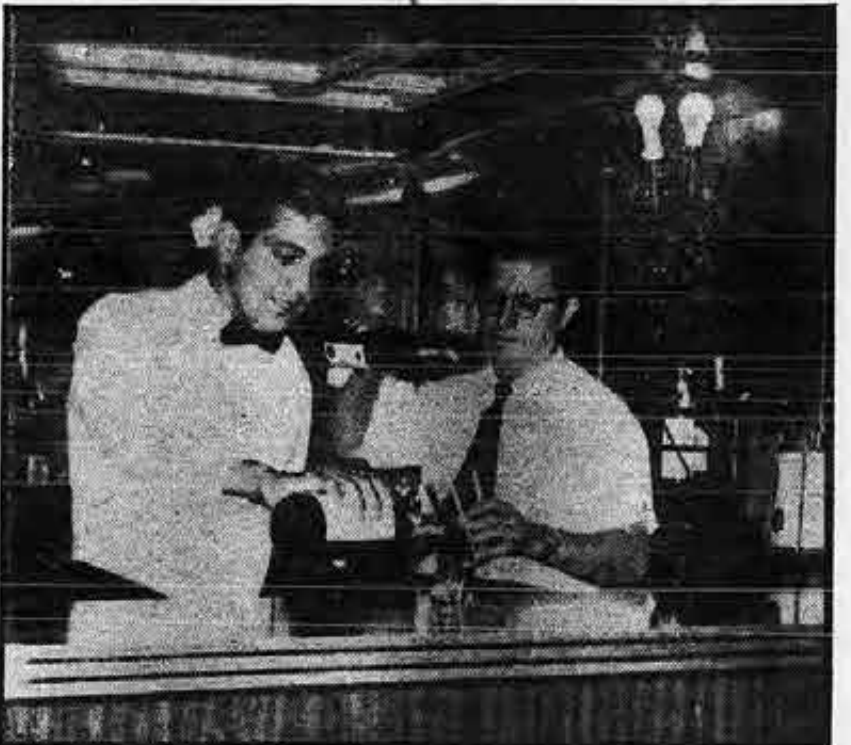
Rothschild, who was nominated by President Eisenhower to succeed Robert B. Murray, Jr., as the commerce undersecretary, is expected to move still higher in the Eisenhower administration.

Indications now are that Rothschild will be succeeded as both Maritime Administrator and chairman of the Federal Maritime Board by Clarence G. Morse, who is now general counsel for both maritime bodies.

## Launch New SIU Passenger Run



Members of the deck department on the newest SIU passenger run pause for a picture aboard the SS Cuba during loading of stores before her maiden voyage last month. Pictured (l-r) are: 'Skinny' Wells, AB; Rudy Cancellia, AB; Pat Robertson, Boson, and Jack Thayer, AB. Ship runs between Tampa and Havana.



Ready for a rushing business in the ship's bar, Seafarers M. Yglesias, bartender, and Ray Gonzalez, bar waiter, practice a dry run with a few set-ups. The Cuba joins the popular SS Florida which has been on the Miami-Havana run for many years. Both vessels are operated by the P&O Steamship Co.

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## 18 Seek SIU Scholarships

The largest group of applicants in the three-year history of the SIU Scholarship Plan, 18 in all, are vying for the four 1955 awards worth \$6,000 each. Eight Seafarers and 10 children of Seafarers have met qualifications thus far and either have taken the college entrance examinations or will take them soon.

The 18 applicants don't necessarily reflect the final totals since there is still time for additional candidates to qualify and take the college entrance test. The last examination for this year will be given on May 21 and the committee of university administrators who select the winners will meet at the end of June.

Actually, a total of 43 inquiries were reported by the SIU Welfare Plan Office but a number of those inquiring were not qualified under the terms of the plan and others failed to complete their applications.

Five of the 18 remaining have already taken the college entrance tests and five more are scheduled

to take the next test on Saturday, March 12.

The growing interest in the SIU Plan reflects its generous cash provisions, its unlimited range of study and the fact that both Seafarers and their children can qualify. In addition, four of the candidates for this year's awards had competed unsuccessfully last year. The terms of the Scholarship Plan permit them to come back again for another try if they take another college entrance examination.

In its first year, 1953, the four awards were won by children of Seafarers, but last year three of the four awards were taken by Seafarers themselves.

The SIU Plan's requirements

call for the applicant, if a Seafarer, to have three years seetime on SIU ships. If the child of a Seafarer, the father's seetime is the qualifying factor.

All applicants must be in the upper third of their high school graduating class and must submit transcripts of their high school records plus three letters of reference, one from their high school principal.

Winners of the previous years' awards were: 1953, Robert Goodwin, Alma Jimenez, Charlene Holden and Elizabeth Lomas, all children of Seafarers; 1954, Seafarers Ed Larkin, Wallace Simpson and Seymour Wallace, and Jack Game, son of Seafarer Eddie S. Game.



## La. Seatrain Dock Blaze Delays Ship

NEW ORLEANS—Fire that broke out an hour and a half after the Seatrain Louisiana departed from this port bound for Savannah and New York destroyed a 400-foot section of the Seatrain Lines docks near Belle Chasse on the west bank of the Mississippi. Damage from the February 19th blaze was estimated at about \$250,000.

Origin of the fire was undetermined, but company officials theorized it may have been touched off by a cigarette smoldering among the creosoted pilings. A draft of air created when the Seatrain Louisiana pulled away from the dock could have fanned it into flame, according to this theory.

Arrival of the Seatrain Georgia a week later was delayed one day until temporary repairs could be made.

### Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: Mar. 9, Mar. 23, April 16.

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

# Hoover Report Proposes End To All USPHS Hosps

WASHINGTON—Dusting off the slightly moth-eaten program that was put forth last year by Mrs. Oveta Culp Hobby, the Hoover Commission on Government Reorganization has proposed the closing of the Public Health Service hospitals. The new proposal is an exact duplicate of the one that former Budget Director Joseph Dodge and Mrs. Hobby, Secretary of Health, Education and Welfare, put before Congress in mid-1953 only to have it voted down last year after a wave of protest from Seafarers and others in the maritime industry.

### The Hoover Commission recommendations came as part of package document on Government health services including the Veterans Administration and Defense Department hospital facilities.

As far as Seafarers are concerned, the proposals call for an end to all medical services for seamen and the closing of all of the Public Health Service hospitals with the exception of four—the Bethesda research center, the Lexington narcotics center, the Carville leprosarium and the Fort Worth hospital for mental cases.

#### Others Curtailed

Other Governmental medical services to men and women in the Armed Forces, and to veterans, to various civil servants and to dependents of men in uniform would be curtailed but not discontinued. This would be accomplished by closing some of the hospitals and limiting free treatment in some instances according to ability to pay.

But it is only the seamen who are singled out as a target to be

deprived of all medical services in one blow.

Nowhere in its lengthy report does the commission make any reference to the cost of free medical care lavishly given to members of Congress and other high Government officials at both the Walter Reed hospital and at Bethesda. With Congressmen having raised their wages to \$22,500, and other officials in a similar income bracket, the free hospital services to them would normally come under attack, according to the arguments used in the commission's report.

If the Hoover Commission proposals were to be adopted by Congress it would mean the closing of 13 hospitals and the end of a program of service to seamen that has been functioning for 157 years.

The Public Health Service Hospitals have long been the targets of self-styled "economizers." Since World War II they have succeeded in curtailing services to seamen by closing ten of the 26 hospitals that were originally functioning and cutting down on appropriations for other hospitals.

In none of these proposals have

the "economizers" taken into account the fact that thousands of seamen and other patients would be thrown upon the overburdened resources of local hospitals which are already over-crowded with patients. Nor have they considered the fact that the SIU would immediately take steps to transfer the responsibility for care of injured seamen to the shipping companies, who in turn, would pass

on much if not all of this cost to the Government itself.

The net result would be a less efficient and probably more costly system than now exists.

Closing of the hospitals would also be a distinct setback to medical progress since they have pioneered many medical developments including sanitation, industrial hygiene and new forms of

(Continued On Page 17)

## TV Eye Again Focused SIU Baltimore Hall

A second major television program devoted nearly a half-hour to a "live" pick-up from the SIU's new Baltimore branch hall. Station WMAR-TV in Baltimore did the show on Sunday, February 27, from 4:00 to

4:30 PM, devoting itself to an explanation of maritime union functions in the port. The program is a regular local TV feature called "The Port That Built A City."

Previously, WAAM-TV in that city had featured film clips and still shots of the new hall on a program that deals with industrial and commercial developments in Baltimore. And just three weeks ago, WMAR-TV interviewed Seafarers on board the Steelore, dealing with their success in saving the ship from disaster in an Atlantic storm.

#### Direct From Hall

Last Sunday's show was done directly out of the SIU hall with the exception of a few film clips. Some of these were from the SIU-produced film, "The Seafarers," showing Seafarers on the ships, Welfare Services Representatives visiting seamen's homes and other shots that could not be duplicated

in the Baltimore Union hall itself.

The bulk of the program was devoted to an SIU job call out of the new hiring hall, and to a ship's payoff scene as shown on the spot with a US shipping commissioner, a Waterman company representative and a ship's captain present. Other activities in the hall, principally the cafeteria and Baltimore Port O' Call, were also covered by the TV cameras.

There was just one interview on the program, that being with a veteran MM&P skipper. The MM&P, along with several other unions, has its Baltimore offices in the SIU hall.

"The Port That Built A City" is conducted by Miss Helen Delich, marine editor of the "Baltimore Sun." As the name indicates, the show is a presentation of features dealing with maritime activities in the port of Baltimore. It is designed to keep the importance of shipping in the public's eye.

## McLean Signs SIU Pact; Plans Trailer-ship Fleet

MOBILE—The SIU signed the McLean Securities Corp. to a regular SIU freightship agreement last week, thereby assuring that Seafarers will continue to man the seven ships bought by McLean in January when it purchased the Pan-Atlantic Steamship Corp., Waterman's coastwise subsidi-

ary. McLean is the company maritime observers feel will revitalize the almost-dead coastwise trade.

A further result of the signing is the likelihood that Seafarers will man a projected fleet of specially-designed trailer-ships for coastwise operations long planned by Malcolm P. McLean, president

of the new company. The negotiations were handled by Port Agent Cal Tanner, SIU representative in this port. Pan-Atlantic's home office will remain here, at least for the time being.

#### Opening Wedge

The purchase of Pan-Atlantic is expected to provide McLean with the opening wedge in his fight to get a trailer-ship service underway. He has stepped down as head of the McLean Trucking Co. of Winston-Salem, NC, to get the new enterprise off the ground. Pan-Atlantic already has the authority to call at the East Coast ports which could be serviced by a trailer-ship operation.

Construction of at least four special vessels capable of carrying 286 35-foot loaded truck-trailers in a "roll on-roll off" service is planned by McLean. The new vessels would supplement rather than replace present Pan-Atlantic operations and would reportedly involve an outlay of \$43.5 million for construction.

#### Charters Expected

It is believed they would be built for Pan-Atlantic and then chartered to the McLean Trucking Co., which has already asked the Interstate Commerce Commission for authority to buy another firm, S. C. Loveland, Inc., a barge operator, and to start its trailer-ship service.

Although Waterman has now apparently abandoned all hope of reviving its own coastwise trade, it will continue operating its remaining ships in the intercoastal trade and in runs to the Far East, Europe and Puerto Rico.

The seven ships involved in the Pan-Atlantic transaction, all C-2s, are the Antinous, Arizpa, Beauregard, Chickasaw, DeSoto, Iberville and Warrior. Under the new agreement, they will continue to be manned by SIU crews as before.

## Laid-Up Tanker Turns Turtle

Company officials are still awaiting the results of a preliminary survey by divers of the damage to the tanker Camas Meadows, which capsized during a violent storm last month at Genoa, Italy. No SIU crewmembers were aboard.

Laid up for some time, the former SIU-manned ship was one of several vessels in the harbor which took a beating from the big blow. No other SIU-contracted ships were reported affected, however.

#### Destructive Winds

The storm, described as one of the worst to hit the area in 50 years, featured winds which hacked 100-foot holes in a breakwater 40 feet high.

Divers have not yet completed their survey of the ship, since the storm lasted several days. US Petroleum Carriers, Inc., operators of the vessel, also have two other ships under SIU contract, the tankers Fort Bridger and Lake George. All of them are laid up right now.



Baltimore SIU port agent, Earl Sheppard, explains how ship is paid off to WMAR-TV viewers as US shipping commissioner, company rep and Seafarers go through simulated payoff procedure. Miss Helen Delich, who conducts program, "Port That Built A City" is holding mike. Payoff scene and others in which Seafarers took part were televised direct from SIU Baltimore hall on Sunday February 27.



# Mark Furuseth's Birth

Andrew Furuseth starts on his second century this month. The "Abraham Lincoln of the sea," who helped free seamen all over the world from the dictatorship of oldtime desertion and mutiny laws, would be 101 years old this coming March 12 if he were still alive.

Although Furuseth's reputation was established way back in the 19th century and capped by the 1915 Seaman's Act, there are men going to sea today who knew him personally. There are Seafarers active in the SIU who were present at Furuseth's funeral ceremonies aboard the Schoharie, which took place in 1938 out of Savannah, shortly after his 84th birthday.

Unfortunately, Furuseth never lived to see the formation of the SIU of North America and the gains won for seamen in the years that followed. But from 1887, when he was elected secretary of the Coast Seamen's Union, until the 1930's, he was the acknowledged leader of all American seamen. In those years he almost single-handedly pushed through the White Act and the Seamen's Act of 1915, the American seaman's magna charta, which was expanded and improved in the Jones Act of 1928.

Furuseth was unusual in that he accomplished exactly what he set out to do. A Norwegian who sailed under European flags for many years, he decided that the only way to free seamen from bondage was to form a union in the United States and use it as a lever to win human rights for seamen all over the world. With that in mind he settled in California and devoted himself to the cause.

#### Brutality Was Rule

At the time, the 1880's, seamen under all flags were subject to the iron rule of captains and mates. Because there was no legal way of paying off a ship before the end of a voyage, conditions were unbelievably bad and brutality was the rule. Most sign-ons were for extremely long periods of time. The only way a seaman could escape beatings, floggings, bad food and overwork was to jump ship without pay and leave all his possessions behind. This branded him as a deserter. If he banded together with his shipmates to attempt to improve conditions he could be charged with mutiny.

Furuseth started first to improve conditions for coastwise seamen, because they were excluded from certain of the harsher provisions of the law. A combined campaign of hanging up individual ships and activity in Washington gradually brought about abolition of desertion laws in the coastwise trade and later in the offshore trade. It meant that seamen could pay off



Andrew Furuseth, from a painting.

ships where conditions were not to their liking and marked the beginning of a successful fight on the infamous combine of crimp operators and shipowner.

#### Fought For Freedom

Then for 18 years Furuseth fought tirelessly for freedom for all merchant seamen and legislation setting minimum conditions on board ships. The climax was the 1915 Seamen's Act, sponsored by Robert LaFollette, Sr., which abolished the desertion law on all ships, foreign or American, while in US ports. The long-range effect was to free seamen everywhere

from the desertion laws. The 1915 act also contained a wide variety of specifications on the treatment of seamen, minimum safety provisions, adequate food space and other regulations. It is the base on which subsequent acts were built here and abroad and from which seamen's unions proceeded in improving shipboard conditions.

#### First-Class Citizenship

In all this, Furuseth's basic idea was to win for seamen the rights of first-class citizenship and the full respect of the community. As he put it in a message to the 1929 SUP convention:

"There is no reason why we should not receive wages equal to those of the average mechanic. The very nature of our calling demands of us seamen a willingness to die that others may live. The world at large demands this . . . while . . . it insists upon treating us as the stepchildren of human society . . . When the nation needs men to defend its seacoasts, and we fail, the nation suffers, and yet under ordinary conditions when there is no danger either to the nation or to the lives of passengers, we are generally looked upon and treated like roughnecks . . . There are yet many who think anybody is good enough for the sea and that most men are too good for the sea, but their number is gradually diminishing . . ."

## Unions Team Up To Bury Mass. Anti-Labor Bill

BOSTON—Seafarers and representatives of unions from all over Massachusetts teamed up this week to help bury a proposed state "right to work" bill. The measure is opposed by leaders of both parties in the legislature, the governor and the State Commissioner of Labor.

#### Only One Backer

During a jammed hearing at the State House Feb. 28, no one spoke up for the bill except its sponsor, State Representative Charles S. Marston III of Haverhill, a Republican. Massachusetts law requires that every bill must have a public hearing. Accordingly, a legislative committee went through the motions of hearing the pro and cons on the proposed law.

So-called "right to work" laws have been adopted in 18 states in recent years. They restrict most forms of union security, such as the closed shop. A similar bill is now pending before the Maryland legislature, sponsored by the Chamber of Commerce and others. Lawmakers in Idaho rejected one earlier this year.

Marston, whose family owns a shoe factory, was hissed as he left the room. One of the legislators called his proposal "a bastard son of the Taft-Hartley Act."

## As I See It . . .

Paul Hall



SEVERAL OF EUROPE'S MOST IMPORTANT MARITIME nations, led by the British, are balking vigorously against application of the "50-50" law on US surplus products. In at least one instance, some of these surplus cargoes were rejected by a leading maritime nation on the grounds that they could not dictate the carriage of these cargoes on ships of their own flag.

Many shoreside people may be indifferent or unsympathetic to the importance that is attached to "50-50" by people in US maritime, simply because they are unfamiliar with the operations of international trade. But a few imaginary examples will serve to bring the issue home directly.

Coal is one of the big items which Uncle Sam is moving overseas in great quantity. Millions of tons are being donated to other nations with no strings attached because there is more soft coal available in this country than is needed while many European countries suffer from a chronic shortage of this commodity. Suppose one of the countries that was on the receiving end was to demand that its coal companies and coal miners be allowed to go into Pennsylvania and West Virginia and dig the coal. Suppose, further, they insisted on sending railroads and rolling stock to transport it to dockside to be put on their ships.

Obviously such a demand would be considered fantastically unreasonable. Yet the same demand is considered acceptable once it applies to transporting the commodity—coal, grain, butter or anything else—past the arbitrary three-mile limit of coastal waters.

In the current surplus cargo situation these foreign nations are claiming the right to carry Government-owned cargoes in any quantity because they are paying the freight cost. Actually though, in many instances the freight cost is being paid into the foreign shipowner's pocket in good US dollars while the US is getting foreign currency of dubious value in return. The foreign shipowner wouldn't have it any other way—it's the dollars he wants.

No one in the middle of this "50-50" argument should lose sight of the fact that US-owned cargoes and "50-50" have been as great a boon to the foreign shipowner as to the American. For "50-50," of course, works both ways. Just as it is a guarantee that 50 percent of Government cargoes go on US bottoms, the reverse is equally true. It virtually guarantees 50 percent to foreign bottoms as well. The way all the "50-50" provisions have been administered in past years is ample proof of that fact.

These surplus and foreign aid programs have also had the effect of raising freight rates all around for both domestic and foreign carriers. Consequently, your Union believes that "50-50" and US aid has been a tremendous factor in the prosperity of the foreign shipowner. He would weep bitter tears if the day should come that there were no Government-owned cargoes for him to carry.

Actually while the foreign-flag shipowner cries "freedom of the seas" and "discrimination," what he is really looking for is 100 percent control of these cargoes and the bankruptcy of the US merchant marine.

In your Union's opinion, the law should require 100 percent of Government cargoes to go under the American flag. Your Union is quite certain that this 100 percent practice is the way foreign governments handle their own cargoes. When the British, for instance, were sending aid to Greece in 1946, or to Malaya or any other part of the world where they have an interest, you can be sure that everything, without exception, moved on a British ship.

SEVERAL WEEKS AGO THE SEAFARERS LOG INVITED readers to send in for copies of a booklet on "Your Dollar's Worth," the column which deals with buying problems likely to be faced by Seafarers and their families. The response to this offer has been a surprisingly heavy one with the result that hundreds of booklets containing a selection of these columns have been mailed out to Seafarers and other interested readers.

Your Union is gratified to know that there is such keen interest shown in the material that appears in these columns, which, by the way, are written exclusively with Seafarers in mind.

## YOUR DOLLAR'S WORTH

### SEAFARERS GUIDE TO BETTER BUYING

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

#### Shopping Refrigerators

Refrigerators are a little less expensive this year than last—from \$10 to \$30 less—and more of them have the good design features that most families want, such as the full-width freezer chest.

A Seafarer and his family out shopping for a refrigerator should be aware that the same manufacturer's deluxe and standard or "stripped" models are basically the same steel box, the same three inches of insulation, the same mechanism and baked-enamel exterior. The price difference results from added features. The trick is to select the box with the features you really want and which are really valuable, and avoid those boxes that ask a high price for mere gadgets. Automatic defrosting, for example, may be a valuable feature but not such recently introduced devices as drink dispensers, or special ice-making equipment.

**Automatic Defrosting:** Many refrigerators now have automatic defrosters. These are advertised under all kinds of pseudo-scientific names that confuse buyers more than they explain. Basically there are two types of automatic-defrost systems. One type is a timer. At a set time each day it turns on a heating element that does the defrosting—generally in less than 20 minutes. The other type is a

push-button. It turns on the heating element to start defrosting after the refrigerator door has been opened and closed a certain number of times. (Frost accumulates each time a refrigerator door is opened.) The push-button type of automatic defroster thus defrosts several times a day, depending on how much you use the refrigerator.

Undoubtedly automatic defrost is a valuable feature. Defrosting is a chore, and neglecting it reduces a refrigerator's efficiency and makes it use more current. But the manufacturers demand a high price for boxes with automatic defrost—often a hundred dollars more for the same size box without it.

**Full-Width Freezer Chests:** These generally can store 40-60 pounds of frozen foods, and are a definite advantage in saving shopping trips and also taking advantage of special buys in meats and frozen produce. The full-width compartments are also more efficient than the smaller U-shape compartments. Fortunately, it is not necessary to pay a high price for a refrigerator with this feature. Some brands offer full-width freezer compartments in moderate-price models as well as expensive ones.

However, note that there are two types of freezer compartments; the ordinary kind which generally holds frozen foods at 15 degrees, and the so-called "true" freezer compartments which get the temperature down to zero. For

most families, the ordinary kind is sufficient and saves the extra expense of the colder compartments, which are necessary only if you quick-freeze some of your own produce or store frozen foods for more than a week.

**Special Features:** Adjustable butter conditioners and "bacon and cheese keepers" are widely-promoted features of the more expensive refrigerators but it is hardly worth buying a costly model for these gadgets. Drink dispensers, automatic ice-makers, and special egg baskets are other widely-advertised gadgets which should not be decisive factors in making your choice.

**The Size:** A large-enough refrigerator pays for itself by enabling you to buy foods in larger quantities and conserve leftovers. In fact, the price per cubic foot of capacity is lower as refrigerators get larger. But don't get too large a box since there is an increase in operating costs too. A simple rule is that a family of three should have a seven-foot box, with each additional person requiring two more cubic feet.

**Shop for Discount:** The nationally-advertised makes have very high list prices, so it pays to shop for the best discount. Many independent dealers these days give discounts of 20-25 percent on refrigerators, thus trimming \$100 or more off the price of the larger boxes.





Enjoying Mardi Gras in New Orleans French Quarter is this group of Seafarers and lady friends. Hiding behind mask at left is the "smiling bosun" Mike Rossi, while J. C. "Red" Carolan sports topper. In rear are Jesse Williams (left) and John Chopstick. Girls are Vera Storien and Lee Hume.

## Seafarers Help Fete Gay NO Mardi Gras

NEW ORLEANS—A chilling rain that prevailed throughout most of the day kept many Mardi Gras celebrants indoors on Carnival Day, celebrated here February 22, but did not serve to dampen the enthusiasm of Seafarers who participated in the festivities in the famed French Quarter surrounding the SIU hall in New Orleans.

Despite the severe weather, the streets were crowded with gay celebrants and widely-renowned Canal Street was jammed from curb to curb by those who gathered to join in the revelry and to watch parades that passed by throughout much of the day and far into the night.

### Few Quit Ships

Missing from the annual festivities this year were many New Orleans Seafarers who traditionally come ashore for vacations at this season to join with family and friends in the revelry. Shipping has been off here in recent weeks

and most New Orleans men aboard Mississippi, Alcoa and Waterman ships running into New Orleans chose to stay aboard their ships.

Those who did come ashore, however, and others on the beach here celebrated the gay holiday in typical New Orleans fashion.

## SUP Marks 70th Year, Many Gains

The granddaddy of all maritime unions, the Sailors Union of the Pacific, reaches a historic milestone this Sunday. On that date, March 6, it will celebrate its 70th anniversary of continuous existence as a seamen's union.

March 6, 1885, was the date of the open air meeting of a few hundred seamen at Folsom Street wharf, San Francisco, that gave birth to the Coast Seamen's Union as it was then called. Seamen on the coastwise schooners were aroused by the action of shipowners in ordering a reduction of their wages. Although previous maritime unions had all failed, 222 men present signed up in the new organization and collected \$34 in a tarpaulin muster so that they could rent the Irish-American hall for a more formal meeting the following night.

### Historic Site

The site of the historic Folsom Street meeting is now marked with a monument of Andrew Furuseth who was chosen leader of the new union two years later and led the fight to free both American and foreign seamen from virtual serfdom.

Under Furuseth's leadership the SUP successfully fought through major strikes against the shipowners and the California Employers Association. It also promoted the McGuire Act, the White Act, the 1915 Seamen's Act, the Jones Act and other Federal legislation which was designed to give seamen full rights.

For many years the SUP was affiliated with the old International Seamen's Union but when that organization died, the SUP took the lead in formation of the Seafarers International Union of North America.

# Seafarers Brave Raging Sea To Aid Fishing Boat

Seafarers aboard the Antinous (Pan-Atlantic) were participants in the latest in a series of rescue missions in which SIU crews have been involved recently in stormy Gulf waters. The successful effort helped save the lives of three men on a disabled fishing boat.

Details supplied by Seafarer Maurice "Duke" Duet, DM, helped fill in the gaps of a story published in the St. Petersburg (Fla.) Times on February 5. The incident took place about 75 miles west of there the day before. The Antinous was bound from Tampa to New Orleans at the time.

Apparently the only ship in the area, the Antinous first learned of the mishap when it received a distress call from the Coast Guard telling that a fishing boat with three men aboard had motor trouble and was sinking.

### Off To Rescue

Meanwhile, Captain Ryan on the Antinous had sounded a general alarm and within a few minutes, Duet said, Chief Mate Evans and seven men were over the side on their way to the rescue in one of the ship's boats. Five minutes later, however, the motor conked out, so the boat crew took to the oars while Phillips, the first assistant engineer, worked on the motor. But the wind and seas proved too strong for this and the boat had to return to be picked up.

Efforts to fix up the motor worked this time, so again a volunteer crew of some of the first gang and new volunteers set out.

"At times we couldn't see it," Duet recalled, "and the fishing boat was still about three miles off. Everyone in the boat was cold and wet as they hadn't even considered the condition of the seas when we started out."

Then, after running for three hours so that the boat finally got to within 100 feet of the South Seas, the motor gave up again. The first assistant went to work on it again and "must have been some

sick man with his head in the engine box with the gas fumes," Duet commented, "but we didn't give up."

Finally, Captain Ryan saw that the boat was in trouble and came to the rescue. But although Phillips got the motor working again, it gave way once more right by the stern of the ship. "We were all pretty lucky ourselves then," said Duet. "What with the heavy seas and the propeller of the ship so close to the lifeboat, we broke three oars and one boat hook trying to keep away from the blade."

The third attempt finally turned

the trick, however. The captain decided to lead out the lyle gun line and tow it around the fishing boat until someone caught it. One of the men did, and the occasion provided the first relief they'd had from bailing the boat by hand since midnight of the night before.

### Good Day's Work

"All in all, it was a good day's work," Duet commented. Seafarers who took part were Duet; Scott, the bosun; Herman, Geraci and Bill Sherry, ABs; Merlesema, Cheramie and "Slugger," ordinary seamen, and Halim Hambouz, wiper.

## BOUND LOGS READY

Seafarers can now obtain cloth-bound volumes containing all issues of the SEAFARERS LOG in 1954. These volumes are for sale at the cost price of \$5.50, and can be picked up at headquarters or ordered by mail.

The handsome, bound 1954 volume is suitable for addition to a ship's library or home bookshelf, and carries all the news and features highlighting the events of 1954, both in the SIU and in the maritime industry generally.

The volume contains nearly 600 pages, including all 26 regular issues of the LOG plus all special supplements issued during the year, such as reprints of the Union constitution.

### Back Volumes, Too

In a companion offer, copies of all bound volumes dating back to 1947, up through and including 1954, may be obtained for the package price of \$30. This set includes 10 volumes in all, since

separate volumes were issued for each six-month period of 1947 and 1948.

The latest volume, the 1954 issue, carries, in addition to the regular news and feature stories, the texts of many official Union reports issued during the year, as well as news of changing developments and innovations in the industry. There are also many personal articles about Seafarers, their families and their jobs.

Either the separate 1954 bound volume or the complete set of 1947-54 volumes can be ordered by mail by using the coupon printed on the back page of this issue. Stocks of bound volumes issued prior to 1947 have already been depleted.

## NY Alcoa Runs Gain 3 Ships

The SIU-manned Alcoa Steamship Company is increasing its services out of New York to the Caribbean. Three ships normally running out of the Gulf are in the process of being added to the New York runs.

The Alcoa Pegasus, Alcoa Planter and Alcoa Pilgrim will join their sister ships, the Puritan, Pointer, Partner and the three Alcoa C-2's in regular service out of New York. In addition, the Alcoa Pioneer, which was on charter to States Marine Lines, will make one trip out of New York before going into regular service in the Gulf area.

## Our Disabled Brothers

TAMPA—One of the latest SIU men to qualify for SIU disability benefits, Seafarer Nick Giosue has been receiving his payments of \$25 weekly like clockwork for the past three months and still finds it hard to believe.

"It's wonderful," he admits. "After 53 years of sailing my time is my own and I can count on the SIU Welfare Plan for benefits I never dreamed about."

Giosue added. The veteran seaman first started shipping from his native Italy at the age of 16 and finally had to call it quits last year after he wound up a long stint on the SS Florida (P&O) in September. He'll be 70 next month.

Lives in Tampa

Able to relax now for the first time in years, Giosue lives with his wife, Carmelina, and their two children, at their home in this city. He came here soon after arriving in the US as a passenger on an Italian ship in 1906.

After getting to the US, he went to work in a Tampa fishhouse, sailed fishing smacks for about ten years and then during World War I, shipped on Government transports. He later went back to fishing, shifted to a local tugboat for

six years and eventually, in 1935, began sailing for P&O.

Coming out of the old ISU, he joined the SIU here in 1940 when the Union organized P&O. Since then, Giosue has shipped on a variety of SIU ships out of Tampa and elsewhere, but the P&O Florida run to Havana has always been a favorite.

Even so, he's a frequent visitor to the Tampa SIU hall, where he can always find some of his former shipmates and talk over "the old days." Times have changed a lot, but they always help you to appreciate what you have today.

With more years of sailing behind him than the estimated life expectancy of most people born 20 years after he was, Seafarer Edward K. Hansen reluctantly retired from the sea two years ago but still finds the pull of his lifetime's work an irresistible one.

Now 81, Hansen has been receiving SIU disability benefits since March, 1953,

when he closed out a record of 65 years as a seaman on Scandinavian and American ships. A few months earlier, he had made his last trip as a carpenter on the Robin Mowbray (Robin Line) to South Africa.

The oldest son in a family of 13, he was the only one to turn from the family's farm to the sea.

### Conditions Poor

Starting out on the local fishing boats hunting for cod, he later switched to the small coasters that plied between the tiny port settlements carrying both passengers and freight. Wages were around \$20 a month for a bosun and about \$13 for ABs. "They had conditions on ships then that they wouldn't let a dog live under today," he recalls.

Hansen didn't get to the US until 1925, but once he tried American ships he stayed with them. He joined with other Norwegian seamen in forming the Norwegian Seamen's Union in 1906, threw in with the old ISU when he reached the States and eventually with the SIU when it was founded in 1938.

Still hearty, he often makes the trek from his nearby Brooklyn home to SIU headquarters to spend pleasant hours with old friends and reflect on the changes he's seen in the seaman's way of life since he began his sailing career in 1887 at the age of 14.

The veteran Seafarer is still amazed at most of them. "I never expected seamen would ever get the kind of benefits we have today in the SIU" is his constant reminder to those who think that "miracles" only happen in fairy tales.



Giosue



Hansen

NATIONAL • INTERNATIONAL • LOCAL

# NEWS

SPONSORED BY

## AFL

EDWARD P. MORGAN

MON. THRU FRI. COAST-TO-COAST  
10 P.M. EST. ABC NETWORK



**Coast Guard Inspectors Blew This One**



Seafarer on board Bradford Island, Cities Service tanker, puts hand through hole crew found in No. 3 lifeboat after Coast Guard's annual inspection had okayed the ship. Hole was found right under the Coast Guard inspection plate. Discovery of holes in this and No. 4 lifeboat followed decision of skipper and mate to scrape down too-thick paint and take close look at condition of lifeboats. Hole was then patched as shown.

**Sea Chest Opens In Baltimore**

BALTIMORE—The official opening of an SIU Sea Chest retail store here two weeks ago means that all facilities at the new SIU branch hall in this port are now in operation. A steady flow of Seafarer-shoppers has kept the place hopping since then.

The retail outlet here is one of three outpost stores that have been set up by the Sea Chest since the original one was opened at SIU headquarters in Brooklyn three years ago. Other stores are currently operating at the SIU hall in New Orleans and in Mobile, where construction is continuing on a building next to the present hall which will house

the Sea Chest branch along with other facilities. The Sea Chest warehouse in Mobile is now doubling as a retail store, also.

**Spacious Set-Up**

Much larger and modernistic than the Sea Chest at headquarters, the Baltimore store is located on the second deck of the building, and provides easy access from the street for use by the general public. Seafarers and members of local unions occupying offices in the SIU building can enter either that way or from elsewhere in the hall itself.

Items carried by the Sea Chest cover a wide range of union-made and brand-name dress clothes and work gear, including suits, coats and shoes, plus jewelry, luggage, radios, phonographs and a variety of other gift selections. The store also carries toiletries, cigarettes and other tobacco products, all sold at prices generally below those at comparable establishments and with a money-back guarantee behind them.

In addition to the store sales, the Baltimore Sea Chest also han-

dles the distribution of slopcheats on a competitive basis to ships in the area and has representatives covering the ships with an array of clothing and gift items which are not included in the slopcheat itself. Orders for many items can also be filled from a Sea Chest catalogue, in which case delivery is made to the ship along with the regular slopcheat order for the vessel.

**Union-Sponsored**

The Sea Chest, as a Union-sponsored enterprise, was launched originally to provide Seafarers with a place where they could be sure of obtaining first-quality merchandise at low prices. It was established as a means of enabling Seafarers to bypass other waterfront ship chandlers and slopcheat dealers who for years victimized seamen with shoddy, poorly-made merchandise at high prices.

Seafarer Pat Murphy, as port manager, is in charge of the Baltimore Sea Chest operation. He emphasizes that the general public as well as Seafarers can enjoy substantial savings by shopping there.

**Visa Cutoff Date Dropped**

Non-immigrant alien seamen who were faced by the problem of obtaining individual visas to the US by June 30 no longer have to worry. The State Department has found this requirement "impractical" at present and has knocked it out of its rules. For the present, the Department will visa crew lists of all non-immigrant aliens who do not have individual visas.

**Top of the News**

**TRADES BILL PASSES HOUSE**—Democrats in the House of Representatives delivered the votes to pass President Eisenhower's request for a three-year extension of the Reciprocal Trades Act. The final vote on the bill was by a comfortable margin, but a key preliminary vote was 193 to 192, and a hard fight in the Senate was seen by both sides.

**PLAN SHORTER PRESIDENTIAL CAMPAIGNS**—Both Democrats and Republicans are scheduling their 1956 presidential nominating conventions at later dates than usual. With television available, candidates no longer need as much time to stomp the country. The Democrats will meet late in July or early in August in Chicago while Republicans plan a four-day convention in San Francisco on August 20. The GOP plans are based on the assumption that Eisenhower will run again.

**H-BOMB DESTRUCTIVE POWER REVEALED**—The Atomic Energy Commission has released information on 1954 H-bomb tests showing that 7,000 square miles can be affected by deadly radiation of an H-bomb. This is an area almost as large as the state of New Jersey. Meanwhile the British announced they would build an H-bomb and also are converting electric power plants to atomic energy.

**FIELD REPORTS ON IMPRISONMENT**—Hermann Field, brother of Noel Field, who was imprisoned by Polish Communists, arrived in London and reported on his ordeal. He told of being held in the cellar of a house for five years in solitary without ever getting out in the open. His brother Noel, who was imprisoned in Hungary, has also been released but has elected to stay in that country.

**CONGRESS ACTS ON WAGE INCREASE**—Congress has voted to raise its own salary to \$22,500 yearly and give similar increases to Federal judges and the vice-president. There was general agreement on the need for the increase, but criticism of Congress' failure to act on increases for other Government employees.

**NY POLICE ARREST WIRETAPPERS**—Three New York telephone company employees were arrested and \$10,000 worth of electronic equipment was seized in a police raid on a wiretap center. The equipment, which need not be connected directly to a phone line, was enough to tap thousands of phones. Some moves are being made to legislate against such indiscriminate wiretapping.

**MORE WITNESSES ADMIT PERJURY IN RED HEARINGS**—Two more anti-Communist witnesses for the Government have admitted making false accusations of Communist sympathies. The two, Lowell Watson and Mrs. Marie Natvig, had both testified at a Federal Communications Commission hearing linking Edward O. Lamb, a Toledo publisher, with the Communist Party. Lamb's hearing dealt with his application for renewal of a television station operating license. Subsequently the two witnesses repudiated their testimony, claiming they had been coached by a commission official. Harvey Matusow, first witness to confess false accusations, has amplified his list of misdeeds, including peddling of a blacklist of radio and tv performers.

**US MAY OFFER GRAIN TO RUSSIA**—Reports of recurring food shortages in the Soviet Union have prompted a study by the US Government of the possibility of an offer of grain surplus to relieve emergency suffering. Some Administration people fear that the offer would be misunderstood and would only have the effect of strengthening the Soviet government at a critical time.

**WEST GERMANS RATIFY REARMAMENT**—The West German parliament approved the rearming of the country under the North Atlantic treaty by large majorities. Also approved was an agreement on the status of the coal-rich Saar Valley.

**Cartoon History Of The SIU**

Spotlight on MSTs

No. 84



In November, 1950, after a year in operation, the Navy's Military Sea Transportation Service became the subject of a Congressional inquiry. Urging sharp cuts for MSTs, the SIU pointed to the agency's direct competition with private industry and its cut-rate pay policy at the expense of Union seamen.



Meanwhile, the US called on the nation's sea unions to draft a program for the industry's mobilization in wartime. The SIU and other sea unions responded with a firm guarantee to supply all the men that were needed through their hiring halls, if experienced men weren't drained off the ships by the draft.



The unions also noted the two-headed situation caused by appeals for skilled crews to man the ships, when at the same time MSTs was taking over private vessels and replacing professional seamen with temporary civil service crews at lower pay. The problem remained to plague the industry, however.



# SIU NEWSLETTER from WASHINGTON

The Eisenhower Administration ship transfer policy has plagued the Maritime Administration in more than one way. With the declining number of American flag Liberty type vessels, the question of replacement or added tonnage has undergone radical changes in the last few months.

For example, the question of altering the law is being considered to permit sale from the reserve fleet of Liberty ships for domestic operation should privately owned vessels be unavailable at reasonable prices.

Transcontinental rails and trucks still are causing considerable trouble to the efforts of steamship lines to regain their prewar position in the coastwise and intercoastal trades.

The proposition is being advanced that only the offshore carrier can continue in the domestic trade, this as a leg of his foreign trade operation. However, many domestic lines believe that this is not so, and are convinced that the procedure, if permitted, will not only destroy the existing coastwise vessels, but will drive what remains of the trade into the hands of the rails and trucks.

While some American lines sit back nursing their wounds over being defeated on the St. Lawrence Seaway project, foreign flag carriers are losing no time in becoming entrenched in this trade. While it's true that the US companies lost their battle to defeat completion of the seaway, they are not planning on the possibilities of the new waterway.

On the other hand, foreign flag carriers are moving in quickly. Several foreign lines are forming joint services, such as the Ellerman Fabre Joint Service, in the trade between ports on the Great Lakes (Canadian and US), St. Lawrence River, Eastern Canada, and ports in Europe.

British flag ships continue to trade freely with Communist nations. As a result, the Chinese Nationalist government will bar numerous foreign flag vessels, principally British, from calling at Formosa. Belief is that these ships have sailed into Communist ports on the mainland. In addition to the British ships, those accused include vessels belonging to the Dutch, Swedes and Finns.

Canadian steamship lines will launch a strong effort to receive government subsidy to help them operate again under the Canadian flag and provide a nucleus of maritime personnel. However, this is not the first time they have put up such a campaign. The last time they were defeated.

In recent years the total seaborne trade has been increasing at the rate of about 3 percent per annum, while total world tonnage has been increasing at the rate of about 4 percent. This, along with other factors, is causing serious problems in the maritime industry throughout the world.

A couple of things adding to these difficulties are the increase of flag discrimination and competition resulting from registration of ships under "flags of convenience."

As of December 15, 1954, Greek-owned shipping (both Greek and foreign registry) included 1,234 vessels of 8,333,661 tons afloat, plus 75 vessels of 969,660 tons under construction, making a total of 1,309 ships of 9,305,321 tons.

This makes Greek-owned merchant shipping the third largest in the world (after US and United Kingdom), but only 14.9 percent is registered under the Greek flag.

About 80 percent of ship construction in East German yards is destined for export, with the principal customer being Russia. In addition to Russia, those that will receive the ships include Poland, China, Czechoslovakia and Bulgaria, all in the Communist bloc.

The US Government maritime agencies are sitting on a very explosive issue at the moment—concerning the possibility of rate wars in numerous trade routes. The issue concerns steamship conferences, but some of the conference lines, primarily foreign flag carriers, are undercutting rates and granting rebates to customers.

If the US Government throws the foreign flag lines out of the conference, this may mean that the American flag carriers also will have to get out in order to meet rate competition, resulting in the possible dissolution of a number of steamship conferences and an overall rate war between US and foreign lines.

Several of the trades affected at the moment include the trade from the US Gulf to the Mediterranean, from the US North Atlantic to the Mediterranean, and several US transpacific trades.

A "confidential" report just finished by the US Government reaches the conclusion that the deadweight tonnage of cargo ships now in operation is adequate for replacement programs.

This report, which may not be released for some time, takes the view that cargo carriers which will form the US fleet for the next 20 years must be faster than those now in operation. Another suggestion in the report is a trend toward higher stowage factor.

For the past few years there has been a substantial volume decline in exports to most areas, with the entire European region; Caribbean; East Coast of South America; and India, Persian Gulf and Red Sea showing the sharpest drop.

Percentage-wise, US vessel participation in our export trade has been sharply reduced since 1951 in all areas except Portugal and Spanish Atlantic and the West Coast of Africa. By contrast our import volume has increased from almost all major trade areas except the East Coast of South America and the entire European area. However, our competitive position in the ocean movement of this traffic has grown weaker in all trades since 1951 with the exception of Central America, Mexico, Portugal and Spanish Atlantic areas.

*Your S.I.U. Washington Reporter*

## Future Grim, Saigon On Feverish Bender

A city where shopkeepers and office girls play dice on streetcorners, where a police chief boasts of his ownership of a "house of entertainment" with 600 girls, where a \$125 camera sells for \$600—that's Saigon, the frontier city of the cold war, as seen through the eyes of Seafarers these days. Like Hanoi and Haiphong before it, this Indo-Chinese city may be engulfed by the Communist tide within a few months.



When Indo-China truce was signed last summer, Seafarers on ships in Saigon held a special meeting at the city's Continental Palace to discuss the Communist threat hanging heavily over the city. Conditions today appear more tense, according to Seafarer Luis Ramirez, who was in Saigon recently on the Steel Navigator. Photo shows Seafarer Ray Queen, meeting chairman (center), addressing last year's gathering of SIU crewmembers from the Steel Admiral, Alcoa Pioneer, Seacomat and Beauregard.

There are few who would be willing to bet on Saigon's future without a long pull in the odds because the outlook for survival is not considered good. If Saigon does go Communist, it will mean another port and area that will be denied to US ships and seamen.

Recently in Saigon aboard the Steel Navigator, Seafarer Luis Ramirez took a look around the city and reports that what he saw was not attractive. In fact, he said, "If there are people who say they like to live in Saigon, even if they have a choice to live somewhere else, something must be wrong with he or she somehow. A tense atmosphere is observed there all around and sky-high prices for everything is the order of the day."

The newest business enterprise in town, Ramirez says, is "an entertainment house that most of us call the 'stockade,' but its real name is Palais de Glace (Palace of Mirrors). It boasts that it has 600 girls under that one roof only for the purpose of personal entertainment."

### Chief Has Monopoly

This establishment is owned by South Vietnam's police chief, General Le Van Vien who, according to responsible accounts, has an open monopoly of the "entertainment" business in that country.

When the Navigator got to Saigon, the local government had "outlawed" gambling and ordered the closing of gambling houses owned by the same General Vien. Nevertheless, Ramirez reports, "gambling is done here almost any place in town, even under a parked trailer using its protecting shade. The fishermen, the barge-men, rickshaw drivers, even office girls get together at any corner and then indulge in some dice shooting."

As examples of the kind of prices that have to be paid in the inflation-ridden city, Ramirez says that a roll of 35 millimeter Kodachrome goes for \$10 (it's about \$3.00 in the States, including processing) and "a well-used Leica 3F will cost over \$600." The going rate for such cameras in the US is \$125 and up depending on condition.

### Pilferage High

With prices sky-high and goods scarce, and with 500,000 refugees from Communism in North Vietnam flooding the area, pilferage rates as a major occupation. "While unloading a load of old clothes that was sent there by a US charitable organization for use by Vietnam refugees . . . watchmen were posted to watch the stevedores so that none was stolen. I believe that even then they stole it by the dozens of pieces."

"One of the watchmen took off his own pants in order to work in shorts, for the heat there was terrible. At the end when all the stevedores were gone he noticed that somebody stole his own pants, contents and all. He had to stay around until one of the crewmen gave him a pair of pants that could be used."

Ramirez concludes, "Compared to Saigon, Bangkok, to me, is like the brightness of a well-polished diamond."

## 'Magna Charta' Of Sea 40 Years Old Today

Forty years ago on March 4, 1915, President Woodrow Wilson signed into law the Seamen's Act of 1915, known as the magna charta of seamen. Although it has since been amended and improved many

times the 1915 Act stands out because it freed seamen once and for all from the serfdom of the desertion laws and set up the first real safety and manning provisions the industry had known.

Although it was designed to benefit the American shipowner as much as seamen of all nations by enabling foreign seamen to improve their standards, it was bitterly fought by shipowners of all nationalities. They feared, rightly so, that the law was the opening wedge through which seamen could force further improvements of their conditions and obtain more freedom of action.

The Seamen's Act, sponsored by Senator Robert M. LaFollette, Sr., was signed into law only after a long and bitter struggle led by Andrew Furuseth.

### Historical Steps

The basic provisions of the act are as follows:

- Arrest and imprisonment for desertion of American ships was abolished. The only penalty could be forfeiture of gear and wages.

- Foreign seamen in American ports as well as American seamen in US and foreign ports could demand half of wages earned and unpaid.

The two provisions, taken together, meant that seamen were no longer bound to the ship. If the officers were tyrannical, conditions unbearable, food and sleeping quarters inadequate, the seaman was able to leave the ship without being treated like a runaway slave.

The immediate effect of the law

on foreign ships, at the time, was to raise wages all around and improve the competitive position of US ships.

### Safety Laws Also

But the desertion provisions were only one aspect of the 1915 Act. Of equal importance were the safety provisions of the law which are the basis for all the international safety regulations that have been put in force since then.

These regulations called for 65 percent of the deck crew to be able seamen, sufficient numbers of lifeboats, division of crews into watches of equal strength, provision for minimum fore'sle space and a variety of other clauses that for the first time made a serious effort to set both professional and safety standards.

## CG Boosts Cost Of Duplicates

The Coast Guard has announced a new schedule of fees for copying, certifying or searching records of merchant seamen.

Beginning April 1, seamen will have to pay \$1.50 both for original and duplicate copies of validated papers. The current charge is 75 cents.

After the April 1 date, seamen will also have to pay 35 cents for duplicate discharges and 10 cents for each additional duplicate.



# MARITIME

More ships were launched last year from the world's shipyards than in any year since 1900, according to Lloyd's Register of Shipping. Yards in Great Britain and Northern Ireland combined to account for 26.8 percent of the world total of 1,233 vessels of 5.2 million gross tons. West Germany, Sweden, the US and Japan followed in that order, although figures for both the US and Japan showed a drop from 1953. About half the American production of 476,984 tons was for foreign owners . . . The Utah Construction Co. has placed an order for a second large ore carrier to be built by a Japanese shipbuilder. The Japan Steel Tube Co. is involved in the contract for a 31,400-ton ore-ship.

Storms mixed with fires on two ships endangered the port of Genoa, Italy, last week, until the threat of explosions subsided. Fire in a hold near a cargo of chemicals, matches and alcohol had caused the 7,647-ton Dutch freighter Grootekerk to be towed two miles offshore, while in the harbor itself the 4,147-ton Swedish motorship Nordanland still smoldered following a series of blasts. She was carrying 600 tons of carbide . . . Cunard liners carried a quarter of a million passengers last year, more than the ships of any other company. A total of 939,000 passengers were carried by trans-Atlantic ships in 1954.

The Holland-America luxury liner Nieuw Amsterdam will soon lose its pre-eminence as the largest vessel in the Netherlands merchant marine when the giant whale factory ship Willem Barendsz II puts to sea. The new whaler will have a gross displacement of 44,000 tons compared with 36,235 for the liner, and will be able to double as a regular tanker during the off season . . . A British Admiralty committee testing the seaworthiness of welded ships built in the US, has reported that the American vessels compare favorably with riveted ships built in Britain.

American President Lines has agreed to buy four Mariner-class dry cargo ships from the Government as replacements for existing freighters on its global and Pacific runs. The company made the sole bid in response to a Government offer to sell the ships. Its bid met the minimum prices set by the Government, a total of \$17.8 million. Three other Mariners of the 35 originally built have been bought by Pacific Far East Lines . . . The 1,988-ton German freighter Hoheweg sank off the English coast this month after a collision with the 5,375-ton Sunny Prince of Oslo. All 14 crewmen of the German vessel were taken aboard the Sunny Prince.

The Giacomo Costa Navigation Co. has ordered a 20,000-ton turbine-powered passenger liner to be built at a Genoa shipyard for the South American run. Due to be ready in two and a half years, the ship will be able to carry 1,200 passengers in the flourishing Latin-American trade . . . For 15 years the flagship of the Greek Line, the Nea Hellas will return to New York on March 21 as the SS New York. The 17,000-ton liner is being converted from a three-class liner into a two-class passenger vessel offering 71 first-class and 1,370 tourist-class berths. She will also shift from the Mediterranean to the North Atlantic trade at the time, as the newer Olympia, present flagship of the line, switches to the southern route.

A report of the Delaware River Port Authority says that for the first time in 100 years, the Delaware River ports now occupy first-place among the nation's ports in the handling of import cargoes. The challenge to the longtime supremacy of NY is based on figures showing NY lagging behind the Delaware River port area by 1.2 million short tons of imports for the first nine months of 1954. The ports involved are Philadelphia and Chester, Pa.; Camden and Trenton, NJ, and Wilmington, Del. . . The Boston Metal Co. of Baltimore has bought the formerly-SIU-manned liner Acadia, presumably for scrapping, from Eastern Steamship Lines. Idle for years, the 22-year-old vessel is the last of a once large group of coastal liners operated by the company.

## The Seafarers Puzzle

|                                |                                |                            |
|--------------------------------|--------------------------------|----------------------------|
| 1. Turf                        | 17. Face; Slang                | 37. This records your tour |
| 2. Earlier                     | 19. Pause                      | 40. Fishing device         |
| 3. The "A" in A&G District     | 20. Entertain                  | 41. — Gras                 |
| 4. Pay                         | 21. One of the canonical hours | 43. Voyage                 |
| 5. Naples, Salerno, etc.       | 23. It guides a tourist        | 45. The albatross is one   |
| 6. Illegally distilled whiskey | 24. — Rouge                    | 46. Symbol for ruthenium   |
| 7. Compass bearing             | 25. Your sea chest is a good — | 47. Part of a race         |
| 8. Musical note                | 27. Toward                     | 48. A number               |
| 9. White                       | 28. Attack                     | 49. Ask for a hand-out     |
| 10. Girl's name                | 30. Where the Plaza Hotel is   | 50. Tap-room brew          |
| 11. Money in Tokyo             | 32. — Sack                     | 51. Nothing                |
| 18. Pitcher Lopat              | 34. Comparative ending         | 53. Virginia; Abbr.        |

(Puzzle Answer On Page 17)

## THE INQUIRING SEAFARER

Question: What mistaken ideas have you found among shoreside people concerning merchant seamen?

Ed Martin, MM: I've found that most people know about the merchant marine these days maybe because of the publicity we got during the war. The public today recognizes the merchant seaman as a hard-working guy who's got a job to do like everybody else. They really envy the life at sea, though.

Tom Harrell, OS: Lots of people are confused about what we do, because their minds are back in World War II. When you explain to them what the merchant marine is they automatically say it's part of the Navy or Coast Guard. They also still believe that old stuff about seamen with a wife in every port.

Marvin White, cook: Most of the time I find people have the notion that being in the merchant marine is similar to being in the service. They think we have the same kind of restrictions and have to salute officers just like in the Navy. They're amazed at our conditions.

Stephen Cochias, cook: There doesn't seem to be quite as much misunderstanding about merchant seamen anymore, although some people think it's a "romantic" life and you don't do anything but travel around all over the world. Most of the time they know that it's a job like any other.

Jose Aguilar, AB: People are very interested in what we do, because they still think we do something like the Navy or Coast Guard and have the same type of regulations in wartime. They are surprised about the conditions we have and that we can pick our own job.

J. Behar, cook: They think the merchant marine Navy-type operation where everybody has to wear a uniform and salute officers. Many people have the idea the ships are set up on a military basis and are surprised to learn that we have a strong union and many conditions people ashore don't have.

## MEET THE SEAFARER



CHARLES A. WELCH, deck engineer

It was literally because of the fortunes of war that Seafarer Charles A. Welch started sailing with the SIU back in 1943. But once having gone aboard an SIU ship fresh out of a Government training school, he learned fast and never sailed with any other outfit.

Shortly after his first trip with the SIU, Welch got his Union membership book, which makes him an old-timer with a dozen years of membership behind him.

Welch was a newly-graduated maritime trainee from Hoffman Island when he was put aboard the William McClay, a Bull Line Liberty. He had four months' schooling behind him and a shiny, new FOW certificate to show for it. As he put it, "They put me between the boilers and told me I was a fireman." Today though, after 12 years' experience he can handle all the engine department ratings.

In those early wartime days when ships were busting out all over, professional seamen were few and far between. Thousands of new men like Welch learned on the job under hazardous wartime conditions.

### Trained At Hoffman Island

A native of Flushing, Long Island, Welch had gone through high school and worked a variety of shoreside jobs before going to the old Hoffman Island training school off Staten Island. This unit was subsequently replaced when the Maritime Commission took over the training facilities and opened the huge Sheepshead Bay training base.

After his first run on the McClay to North Africa, Welch sailed a variety of ships to various war zones. Some of them came under enemy bombing attacks but fortunately, none of them was lost.

Nothing that happened during the war, he says, quite compares with the jolt he got as a member of the Nicaragua Victory crew. This was one of the Isthmian ships that the SIU was organizing in 1946. The trip itself was uneventful and it was after the payoff that he

picked up a paper ashore and found out that all through the trip six deadly Indian cobras were loose somewhere on the vessel.

"The ship had taken some cobras from India on order for a reptile farm down in Florida," he said, "and six of them got away. After the payoff they found the snakes in various parts of the ship. One of them was behind a winch, another was near the galley and a third was up on the captain's deck." Nobody in the crew had any inkling during the voyage of the presence of dangerous traveling companions.

### Out In Orient

Subsequently Welch took part in organizing some of the trampship operators for the SIU. In the process, he spent a great deal of time out on Far East runs, with the result that he has spent about five years out in the Orient. He doesn't care much where a ship goes, by and large, but if he could have it his way, he'd prefer being on the old Waterman run to Northern European ports.

"You go to good cities that way like Bremerhaven, Rotterdam and others, and the run was just a little over a month which meant getting back to the States pretty regularly."

The 34-year-old Seafarer is married to an English girl and has one child, a daughter. He met his wife while in England on a Bull Line ship, but the marriage was all in the family, he explained, as his wife's brother married one of Welch's cousins. Just last year, he brought his family over from England and settled them in the States.

"They are back home now, visiting my wife's family in Newcastle," he said.

Although he holds all the engine department ratings for dry cargo ships, Welch prefers working deck engineer. Working daywork all the time has advantages, he finds, and the job offers more interest and variety than any other in the engine department. The main thing though, is that the job is on an SIU ship with the wages and conditions that go with it.

## LABOR ROUND-UP

A three-year contract at the Farmingdale, New York, plant of Republic Aviation has been approved by plant employees. The contract with the International Association of Machinists (IAM) calls for five to seven cents in hourly increases. Approximately 5,000 workers are affected.

"Right to work" laws are under attack from another quarter. The American Civil Liberties Union published an analysis by its board of directors which questions the laws as interfering with the civil liberties of labor organizations. The ACLU said that the laws were being used "to obstruct the exercise of basic organizing rights."

Two unions in the New York area have agreed to take steps to assist the employers' competitive position. The Hat, Cap and Millinery Workers Union (AFL) has agreed to sidetrack increased pension fund contributions in favor of a \$1 million promotion fund to help the sale of women's hats. The CIO United Electrical Workers Union has voted to accept changes in production practices at the Otis Ele-

vator Company plant in Yonkers. The company had threatened to close its plant unless economy could be achieved.

Pittsburgh's on-again, off-again department store strike is still on but settlement prospects look brighter with the signing of an agreement between Building Service Employees Local 29 and two major stores. Previously, the signing of a Teamsters agreement several weeks ago was believed to herald the end of the strike, but no agreement was reached with other unions. Still on strike are clerks, office employees and restaurant workers.

The possibility of a strike at eight major New York newspapers was seen in the request by Typographical Union, Local 6 to the international union for authorization to take a strike vote. One of several issues at dispute is the question of automatic typesetting machinery now being installed in some composing rooms. Efforts to settle another New York newspaper strike, that of the CIO Newspaper Guild against the Brooklyn Eagle, have failed thus far.



# SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer

Editor, HERBERT BRAND; Managing Editor, RAY DENISON; Art Editor, BERNARD SEAMAN; Photo Editor, DANIEL NILVA; Staff Writers, HERMAN ARTHUR, IRWIN SPIVACK, AL MASKIN; Gulf Area Reporter, BILL MOODY.



## The Whipping Boy

Those people in Washington who find kicking somebody around a favorite form of recreation have discovered a new whipping boy in recent months. He is the American seaman who has been the target of a bewildering variety of proposals attacking his job, his wages, his union, his benefits under law and his very right to earn a living in his chosen profession.

There's been the Government-approved program of transfers to runaway flags taking thousands of jobs away and providing cutthroat competition for US-flag ships; the continuing hostility of certain Government officials to "50-50", even though it is the law of the land; the attempt by the Secretary of Health and Welfare to scuttle the seamen's health and welfare; last but not least, the Coast Guard's profiling system that would deprive them of their jobs in some instances for the sins of their fathers.

Now the Hoover Commission on Government Reorganization has revived the thoroughly-discredited Hobby-Dodge plan to close down the Public Health Service hospitals and discontinue all their medical services to seamen. This is part of a so-called economy program that would also make some slight curtailment in the Veterans Administration and the Defense Department medical service. Of course, the operations of USPHS hospitals are a drop in the bucket compared to the VA and the Defense Department. If economy were the true reason for indiscriminate ax-slashing there's much more money to be saved elsewhere.

Actually the USPHS was singled out simply because the Hoover Commission believes that it is the most vulnerable politically. It would not dare recommend the closing of the VA program for non-service disabilities anymore than it would dare recommend discontinuance of free medical care for Congressmen and Government officials.

To buttress a shabby argument, the Commission has used reasoning which smacks of outright dishonesty.

The PHS hospitals (and Armed Service hospitals as well) are accused of "inefficiency" and instances cited where they keep patients for longer periods than private hospitals. What the Commission fails to point out, for reasons of its own, is that the patients in private hospitals have homes and families to go to where they can convalesce; while the Seafarer, like the man in the Army, is often a long way from home. He can't convalesce in a YMCA or an Army barracks so he stays in the hospital that much longer.

When Mr. Hoover was president during the years of the great depression, the Government was really strapped for revenue. Yet no move was ever made at the time to close the hospitals. It seems odd then, that in these years which Government orators are so fond of describing as a golden era, that the same Mr. Hoover should suddenly find it necessary to trim these services.

Those who think that they can get away with closing the hospitals are counting on the indifference of the unions, the seamen and the maritime industry. It's up to all parties concerned to prove this thought is a miscalculation.



## Anniversary Month

March is a big month for important seafaring anniversaries. This March brings us the 70th anniversary of the Sailors Union of the Pacific, the 101st birthday of Andrew Furuseth and the 40th anniversary of the 1915 Seamen's Act. All of them come in the same month within a few days of each other, which is a coincidence. What is no coincidence is the fact that all three are closely inter-related.

It was the few hundred poverty-stricken sailors of 1885 who got together and formed the SUP who made it possible for seamen to celebrate these other anniversaries. At the same time, without Andrew Furuseth and without the Seamen's Act he fathered, seafaring unions would never have gotten off the ground in the first place.

The work these early pioneers and Furuseth did was the basis. Seamen later picked themselves off the floor and finished the job that was begun in 1885. But everything good that happened to seamen can be dated back to the day that sailing men in San Francisco discovered they could defy the shipowner and win improvements by working together. That's one fact that should never be forgotten if seamen are to prosper in the future.

# LETTER of the WEEK

## Offers Advice To Speed Mail

To the Editor:

I was extremely interested to read the article, in the SEAFARERS LOG of January 21, about the action the SIU is taking to improve the mail service to the men on the ships, particularly those running foreign.

As you know, mail is generally as important to a seaman as it is to a soldier. It's a great pepper-upper, especially when you're far from home. And so I was gratified to read about the SIU's proposals for getting mail to the men faster and more regularly.

However, there is a point I would like to make, and that is the reason I am writing this letter. According to the LOG article, the SIU is asking all ship operators to cooperate in getting mail to the men by providing accurate lists of their agents in all the ports at which a ship is scheduled to call. These lists, as I understand it, would be furnished by the companies at the time of sign-on.

### Agent Is Culprit

Now this is fine, as far as it goes. The trouble is, it only goes as far as the company agents. And my many years of sailing have taught me that it is generally the company agent who is at the root of the trouble, when a seaman fails to get mail that should be coming to him.

I think that most of the companies I have sailed with have been pretty good about forwarding mail abroad. Some of the smaller outfits seem to get kind of lazy and negligent sometimes. But the larger outfits, generally, are pretty good about forwarding mail—if it is sent to their home office first, that is.

The trouble, as I say, generally arises with the company agent, and most cases of delayed mail delivery that I have seen have been due to agents sitting on the letters and packages instead of delivering them as they should.

### Serves Good Purpose

Having the companies supply lists of the agents would serve a good purpose because the men's families could then send the letters directly to the agents and they wouldn't have to go a round-about way through the companies' home offices.

However, this still wouldn't give the agents any hotfoot or make them get the mail to the men on the ships any better than they do now.

I think that, in addition to getting the companies to supply lists of their agents, we must get after the companies to get after their agents and see that they get on the ball and get the mail to the men as soon as the ship arrives in port.

I think it is also important to remind the brothers that they must let their families and friends know where they are going. I know more than one man who shipped out without telling anybody his destination, and then wondered why there was no mail for him.

## 'Gimme! He's Still Hanging On!'



## 'Vote Thanks'

It's normal for a steward and his department to get a vote of thanks for the food and service. Steward A. Higham on the Robin Gray was given the mark of approval accordingly but that wasn't all. The crew also thanked him for his consideration and care for a dead shipmate.

It seems that the day junior engineer died on board last January 28 and Steward Higham took charge in preparing for the burial at sea. All hands agreed that he showed great care and dignity in behalf of the deceased crewmember.

Higham is an oldtimer who joined the SIU in its early days in 1938 down in Mobile. He's from New York originally but now lives in the azalea city.



Since the SEAFARERS LOG is always happy to receive photos and stories from the ships, a suggestion by Seafarer L. S. Johnston of the Ocean Deborah deserves a mention. Since the vessel is new to the SIU, Johnston proposed that pictures be taken of the ship and the gang aboard her and sent in to the LOG.



Johnston

Johnston, known to his shipmates as Johnny, sails in the deck department with the SIU and rates as one of its original members, joining up in New Orleans in December, 1938. He was born in Indiana but now makes his home in Goshen Springs, Mississippi.

Two other Seafarers who rated mention for their all around performance were G. Grey, 2nd cook on the Alcoa Roamer, and James G. Rodder, AB and ship's delegate on the Portmar. Both of these brothers were mentioned in their respective ships' minutes as doing a fine job, with the Portmar crew noting that it had been a pleasant and harmonious trip all around.



Rodder has been an SIU member since 1942, joining in the Port of New York. He's a New Zealander by birth. Grey is out of the

British West Indies, got his SIU book back in September, 1943 and has been sailing with the SIU steadily since then.



We don't know if the SIU's new steward department procedures have been adopted yet aboard the Alcoa Planter, but in any case, the crew is certainly happy with the feeding system as is. The vote of thanks motion to the department was certainly phrased in enthusiastic terms, with the department praised for a "wonderful job." "Everyone," they added, "agrees the food is excellent." Unfortunately, the names of the deserving department members were not mentioned in the minutes.



It's a little late to be talking about Christmas Dinner menus, but one that came into the SEAFARERS LOG office from the Steel Traveler is too unusual to be passed up without mention. Instead of serving what has become the conventional Christmas Dinner—roast turkey—Seafarer Aussie Shrimpton came up with a truly different ship-board menu. Among other items it offered



Shrimpton

turtle soup, fillet of pompano, roast gosling with mushrooms, water chestnuts and wild rice, and as a topper, crepe Suzettes aflame with brandy. For those who have more conventional food tastes there was also jumbo shrimp cocktail, baked Virginia ham, mince pies, plum pudding and ice cream. The whole meal was finished off by a fruit buffet, cold beer and Swedish punch.

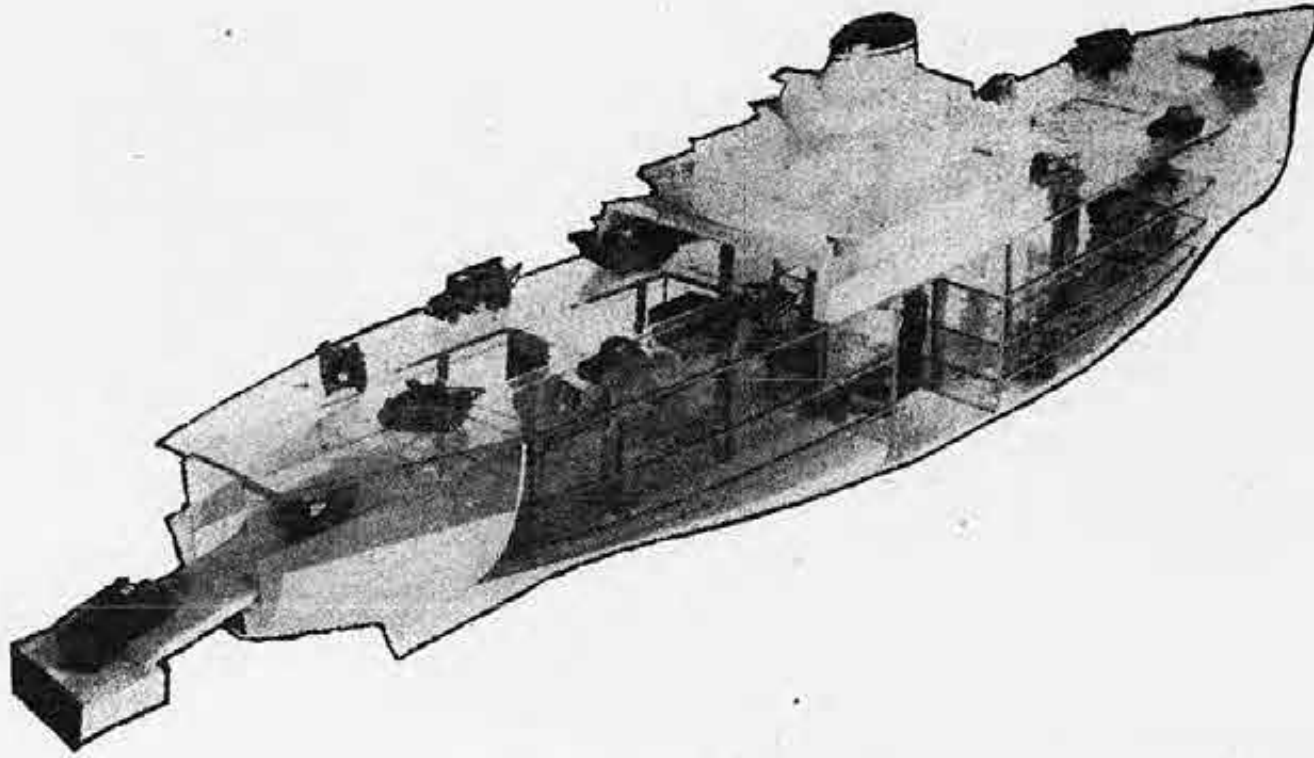
Putting out this kind of a meal for the holiday and setting high standards of quality for the voyage earned Shrimpton and his department a hearty vote of thanks from all hands.

Shrimpton, as the name indicates, is a native of Australia, but now has his home in the blue-grass country, Lexington, Kentucky. He got his SIU book in Boston in 1945 and when not sailing as chief steward is a handy man with a typewriter.



# “ROLL ON - ROLL OFF”

## The Revolution in Coastal Shipping

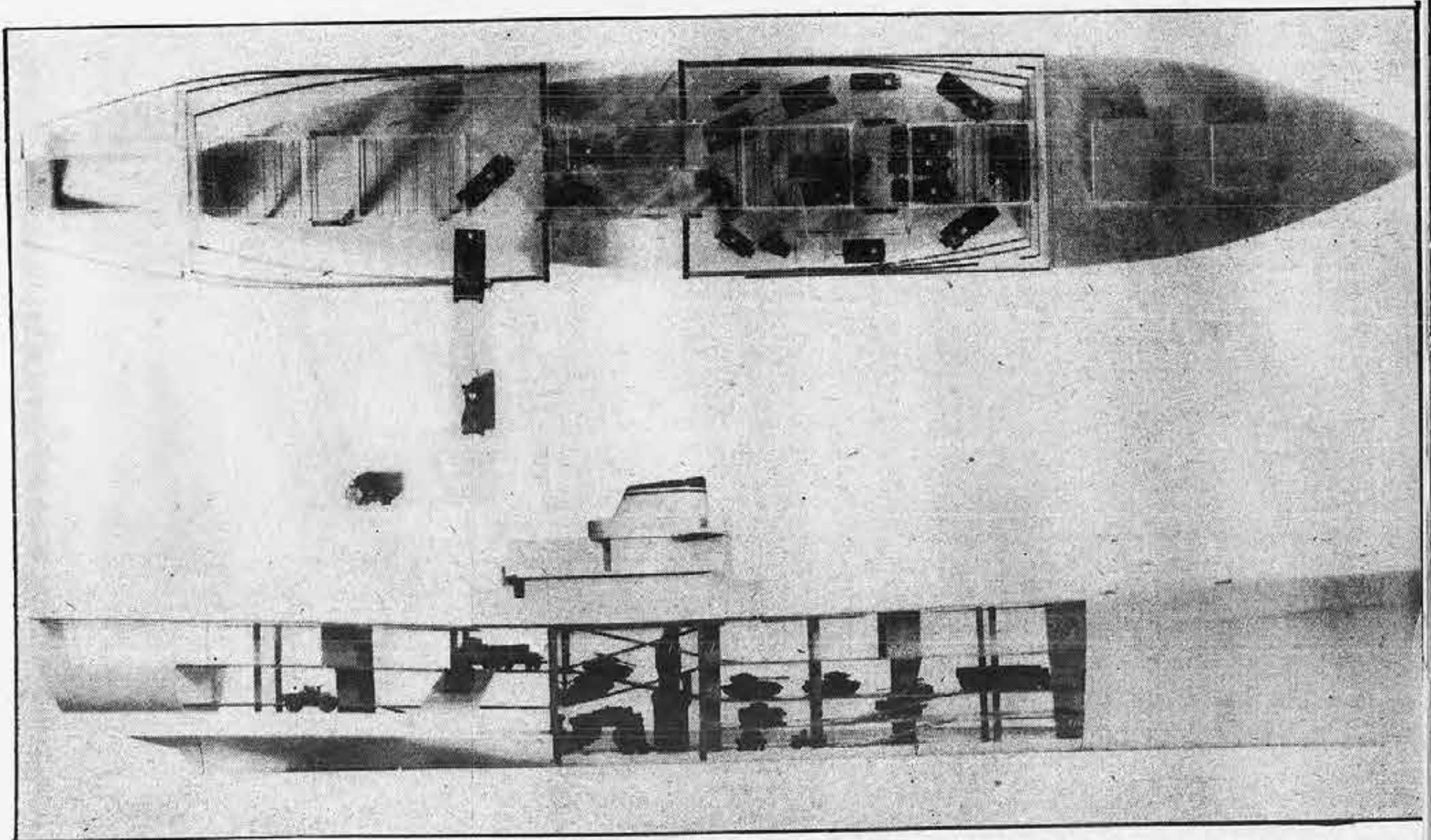


A flashy comeback by what appeared to be a down-and-out industry is shaping up these days.

The seriousness of the effort is evidenced by the fact that shipowners, truck fleet operators and railroad officials are talking to each other again, overlooking the feuding and sniping of the past. What is happening is that the near-defunct coastwise shipping industry has come to the realization that an alliance with the railroads and truckers offers the quickest solution to its own problems. The others, in turn, foresee sufficient additional revenue to justify the get-together.

Generally, the decline of coastal shipping came at the start of World War II, when the Government took over many of the ships as an emergency measure and enemy subs played tag with the rest. The railroads and truckers profited, easily absorbing most of the traffic. When the war ended in 1945, coastal ship operators were unable to recoup what they had lost. In addition, post-war Government aid programs completely changed the character of US merchant shipping and spurred the growth of foreign trade.

The end-product of all this is the current emphasis on "roll on-roll off" dry cargo operations and the use



Plexiglass model of a prototype "roll on-roll off" ship for the MSTSS shows how military vehicles could be loaded and discharged from the ship in a matter of a few hours. The design features ports at the stern and sides for moving vehicles aboard under their own power and ramps at key points to move traffic continuously to the various hold decks. A special complement of drivers would be carried to handle actual movement of the vehicles. Self-service elevators would be provided in each vehicle hold to bring the drivers up from the various hold levels to the second deck where traffic comes aboard. The ship would have all machinery amidships and would have conventional cargo-handling for transporting general cargo also.



# OFF

## Coastwise Shipping

ships to move rolling stock between coastal ports. Neither of these ideas for ship operations are new, however.

A pioneer in the field, SIU-contracted Seatrain Lines has been in the business of moving loaded freight cars by ship for a quarter of a century. Its service, started in 1929, now offers six specialized vessels, each capable of carrying 100 fully-loaded railroad freight cars between its New York terminal at Edgewater, NJ, and Southern and Gulf ports.

Principally a post-war innovation, trailer-ship operations up until now have not been carried out on specially-constructed vessels. Modified Liberty-type ships and converted LSTs have been put to use to carry loaded truck trailers on these runs linking coastal ports, some inland ports and Puerto Rico and the mainland.

The advantage claimed for both trailer-ships and trainships is that once cargo is stored, it never has to be handled again until it reaches its destination. The net effect is to cut shipping costs and time. Costs run high and continue to climb. Time is a valuable consideration for most shippers.

Among SIU-contracted companies, McLean is the first SIU operator in this field. Seafarers, therefore, will play a big part in the coming "revolution" and the campaign to put coastwise shipping back on its feet.

Meanwhile, the Government is also showing an active interest in the field. It has already come up with a design for a new "Turnpike" class vessel for carrying truck-trailers commercially.

Furthermore, the Navy's Military Sea Transportation Service has the blueprints of a prototype defense vessel which is said to be almost ready for the builder. This ship would carry both wheeled and tracked vehicles and would be designed to provide for their rapid loading and discharge under their own power. It would have the added feature of conventional cargo-handling gear for transporting general cargo as well. MSTs would be able to move its vehicle cargo on and off the ship by means of side and/or stern ports.

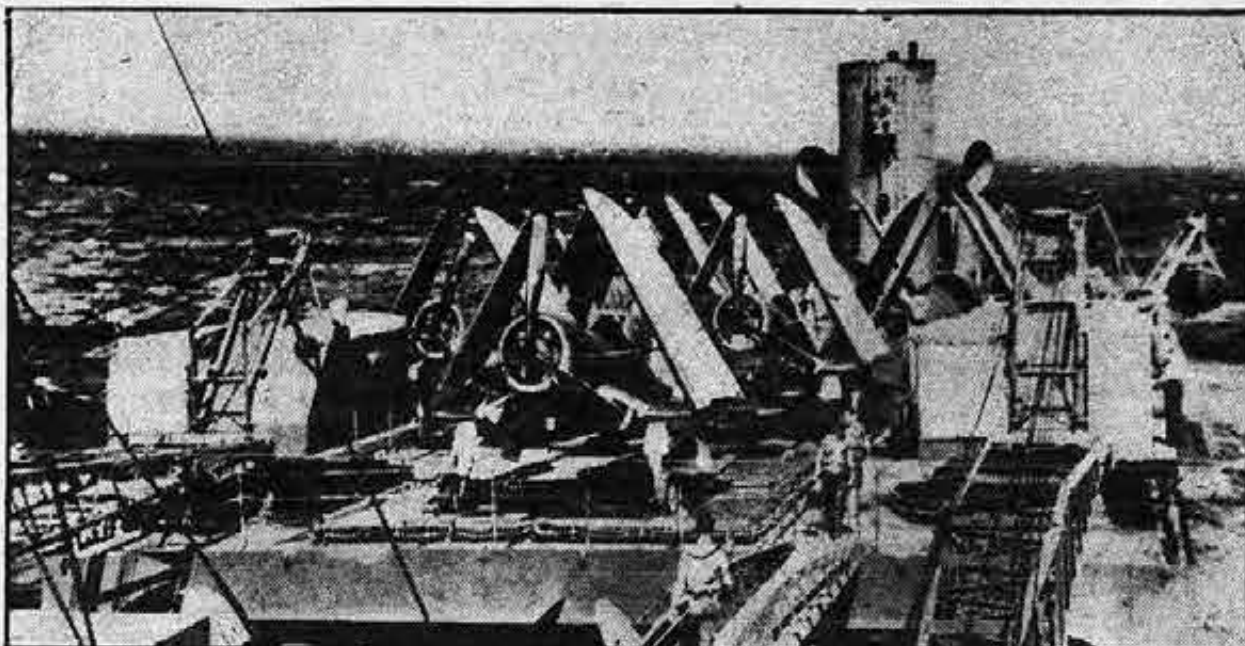
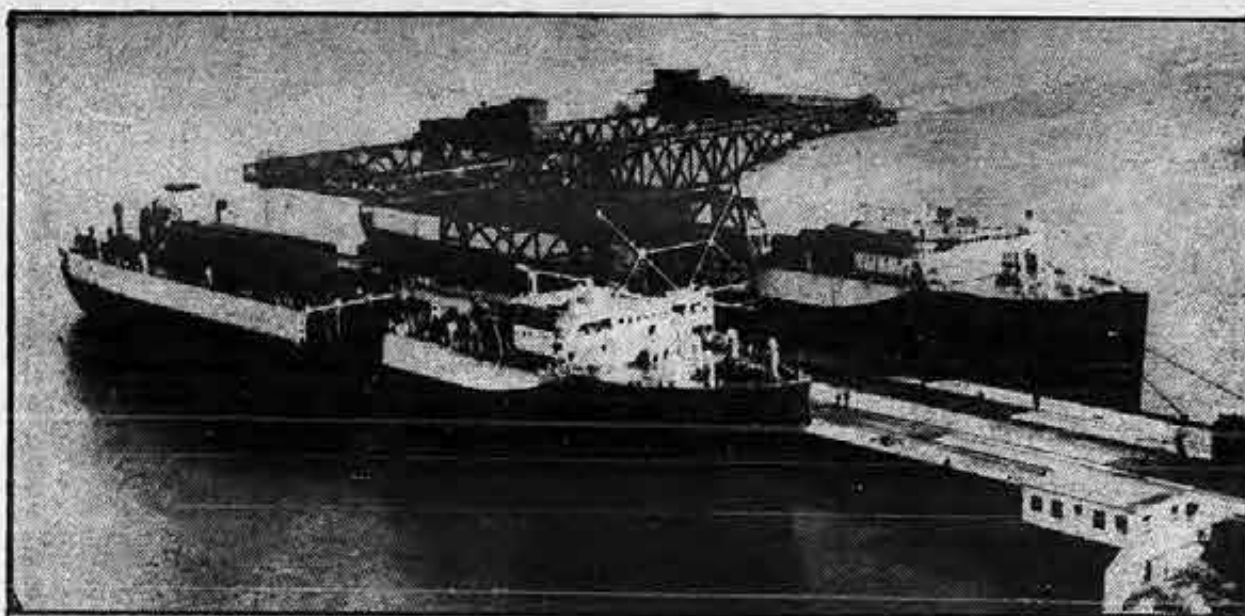
### Trailers Not Self-Propelled

Similar principles would be applied to most of the proposed "roll on-roll off" trailer-ships, except that in these, the truck-trailers would be not self-propelled. Instead, the design of the ships would fix a traffic pattern enabling truck cabs to come aboard along with the trailer while loading, and independently when discharging.

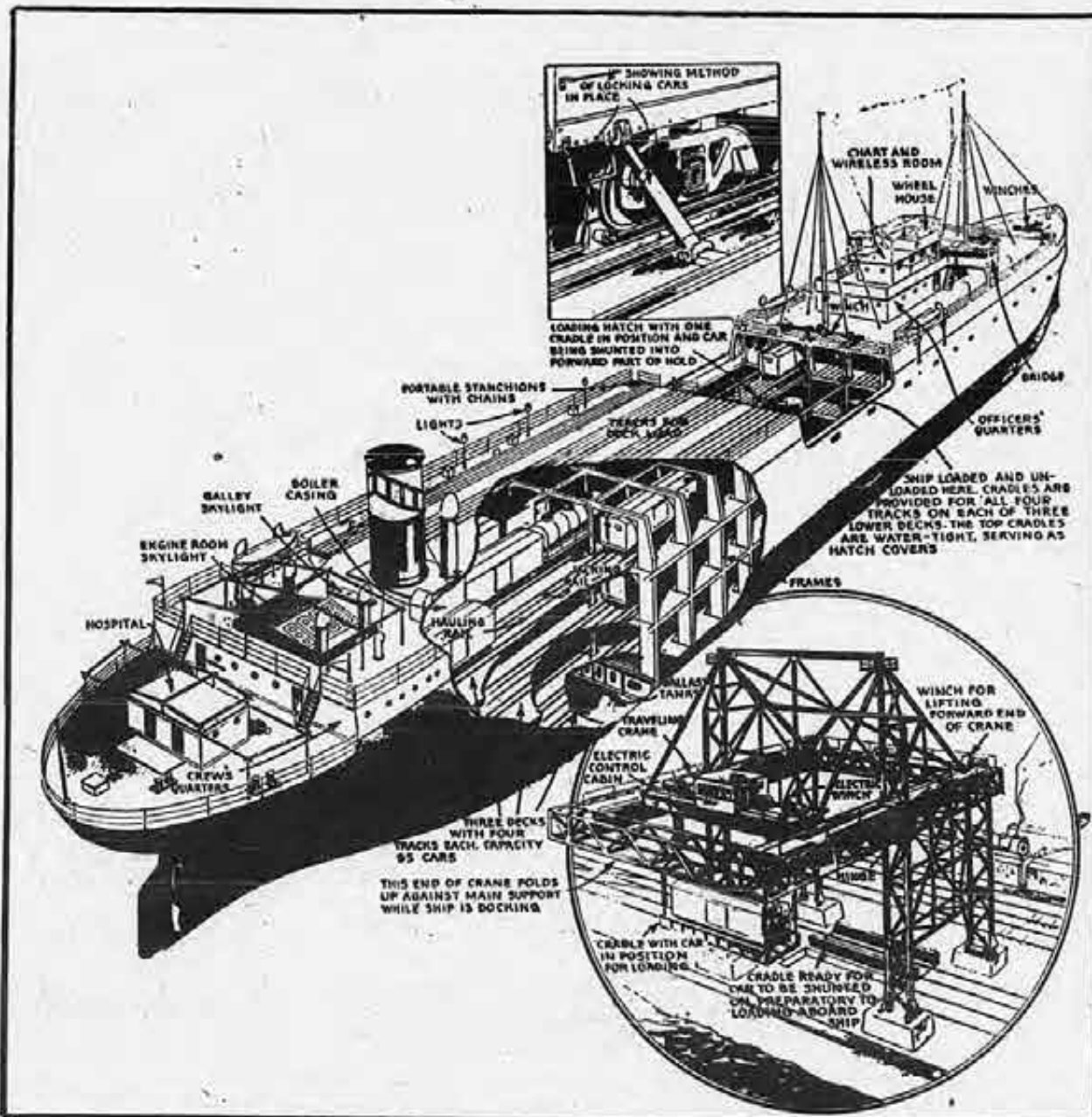
One of the basic criticisms of the entire trailer-ship operation, however, is what happens when 200 or more powerless trailers are put ashore. The system requires large loading terminals in prime waterfront areas which are already crowded and heavily trafficked. The answer, its supporters say, is in public financing by local port authorities, which would be repaid by rental payments.

Seatrain experienced the same kind of difficulty in setting up its own operation. The problem of getting fully-loaded 65-foot railroad freight cars aboard a ship is not easily overcome. But the special design of the ships and terminals in key ports provided the answer.

Now there is a design for a two-decked train-ship which can load and unload simultaneously through bow and stern doors right at regular car float terminals which many harbors already have. The innovation eliminates the need for special terminals and boasts the added feature of easy conversion for carrying truck-trailers.



At top, a view of the special Seatrain terminal at Edgewater, NJ, with the SIU-manned Seatrains Texas and Havana alongside. Elaborate hoist apparatus lifts loaded railroad freight cars aboard and deposits them on inlaid track aboard the ships. Below, one of the Seatrains shown in the role of an aircraft and vehicle carrier during World War II. Unique construction of the ships enabled them to play vital war role.



Breakdown sketch of a Seatrain showing how the cars are loaded on nearly a mile of standard railroad track spread over four decks. The insets illustrate how cars are locked into place (top) and the elaborate loading and unloading apparatus (bottom). Seatrain operates six ships between New York (terminal at Edgewater, NJ), Savannah, New Orleans and Texas City. Each can carry 100 fully-loaded freight cars.



# PORT REPORTS

**Seattle:**

## Standby Jobs Boost Employment Total Here

Shipping in this port was fair during the past two weeks. We had 91 men registered in all three departments and were able to ship only 37, but we also obtained standby jobs for 35 men, so this brought to 72 the number of men put to work during this period.

The outlook for the next two weeks is just fair as we have only one payoff scheduled. This is the Longview Victory (Victory Carriers), due in here from the Far East.

At this writing we have not signed on any ships for the Formosa area

and we will just have to wait and see what the future brings.

During the past two weeks we paid off the Alawal (Waterman), Coeur d'Alene Victory (Victory Carriers) and Ocean Lotte (Ocean Transportation). In transit were the Massmar (Calmar) and Raphael Semmes and John B. Waterman (Waterman).

### Ocean Lotte In Shipyard

The Ocean Lotte ran aground several times during February and is now in the shipyard. She is expected to come out around March 7.

Oldtimers on the beach here include H. Murphy, W. Kramer, J. Sampson, W. Cressman and J. Hunt. In the hospital are S. Johannessen, K. Wanka, O. Rosenberg, W. Johnston and V. Ming.

Jeff Gillette  
Seattle Port Agent



**Savannah:**

## Retail Clerks' Beef Is Aided By Seafarers

Here in Savannah the Retail Clerks International Association, Local 1604, is involved in a boycott action against the Yachum and Yachum Dry Goods Co., and some SIU men are assisting them in their picketing of this firm. The RCIA has had a contract with this firm for about four years, but the boss suddenly decided that he would have nothing more to do with organized labor and has refused to sit down and talk over the situation with the union employees in his store. With our assistance, the pickeline is causing a drop of about 55 percent in the firm's business.

As for shipping, we had only one payoff and sign-on here during the past two weeks, but we had eight ships in transit and we feel shipping can be considered fair. The outlook for the next two weeks is about the same.

The Bents Fort (Cities Service) paid off and signed on here and in transit were the Southland and Southstar (South Atlantic), Angelina (Bull), Azalea City (Waterman), Chiwawa and Logans Fort (Cities Service) and Seatrains Georgia and Louisiana (Seatrains).

### 'Preacher' Gives Praise

For our Seafarer of the Week we have selected Brother Walter Stoll, who is much better known as "Preacher." A real oldtimer, Brother Stoll has high praise for the Seafarers Welfare Plan and

says that it's by all odds the best in the business. Recently he qualified himself for the special disability benefit of \$25 a week and is very happy about the prompt and efficient service he got, since he applied for the benefit only a short time ago. Incidentally, Brother Stoll comes by the nickname "Preacher" because he can take off on almost any subject and talk about it for hours.

Among the other oldtimers now on the beach are Harry Galphin, Clyde Laseter, Vince San Juan, A. (Jukey) Cohen, A. (Jack) Bullard, Jose Rosa, E. M. (Bud) Bryant and Claude R. West.

In the USPHS hospital here are J. (Tommy) Moore, better known as "the Scoco kid"; Jimmie (Georgia Boy) Littleton, Rufus L. Fields, Ernest Webb, Angelo Martins, John Henry Morris, A. D. Edenfield, Louis C. Miller, Alexander C. Copa, Robert Myr and Carl F. Kumrow, that well-known, colorful pearl diver.

E. B. McAuley  
Hq. Representative



**Houston:**

## 'Phenomenal' Shipping Cleans Off The Beach

Phenomenal is the word for shipping in this port and we have cleaned the beach of men and are now scraping the bottom of the barrel. I would like to say, however, that by the time this report appears in the SEAFARERS LOG, things may be back to normal. We have been telling the members that the good shipping this port has been enjoying has been a seasonal thing and could return at any time to the Bloomfield-Seatrains in-transit-replacement situation that normally prevails here. But the good shipping has continued right along and from all indications the half dozen Libertys bound for this port to load grain will keep the pot boiling for some time yet.

### Four Ships Pay Off

During the last two weeks we paid off the Alcoa Planter (Alcoa), Robin Goodfellow (Seas Shipping), Liberty Flag (Gulf Cargo) and Gulfwater (Metro).

These four ships signed on again while in transit were the Alexandra (Carras), Alcoa Pegasus (Alcoa), Steel Fabricator and Steel Maker (Isthmian), Fairland (Waterman), Seatrains Texas, Savannah and New Jersey (Seatrains), Archers Hope and Cantigny (Cities Service) and Edith (Bull).

A. (Frenchy) Michelet  
Houston Port Agent

**Miami:**

## Replacements Taken By Ponce And Florida

Shipping held its own in this port during the past two weeks and we were able to ship quite a few ABs on offshore ships and put some replacements on the Ponce and Florida. We had 22 men registered in all departments and shipped 20.

During these two weeks we paid off the Compass (Compass), Ponce (Ponce) and Florida (P & O). The Florida signed on while the Compass transferred to a foreign flag.

In transit were the Ponce (Ponce), Fairport, Chickasaw and De Soto (Waterman) and Bradford Island (Cities Service).

Eddie Parr  
Miami Port Agent



**Boston:**

## Shipping Called Fair, Outlook Seen The Same

Shipping here in Beantown was fair during the past two weeks and the outlook for the future is about the same.

During the past two weeks we paid off the Salem Maritime, Cantigny and Bradford Island (Cities Service) and the Queenston Heights (Seatrains). These four ships signed on again and in transit were the Michael (Carras), Bents Fort (Cities Service), Seattiger (Colonial), Antinous and De Soto (Pan-Atlan.), Ann Marie (Bull), Steel King (Isthmian) and Robin Kirk (Seas Shipping).

We had no beefs of any kind on any of these ships.

Our selection for a typical SIU man this week is Charles MacQueen, who is known to his friends and shipmates as "Scotty." MacQueen, who comes from Arlington, Mass., sails in the steward department and specializes in being a topnotch saloon messman. He has been an SIU member for about a dozen years and is a good Union man.

Oldtimers now on the beach include J. Connolly, R. Murphy, V. Tocco and P. Norton. F. Alasavich and A. Hancock are patients in the Brighton Marine Hospital.

### Brother Brown Buried

Funeral services for Brother Allan G. Brown were held Thursday, February 17, in Hyannis,

Mass., and the Union sent a floral wreath.

In closing, we would like to report that quick work by the crew and officers of the Coast Guard cutter East Wind prevented explosion of a magazine of live ammunition when a spectacular fire swept the ship's engine room at her berth at Castle Island on February 20. The fire was brought under control after 2½ hours.

James Sheehan  
Boston Port Agent



**Philadelphia:**

## Continuance Is Seen In Port's Prosperity

This port has just experienced a couple of weeks of prosperity, with considerably more men shipped than were registered. And, from all indications, this situation should continue well into next week.

During the past two weeks we paid off three ships here, signed on five and had six in transit.

The payoffs were the Maiden Creek (Waterman), Trojan Trader (Trojan) and Portmar (Calmar). These three ships signed on and also the Carolyn and Ines (Bull). In transit were the French Creek and Winter Hill (Cities Service), Chickasaw (Waterman), Robin Gray and Robin Kirk (Seas Shipping) and Arlyn (Bull).

All the payoffs and sign-ons were in good shape.

A. S. Cardullo  
Philadelphia Port Agent



**Wilmington:**

## In-Transit Calls Make Shipping Hold Its Own

Shipping in this port has been on the slow bell during the past two weeks, with no payoffs or sign-ons, and none are due during the coming two weeks.

Despite this, shipping is holding its own, due to the in-transits, and we do not have many men on the beach at this time.

The in-transits during the last report period were the Massmar, Alamar and Calmar (Calmar); Madaket, Yaka, John B. Waterman and Raphael Semmes (Waterman); Alice Brown (Bloomfield); Alcoa Pioneer (Alcoa); Ocean Deborah (Ocean Transportation), and Stony Creek (American Tramp).

I would like to say that I am glad to be back on the job after my trip to the drydock.

Ernest B. Tilley  
Wilmington Port Agent

**Lake Charles:**

## Shipping Holds Own; Flood Threat Passes

Shipping here just about held its own during the past two weeks. During this period we had 40 men registered and shipped 26, so that we still have plenty of men, in all ratings, to meet any foreseeable future calls.

Calling in here during these past two weeks were the Council Grove,



Swafford

Cantigny, Bradford Island, Chiwawa, Salem Maritime, Government Camp and Bents Fort, all of Cities Service. Over in Port Arthur, Tex., we had the Winter Hill (Cities Service), Republic

(Trafalgar) and Michael (Carras), and in Orange, Tex., we had the Val Chem (Valentine Tankers). At our last meeting, Brother R. M. Thompson, who sails in the engine department, was chairman. Brother S. C. Slaid, who sails in the deck department, was recording secretary. Both men did a fine job.

### Sails On Deck

For our Seafarer of the Week we have selected Brother J. Swafford, a deck department man. Brother Swafford has been in the Union for quite some time, and is now waiting for a coastwise tanker run. He says he is mighty pleased with the new tanker agreement and figures on buying himself another cow or two just as soon as he gets his back pay. Brother Swafford comes from Georgia but says he likes Louisiana very well.

We have no brothers in the hospital here that we know of, and everything else is pretty quiet, both on the local labor front and as far as the weather is concerned.

The danger of another flood, that we wrote about the last time, has now passed, and although it has been raining and cold for some time, it now looks as if the weather man has decided to give us some fishing days and quite a few of the boys are casting their eyes in the direction of the lake.

Leroy Clarke  
Lake Charles Port Agent



**Norfolk:**

## 'Definite Pick-Up' Is Noted In Shipping

There has been a definite pick-up in shipping in this port and the shipping picture here now looks better than it has for more than a year.

During the past two weeks we paid off five ships, signed on four and had eight in transit.

The payoffs were the Logans Fort (Cities Service), Greece Victory (South Atlantic), Shinnecock Bay (Veritas), Gateway City (Waterman) and Transatlantic (Pacific Waterways).

The Logans Fort, Greece Victory, Shinnecock Bay and Transatlantic signed on again.

In transit were the Steel Designer, Steel Artisan and Steel Voyager (Isthmian), Alcoa Runner and Alcoa Pointer (Alcoa), Coe Victory (Victory Carriers) and Southland (South Atlantic). The Steel Voyager called twice.

All of these ships were in good shape.

Ben Rees  
Norfolk Port Agent

# A & G SHIPPING RECORD

## Shipping Figures February 9 to February 22

| PORT          | REG.       | REG.       | REG.       | TOTAL        | SHIP.      | SHIP.      | SHIP.      | TOTAL        |
|---------------|------------|------------|------------|--------------|------------|------------|------------|--------------|
|               | DECK       | ENGINE     | STEW.      | REG.         | DECK       | ENG.       | STEW.      | SHIPPED      |
| Boston        | 14         | 6          | 5          | 25           | 9          | 7          | 2          | 18           |
| New York      | 88         | 75         | 100        | 263          | 69         | 69         | 79         | 217          |
| Philadelphia  | 28         | 18         | 16         | 62           | 38         | 32         | 34         | 104          |
| Baltimore     | 79         | 71         | 59         | 209          | 72         | 63         | 56         | 191          |
| Norfolk       | 10         | 12         | 9          | 31           | 17         | 16         | 12         | 45           |
| Savannah      | 10         | 5          | 3          | 18           | 8          | 3          | 3          | 14           |
| Tampa         | 18         | 11         | 19         | 48           | 16         | 12         | 20         | 48           |
| Mobile        | 41         | 48         | 49         | 138          | 27         | 34         | 34         | 95           |
| New Orleans   | 57         | 60         | 74         | 191          | 51         | 45         | 60         | 156          |
| Houston       | 46         | 28         | 32         | 106          | 41         | 28         | 39         | 108          |
| Seattle       | 40         | 31         | 20         | 91           | 10         | 17         | 10         | 37           |
| San Francisco | 20         | 18         | 20         | 58           | 15         | 15         | 22         | 52           |
| Wilmington    | 7          | 8          | 3          | 18           | 5          | 6          | 6          | 17           |
| <b>Totals</b> | <b>458</b> | <b>391</b> | <b>409</b> | <b>1,258</b> | <b>378</b> | <b>347</b> | <b>317</b> | <b>1,042</b> |



Cohen

signed on here and in transit were the Southland and Southstar (South Atlantic), Angelina (Bull), Azalea City (Waterman), Chiwawa and Logans Fort (Cities Service) and Seatrains Georgia and Louisiana (Seatrains).

### 'Preacher' Gives Praise

For our Seafarer of the Week we have selected Brother Walter Stoll, who is much better known as "Preacher." A real oldtimer, Brother Stoll has high praise for the Seafarers Welfare Plan and



# PORT REPORTS

## Baltimore:

### New Sea Chest Outlet Opened In Hall Here

This week our Sea Chest retail outlet was opened in this port and we know that the members who visit this beautifully laid out store will be very pleased with the merchandise which it stocks.

Our new cafeteria, likewise, is doing a bang-up job with clean, wholesome food tastefully prepared, and prices such that all members can eat at a minimum cost to themselves.

As some of you fellows know, we are applying for a change of license for the Port O' Call, and we believe the need for this is apparent. We would again like to emphasize that we rely on the members' cooperation to maintain the high standards of service of the Port O' Call, which is something we may all well be proud of, and which is fast becoming the talk of the town.

### Shipping Picks Up

Shipping during the past two weeks picked up a little bit but not enough to pull us out of the doldrums. However, we are hoping to have a ship that has been in for repairs crew up in the very near future. And, with spring on the way, we are looking for a bang-up shipping season.

During the past two weeks we paid off 20 ships, signed on 13 and had 13 ships call in transit. The payoffs were as follows:

Suzanne, Evelyn and Mae (Bull); French Creek and Archers Hope (Cities Service); Seatiger (Colonial); Seamonitor (Excelsior); Robin Gray (Seas Shipping); Steel Voyager (Isthmian); Fairport (Waterman); Mankato Victory (Victory Carriers); Oremar, Yorkmar and Bethcoaster (Calmar), and Santore, Marore, Baltore, Feltore and Chlore (Ore). The Oremar paid off twice.

Signing on were the French Creek (Cities Service); Seatiger (Colonial); Steel Voyager (Isthmian); Seamonitor (Excelsior); Oremar, Yorkmar and Bethcoaster (Calmar), and Santore, Marore, Baltore, Feltore and Chlore (Ore). The Oremar signed on twice.

In transit were the Alcoa Puritan and Alcoa Runner (Alcoa); Iberville and Chickasaw (Waterman); Carolyn, Ines and Suzanne (Bull); Steel Maker, Steel Advocate and Steel Executive (Isthmian); Winter Hill (Cities Service); Bethcoaster (Calmar), and Trojan Trader (Trojan).

### Beefs Generally Minor

The beefs on these ships generally were minor and the only things pending at the moment are a couple of clarifications with the quartermaster section of the Ore Line vessels. We are confident these will be straightened out very shortly. All of our crews did fine jobs in bringing their ships in for the payoffs; all sign-ons, too, were smooth. The in-transit ships were also in fine shape.

This week we intend to be a little different and present our "Man of the Month"—Charles R. Sawyer, who has been a member of our organization since December, 1945, and who recently became a full bookmember. He has this to say about the SIU: "During the years that I have been sailing with the

Seafarers I have always tried to do a bang-up job and I consider the SIU tops in the maritime field. I urge all of the men coming into our organization to always attend the meeting so that they will be fully informed on all the benefits that they may derive from the various activities at these meetings." We wish Charles years of good sailing.

With spring upon us, let's not forget the boys who are on the inside looking out. Perhaps a cheery note or word from you will give them the urge to perk up and be among you again. The address is USPHS Hospital, Wyman Park Drive, Baltimore 18, and the brothers now confined to it are as follows:—

W. Simmons, E. Plahn, E. Joyner, A. Willis, J. Hannay, B. Buzbee, G. Williams, L. Dwyer, R. Kirkwood, E. DeLaCruz, R. Hawes, J. Alstatt, R. Scales, O. Jones, J. Bokus, B. Balcer, G. Goodwin, T. Mungo, F. Forte, C. Leggett, L. Firlie, D. Robinson, R. Solheim, E. Marsh, G. Little, R. Littleton, J. Schultz, N. Jackson, R. McKnew, G. Oliver, S. Musco and G. Glaze.

Earl Sheppard  
Baltimore Port Agent  
⚓ ⚓ ⚓

## San Francisco:

### Waterman's Choctaw, Young America Sign On

Shipping was slow in this port during the past two weeks and the outlook for the future is the same. We had no payoffs during the past two weeks and none are in sight for the next two weeks.

During the last two weeks we signed on the Young America and Choctaw (Waterman). In transit were the Raphael Semmes, Madaket and John B. Waterman (Waterman), Massmar (Calmar) and Ocean Deborah (Ocean Transportation).

Among the men on the beach now are J. Dunn, C. N. McKee, F. Hills, C. Demers, C. Shirley, J. Jacobson, B. Tolbert, C. Nangle and R. Shynick. In the hospital are M. Meigussoglou, O. Gustavsen, R. Lambert, C. Neumaier, J. Perreira, P. S. Yuzon, E. L. Brown, G. J. Fletcher, F. S. Raylor, C. McBrien and Max Byers.

Tom Banning  
San Francisco Port Agent

## New Orleans:

### Port's Hospital List Is Lowest In Months

We don't know whether it is the climate or the general Mardi Gras atmosphere that prevailed here during the last few days, but the New Orleans hospital list contains fewer names than it has in months. We hope this condition is indicative of a permanent trend.

Four brothers were admitted to the USPHS hospital here since our last report. They were Sam Cope, Hal Ellis, Glen Curl and John P. Doyle. They have our best wishes for a speedy and complete recovery.



Curl

Charles Brady, Daniel Rucker, Billy Ward and Thomas Maynes are still confined to the hospital, but are reported to be convalescing in good fashion.

Joachim Saik, Jack Osse, Alfredo Garcia and Lionel Miller have been discharged from the hospital and hope to be ready to ship soon.

Shipping has been fair here. During the last two weeks we had 7 payoffs, 2 sign-ons and 18 ships in transit.

Payoffs were aboard the Del Mar, Del Sol and Del Aires (Mississippi), the De Soto and Iberville (Waterman), the Steel Executive (Isthmian) and Seanan (Stratford).

The Del Mar and the Seanan signed on.

Ships that called in transit were the Cavalier, Pennant, Planter, Clipper, Pegasus and Pilgrim (Alcoa), the Seatrains Georgia and Louisiana (Seatrains Lines), the Hurricane, Fairland, Monarch of the Seas, Warrior and Claiborne (Waterman), the Steel Executive, Steel Fabricator and Steel Maker (Isthmian), the Arlyn (Bull) and the Neva West (Bloomfield).

Lindsey J. Williams  
New Orleans Port Agent  
⚓ ⚓ ⚓

## New York:

### SIU, Co's To Clarify Tanker Pact Wording

I would like to inform the members that since all of the tanker companies have now signed the SIU's standard tanker agreement, we expect to get together with them in the next couple of days

and clarify those sections of the agreement where there have been disputes due to misinterpretations of the contract. This is the same thing that has been done in the past on the freighter agreement, and as soon as these clarifications have been agreed on by both sides, they will then be printed and made a part of the tanker agreement.

I would like to make it clear that we do not intend to change the wording of the agreement in any way, but merely to clarify the intent and meaning of the wording. We believe that by doing this it will make for much smoother sailing for the crews riding these tankers, and also aid the patrolmen in paying them off.

### Shipping Is Good

Shipping has been good for all ratings in all three departments during the past two weeks. And, according to the schedule of ships due in, it should remain good during the coming two weeks.

We paid off 15 ships during the past two weeks, signed 2 on foreign articles and serviced 19 in-transits. All of these ships were in good shape with only minor beefs which were squared away aboard ship.

We also had two ships come out of lay-up and take on full crews last week, so that gave shipping an added and welcome boost. These ships were the Jean and Dorothy, both Bull Line ships on the Islands run.

### Ships Paying Off

The following were the ships which paid off: Paoli, Council Grove and Royal Oak (Cities Service); Steel Maker and Steel Advocate (Isthmian); Edith and Emelia (Bull); Val Chem (Valentine Tankers); Seatrains New York, Georgia and Texas (Seatrains); Topa Topa (Waterman); Robin Tuxford and Robin Kirk (Seas Shipping), and Ocean Dinny (Ocean Transportation).

The Robin Hood (Seas Shipping) and Coe Victory (Victory Carriers) signed on, while in transit were the Chickasaw, Hurricane and Antinous (Waterman); Frances and Elizabeth (Bull); Alexandra (Cararas); Seatrains Savannah, Louisiana, New York and New Jersey (Seatrains); Val Chem (Valentine Tankers); Steel Designer and Steel Voyager (Isthmian); Alcoa Puritan (Alcoa); Seatiger (Colonial); Greece Victory (South Atlantic), and Yorkmar, Portmar and Bethcoaster (Calmar).

Claude Simmons  
Asst. Sec.-Treasurer

## Mobile:

### Sea Chest-Rec Room Opening Draws Near

By our next meeting we hope to have a definite date for the opening of our new combined recreation room and Sea Chest. In the meantime, the members' suggestions for improving the recreational facilities are being given careful consideration and will be followed wherever practicable.

As for shipping, it can be considered good during the past couple of weeks and we were able to send 95 men to regular jobs and 116 to various relief jobs in and around the harbor.

During this period we had 11 payoffs, 6 sign-ons and 6 ships in transit. The payoffs were as follows:

Beauregard, Warrior, Wild Ranger, Monarch of the Seas and Claiborne (Waterman) and Alcoa Clipper, Alcoa Pilgrim, Alcoa Pointer, Alcoa Corsair and Alcoa Roamer (Alcoa).

The Wild Ranger, Beauregard, Alcoa Pilgrim, Alcoa Pointer and

Alcoa Roamer signed on again and in transit were the Del Valle (Mississippi), Ocean Nimet (Ocean Transportation), DeSoto and Iberville (Waterman), Seanan (Stratford) and Alcoa Planter (Alcoa).

Prospects for the coming two weeks also look fairly good, with the following ships due to hit the port either for payoff or in transit: Monarch of the Seas, Claiborne, Golden City, Arizona, Antinous and Chickasaw (Waterman) and Alcoa Patriot, Alcoa Partner, Alcoa Clipper, Alcoa Pennant, Alcoa Polaris and Alcoa Cavalier (Alcoa).

One of the Seafarers on the beach is Roy James, who joined the Union in 1947 in New York and has been sailing steadily since then. Roy, who has been shipping out of Gulf ports for the past four years, makes his home in Galveston. He is single and his favorite sport is fishing, but he says he also got a big bang out of the Mardi Gras, which started right after he hit the beach. After considering all the various benefits which the Welfare Plan offers, Roy says it is hard to pick an outstanding one since they are all so good. However, he says that personally he likes the vacation pay, which certainly comes in mighty handy when shipping slows up.

A few of the other oldtimers on the beach now are H. Dunn, A. Lynn, R. Cooper, D. Stokes, P. Simmons, J. Wilkerson, B. Overstreet, C. Smith, H. Curry, R. Matthews and R. Thomas.

Cal Tanner  
Mobile Port Agent  
⚓ ⚓ ⚓

## Tampa:

### Shipping Figures Top Port's Registrations

The business of this port is in good shape. Shipping has been holding its own and during the last report period we had 26 men registered and shipped 28.

We had no payoffs or sign-ons during this period but in transit were the Warrior, Iberville and De Soto (Waterman), Cuba (P&O), Chiwawa (Cities Service) and Marie Hamil (Bloomfield).

Bennie Gonzales  
Hg. Representative

# SIU HALL DIRECTORY

**SIU, A&G District**

BALTIMORE.....1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900

BOSTON.....278 State St. James Sheehan, Agent Richmond 2-0148

HOUSTON.....4202 Canal St. A. (Frenchy) Michelet, Agent. Preston 6558

LAKE CHARLES, La.....1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744

MOBILE.....1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1754

NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent

NEW YORK.....675 4th Ave., Brooklyn Magnolia 6112-6113

NORFOLK.....127-129 Bank St. Ben Rees, gent Madison 2-9834

PHILADELPHIA.....337 Market St. S. Cardullo, Agent Market 7-1635

SAN FRANCISCO.....450 Harrison St. Tom Banning, agent Douglas 2-5479

Marty Breithoff, West Coast Representative

PUERTA DE TIERRA PR Pelayo 51-La 5 Sal Colls, Agent Phone 2-5999

SAVANNAH.....1 Abercorn St. Jeff Morrison, Agent Phone 3-1728

SEATTLE.....3505 1st Ave. Jeff Gillette, Agent Elliot 4334

TAMPA.....1829 1811 N. Franklin St. Kay White, Agent Phone 2-1323

WILMINGTON, Calif.....603 Marine Ave. Ernest Tilley, Agent Terminal 4-2574

HEADQUARTERS.....675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall

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

**SUP**

HONOLULU.....16 Merchant St. Phone 5-8777

PORTLAND.....822 N. W. Everett St. Beacon 4336

RICHMOND, CALIF.....257 5th St. Phone 2399

SAN FRANCISCO.....450 Harrison St. Douglas 2-8383

SEATTLE.....2505 1st Ave. Main 6290

WILMINGTON.....603 Marine Ave. Terminal 4-3131

NEW YORK.....675 4th Ave., Brooklyn HYacinth 9-6609

**Canadian District**

MONTREAL.....634 St. James St. West Plateau 8161

HALIFAX, N.S.....1200, Hollis St. Phone: 3-8511

FORT WILLIAM.....118 1/2 Syndicate Ave. Ontario Phone: 3-3221

PORT COLBORNE.....103 Durham St. Ontario Phone: 5591

TORONTO, Ontario.....272 King St. E. Empire 4-4718

VICTORIA, BC.....617 1/2 Cormorant St. Empire 4531

VANCOUVER, BC.....285 Main St. Pacific 7824

SYDNEY, NS.....304 Charlotte St. Phone 6346

BAGOTVILLE, Quebec.....20 Elgin St. Phone: 545

THOROLD, Ontario.....82 St. Davids St. Canal 7-3202

QUEBEC.....113 Cote De La Montague Quebec Phone: 2-7078

SAINT JOHN, NB.....177 Prince William St. Phone: 2-3232

**Great Lakes District**

ALPENA.....133 W. Fletcher Phone: 12-88W

BUFFALO, NY.....180 Main St. NE Phone: Main 1-0147

CLEVELAND.....734 Lakeside Ave. NE Phone: Cleveland 7391

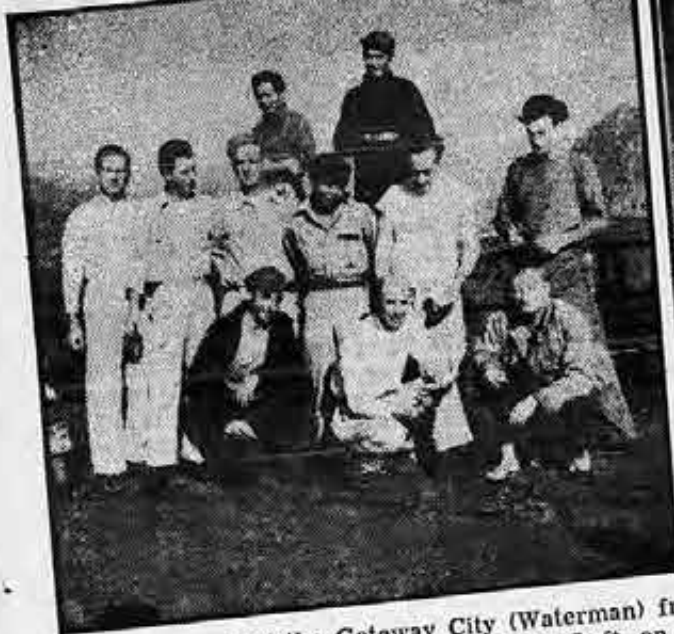
DETROIT.....1038 3rd St. Headquarters Phone: Woodward 1-6897

DULUTH.....531 W. Michigan Phone: Melrose 2-4110

SOUTH CHICAGO.....3261 E. 92nd St. Phone: Essex 5-2419



# Aboard The Gateway City On Lumber Run To Pusan



A recent run of the Gateway City (Waterman) from San Francisco to Pusan gave electrician Tony Nottage the chance to get these photos. Left, on deck while ship was in Pusan, are (rear, l-r) wiper Ropedo, OS Sargent; (center, l-r) oiler Homiek, DM Strickland, oiler Rheinhold, FWT Benardez, OS St. Germain, OS Bettlinger; (front, l-r) DM Calapothacos, DM Fuschillo, AB Watson. At right are Rheinhold (seated) and messman S. Casimis.

# OFF WATCH

This feature is designed to offer hints and information on hobbies, new products, developments, publications and the like which Seafarers may find helpful in spending their leisure-time hours, both ashore and aboard ship. Queries should be addressed to "Off Watch," SEAFARERS LOG, 675 Fourth Avenue, Brooklyn 32, NY.

With more people every day finding out that half the fun in photography comes after the pictures are taken, the question that invariably pops up is "how dark must a darkroom be, anyhow?" Generally, the important thing is to keep white light away from the working areas.

If you're not sure whether the area you're using for this purpose is dark enough, try this: Cover up half a test strip of printing paper, leave it alone for about five minutes, and then develop it in the regular manner. When you're finished, the entire test strip should still be white.

If it's not, and the uncovered part prints up darker than the covered white portion, then you'll know that too much white light is seeping into your darkroom working area or, as often happens, the safelight you're using is located too close to the working area. It's a good idea to make a test like this every now and then just to be on the safe side.

Quite a few Seafarers who can't stay away from water even between jobs have indicated interest in what has come to be known as "skin-diving." This watery sport consists of undersea activity either for spear-fishing, treasure-hunting, exploring or a combination of all three while equipped with a portable breathing apparatus, goggles and fins for swimming.

Those who enjoy this submarine activity and find things lagging while down under may be interested in a recently-published manual called "Underwater Photography and Television: A Handbook of Equipment and Techniques" of Equipment and Techniques" (New York: Exposition Press, Inc., \$6). Authored by E. R. Cross, master diver and director of the Sparling School of Deep Sea Diving in Wilmington, Calif., this volume tells how to get the most out of underwater photography, while frankly admitting that "for some time to come, taking pictures under water must be experimental, for there are no established practices or rules."

**'Brownies' Covered**  
The use of still, motion picture and television cameras as well as specialized equipment is widely discussed in the book, and there is even something in there for the "skin diver" who goes down with a spear in one hand and a simple Baby Brownie box camera in the other. Underwater photography has reached such proportions these days that equipment manufacturers recently brought out a simple plastic underwater housing for such a camera that is said to be as safe as anyone could desire. Other subjects dealt with concern the usual photographic dilemma of which lens, filter or film to use; the problem of visibility under differing conditions; lighting techniques, and many others. There is also a bibliography of other writings on this specialty and lists of equipment suppliers. The book itself is not designed for dunking however.

## On Venezuela Job



Apparently enjoying that warm Venezuelan sun is Pete Rivero, steward department delegate on Sandcaptain. Construction Aggregates dredge boat has full SIU crew on South American job.

## Whaling Is Big Business - Petroleum Makes It So

There may be seamen who think that the old trade of whaling was killed when petroleum was discovered in 1859 and petroleum oil began to replace whale oil.

The fact is that petroleum has made whaling a lot easier and more profitable, and you can take it from the crew of the Cities Service tanker French Creek, which recently delivered a cargo of bunker fuel to the world's largest whaling base at South Georgia Island in the Antarctic.

Here there is a floating "factory" consisting of 19 ships which carry the heavy gear with which the whales are cut up and processed. These blubber-cooking vats, steam saws, winches, engines and generators on each ship use up 107 tons of fuel oil each day.

In addition, each factory ship fuels a fleet of about 12 catchers, and each of these uses up another 12 tons or more of fuel oil a day.

At this rate, a typical whaling "expedition" uses up a full tanker load of bunker fuel every month. The South Georgia Island base handles about two-thirds of the world's annual whale catch, or about 16,000 whales a year. With whale oil bringing \$328 a ton, this means a business of \$110 million annually.

## Put Number On Meeting Excuses

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

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

"Anyway," Aragues writes, "the opera started and then, as soon as the overture was over, Red stuck two fingers in his mouth and whistled. I guess he wanted to show the girls he really appreciated the music. But instead there was only a dead silence. And then one of the girls glared at us and said, 'Don't you know that in Italy a whistle is like a Bronx cheer?'" Aragues says he knows now that a whistle doesn't convey the same meaning everywhere.

## When in Rome . . .

There's an old saying that when you're in Rome, you do as the Romans do. Well, that's also true in Genoa, says Seafarer Louis B. Aragues.

In a letter to the LOG, Aragues—who is now on the Alcoa Planter—tells of the incident which occurred to him in Genoa in 1948. Together with a shipmate whom he identifies only as "Rough Red," Aragues was sitting in a sidewalk cafe and there the two seamen made the acquaintance of two Italian girls.

The girls suggested that they spend the evening at the opera, and after some misgivings Aragues and his pal agreed.

## Quiz Corner

- (1) A person who has a morbid fear of closed or narrow spaces is said to suffer from: (a) pyromania, (b) kleptomania, (c) claustrophobia, (d) hemophilia?
- (2) The US President who was known as the "Bachelor President" was: (a) James Madison, (b) James Buchanan, (c) Theodore Roosevelt, (d) Andrew Jackson?
- (3) Rearrange *camios* to spell a word meaning inlaid work of glass or stone.
- (4) The combined ages of Bob and Bill, whose birthdays fall on the same day, is 12, but Bob is nine years older than Bill. How old is each of them?
- (5) The state in the union with the lowest average elevation is: (a) Colorado, (b) Delaware, (c) Kansas, (d) New York?
- (6) The comedians on radio and TV have always kidded Vassar as an all-girls college, although since the war men students have been admitted there. But where is Vassar anyway? Is it in: (a) California, (b) Ohio, (c) Florida, (d) New York?
- (7) What country did Napoleon call "a nation of shopkeepers"?
- (8) Who calls his orchestra his "Royal Canadians"?
- (9) If a bushel and a half costs four and a half dollars, how much would a buyer have to pay for eight bushels of apples?
- (10) What is a *cucaracha*?

(Quiz Answers On Page 17)

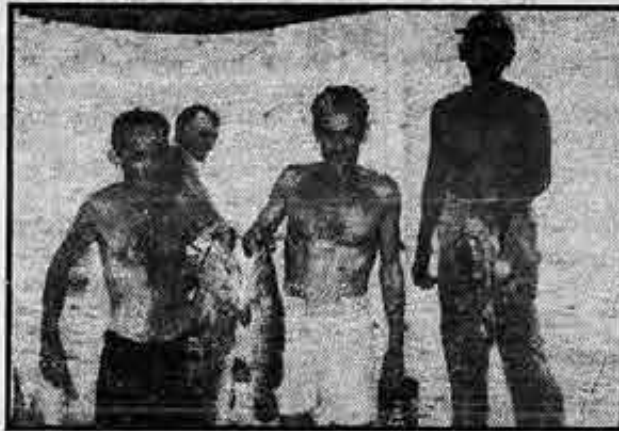
## SIU Brothers Celebrate Their Christmas At Sea



Although many of their brothers stayed on the beach during the holidays, many other SIU men marked Christmas at sea. Above, left, Abe "Shad" Rosen, saloon mess on *Arctica City* (Waterman), posts Christmas tree in officers' mess. At right, crewmen of the *Eugenie* (Oro) enjoy their Xmas treat.



**Fish 'n' Clips - (Hair 'n' Shrubs) - On Voyager Run**



SIU crewmen aboard the Steel Voyager (Isthmian) were hot in the Persian Gulf—hot with fishing lines, that is. Left, (l-r) utility McKnew, wiper Markonis and steward Qunitayo show off the groupers they hooked. Right, Markonis gets shark, caught by BR Gus Dixon, ready for photographer.



Left, ch. cook Holden, doubling as barber, gives "haircut ala Persian Gulf" to 3rd cook Doyle as (l-r) oiler Whitehead and wiper Carames look on. Right, shrubbery at Hanging Gardens, Bombay, is admired by OS Bill Neef (right) and "Doc" Watson, who took all other photos here. Hedges are trimmed to represent gorilla and elephant.



**LOG-A-RHYTHM:**

**The World Champion**

By Roy Fleischer

All his secret desires  
For power and conquest  
Were proclaimed openly  
After the fifth drink.  
He could lick anyone  
In the place!  
—And would, too!  
Fists doubled,  
He leaped forward  
To defeat a sleeping bum.

He threatened  
The man who restrained him,  
The wide-eyed bartender,  
The row of sipping men  
At the bar.

He could lick the cops, too!  
Every man on the force!  
He was the pugilistic champion,  
More powerful  
Than any man in the world!

But before he could strike  
The first blow  
To rule the world,  
He passed out,  
One drink too many,  
And fell, unconscious,  
On the floor,  
Too drunk to move,  
The man who would conquer  
The world.

**Seafarer Sam Says**

**HOLD ONTO THAT BOOK!**

**SMACK!**

ONE OF THE MOST VALUABLE POSSESSIONS IN THE MARITIME INDUSTRY IS AN SIU BOOK. KEEP IT IN A SAFE PLACE ALWAYS. GETTING A DUPLICATE IS AN EXPENSIVE AND TIME-CONSUMING JOB AND CAN CAUSE A MEMBER NEED-LESS INCONVENIENCE.

**The SPORTS LINE**

By Spike Marlin

Take a heavyweight fighter who has been badly beaten by two light heavies and what do you have?

A challenger for the heavyweight title. If the logic of this procedure doesn't strike you, don't blame us. Don Cockell is the heavyweight and he has a contract to fight Marciano to prove it.

The only excuse for this contest, and it's a shabby one at best, is that very few in the States have seen Cockell fight. They have seen all the other heavyweights often enough to have the sense not to buy tickets if they fight Marciano. Cockell is an unknown quantity. The promoters reason that there are enough people around who will come out to see him just out of sheer curiosity.

Cockell has done the bulk of his campaigning in English cities. It was over there that Jimmy Slade, a fattened-up light heavy, dumped him. Randy Turpin, who is really a middleweight mind you, also took him over the hurdles. Nobody here would dream of putting Slade or Turpin in the same ring with Marciano. Most boxing commissions would consider it cruel and inhuman.

**Nobody In Sight**

Unfortunately, the heavyweight division is shy of a logical challenger. The only semblance of competition in sight for Marciano is old man Archie Moore. Archie is undoubtedly five times as skillful as Marciano, but he is still only a light-heavyweight and an aging one at that. Those who figure Moore as a real challenger tend to

forget that Ezzard Charles made him go through the hoop.

Marciano's string-pullers have made him look ridiculous by running out on a profitable evening with Moore to pick on a stiff like Cockell. As it is, Moore himself could probably finish the Englishman without breathing hard.

Leaving comic opera for the moment, the light heavyweight division holds promise of more interesting action. Floyd Patterson, the wonder boy, has really arrived at the age of 20, and Harold Johnson is looking as sharp and crisp as ever. Johnson, who is a strange case, nearly took the title from Moore, but then sat down in one round to Boardwalk Billy Smith. Just when everybody had him marked for the skids he showed more flash and style his last time out than any other big fighter in the past year.

That was when he completely outfought and outmaneuvered Paul Andrews, toying with him for a few rounds and then putting him on the deck for good with just one pretty right cross. Andrews admittedly is green and a little slow, but still, Johnson's performance was impressive.

Johnson and Patterson would make a very attractive set-to—lots better looking than Marciano-Cockell. Patterson, of course is just about ready for a title fight with Moore right now, but we don't think Moore is anxious. If old Archie must get his block knocked off, he'd prefer Marciano to do the knocking. It would be more profitable, and he would still have his light heavyweight title after Marciano got through stomping on him.

**Tanker Afire, Crew Of Ines Goes To Aid**

Fire at sea aboard a Norwegian tanker provided some excitement for the SIU crewmen of the Ines (Bull) during one of the vessel's recent runs to Puerto Rico, according to ship's delegate Tony Calderira.

"During our last trip south," Tony reports to the LOG, "our radio operator received a distress signal from the Norwegian tanker Fensal, which had caught fire.

"The Ines changed course and sped full steam ahead to the stricken vessel. When we reached it we found a Grace Line ship standing by. We also stood by for several hours, and assembled a lifeboat crew and made a trip to the Fensal.

"On boarding the Fensal," Tony reports, "we found that the fire, although it caused considerable damage, was under control."

**GALLEY CLEANINGS**

The LOG conducts 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 George Dackn's recipe for "Nut-filled Turnovers."

There are those who say that the master of a ship is one who seeks perfection in others because he cannot measure up to his own high standards. In such cases, the best is never good enough, and woe unto the cook or baker who fails to please him.

Be that as it may, Seafarer George Dackn, steward, has a solution to the dilemma which—some might say—obviously results from the similarity between the principal ingredient in "Nut-filled

Turnovers" and many ship captains. In any event, Dackn describes his turnovers as "a real captain pleaser."



Dackn

For the record, any project which enjoys success like that—and with the crew as well—can't be hidden under a bushel. Here's what you need: take 2 pounds chopped walnuts, 1 cup sugar, 1 teaspoon vanilla and ½ teaspoon cinnamon, and mix them together for the filling. Then, combine 12 cups flour, ½ cup sugar, 6 tablespoons baking powder and 1 teaspoon baking soda. Dissolve 2 small yeast cakes (2-ounce size) in a half cup of warm water and add to the flour mixture.

Next, mix and add enough warm water to make a medium batter. Let this stand for ten minutes, and then spread the batter on a griddle like pancakes. Bake them on one side only and then while they are still warm, place some of the nut filling on the unbaked side, turn them over half way and seal the edges.

When ready to serve, fry the turnovers in butter on both sides and pour sugar syrup over them. The sugar syrup can be made by boiling 2 cups sugar and 1 cup water until thick.

**California Sunshine Makes 'Em Beam**



Snapped as their ship came into Wilmington, Calif., for bunkers are some of the crewmen of the National Liberty (American Waterways). Ship, carrying coal, was on her way to Japan. Man in center, with beard, is Charles Moss of Savannah.



### Warns Against Phony Insurance

To the Editor:  
I would like to warn the membership about the practices of some of these fly-by-night insurance companies. When my brother was in the Army, he and a bunch of other men in his company were high-pressured by their own lieutenant into buying some insurance from the salesman of a certain insurance company in Texas. All my brother did was sign a white card without even seeing a policy, getting a physical or anything like that.

#### Sent Him Policy

The next thing he knew the company had sent him a photostat of an insurance policy with his signature on it. He never signed any such policy but they must have photographed or copied his signature off the card and stuck it on. They never did give him any kind of physical examination.

Later on he found out that the \$10 a month he was paying for the policy was far too much for that kind of insurance. When he complained to the Veterans Administration they told him there wasn't anything they could do about it. The result was that he was stuck for \$230.

So if any of these insurance salesmen try to high pressure you into signing any cards, better make sure first what kind of a deal they are getting you into.

Edgar Anderson

### Finds Robin Kirk Captain Is Okay

To the Editor:  
I spent over four months as bosun on the Robin Kirk, and I think that the skipper, Captain Herbert, is a good man to sail with. When I went on board the ship I heard from some people that he was a quick man with the log book so I was prepared for the worst. But I was pleasantly surprised.

We had a good crew aboard, without performers. Because we gave the skipper a fair deal and didn't foul up, we got all the cooperation in the world from him. He showed consideration for the crew and met us halfway every time.

If some of the brothers on a trip foul up too much, they can't blame the skipper for cracking down on them.

Marcelino Santiago

### Says "Thank You" For Wheelchair

To the Editor:  
I am writing this to thank the SIU for getting my husband, Matti Ruusukallio, the wheelchair which he so badly needed.

It is wonderful to know that when you need help of any kind, all you have to do is to call on the SIU and the Union is always ready to lend assistance.

We sincerely appreciate all the good things that the Union has done, not only for us but for all its members.

(Mrs.) Mildred Ruusukallio

# LETTERS

### Family Hospital Plan Is Sought

To the Editor:  
I thought you might like to know that the following resolution, which I introduced, was passed by the crewmembers of the Alcoa Pennant (Alcoa) at the shipboard meeting of February 6:

"Whereas the Welfare Plan is now paying maternity benefits and is always willing to help all Union members,

"Be it resolved that full family hospital coverage be installed for the benefit of all members and their families.

"We, the crewmembers of the Alcoa Pennant, do heartily endorse Union efforts to secure a hospitalization plan for members and their families."

James C. Stewart

### 'Baltimore Kid' Wants Visitors

To the Editor:  
I am writing this from the Manhattan Beach USPHS hospital to let you know that this hospital is one of the best.

The other night I wanted to watch the Olson-Jones fight on TV, but the nurse told me I had to have someone push me into the TV room in a wheelchair, so I got Paddy McCann. When it comes to pushing wheelchairs, he's tops.

I certainly would appreciate having visits from any of you boys who care to come out here.

Jack Denley  
(The Baltimore Kid)



At Ward Line Bar in Havana, Seafarer Tiney Phillips, crewman on Alcoa Pegasus, relaxes with a friend, Miss Hilda Gonzales.

### SIU Brother Runs Galveston Tavern

To the Editor:  
I thought you would like to know that on my arrival in Galveston aboard the Alcoa Pegasus, I ran into Brother Walter Brightwell, who is now back in the tavern business.

Brother Brightwell, who used to operate the Circle Club in Galveston, now runs Brightwell's Tavern at 408 20th Street.

Brother Brightwell keeps the LOG on tap, and he has a nice place for seamen to meet, so I hope some of the brothers will stop in if they're in Galveston.

Another good place is the Ward Line Bar in Havana where all the Alcoa Pegasus crewmen had a good time during our stay there. I am sending you a photo of this place and I hope you will use it in the LOG.

L. L. (Tiney) Phillips

### Seafarer Weds Georgia Girl



Mrs. Robert Cole

Seafarer Robert Lee Cole and Miss Marjorie Hede were married in Folkston, Ga., on February 6, 1955, it has been announced.

The bride is the daughter of Carl E. Hede, while Cole is the son of Mr. and Mrs. Robert H. Cole.

After a wedding trip, the couple will live in Jacksonville, Fla.

### Steel Vendor Man Hurt In Sumatra

To the Editor:  
I am writing this from the Sungei Gerong hospital in Sumatra, where I am laid up in bed with a pretty bad fracture of the right leg. I will have to have traction on it for a while to get it in place so the doctors can put a cast on it.

I was on the Steel Vendor when I and the ship's carpenter went to look over the refinery here. The accident happened while we were riding bicycles back to the ship.

I would appreciate it if you would send me the last three or four issues of the LOG as there is not much reading material here.

John F. French  
(Ed. note: Copies of the LOG are being sent to you airmail.)

### Seatrade Tanker Has A Good Run

To the Editor:  
I have just arrived in Puerto la Cruz, Venezuela, aboard Seatrade's tanker Queenston Heights, and I would like you to know that we made this run without a beef of any kind.

We signed on in Philadelphia and went up to Portland, Me., where we had a very clean payoff, and then 23 hours later we signed on for this Venezuela run.

I think that the fact that we had such a good run is due to two things. First, the crew gets along very well with the officers on this ship, especially our skipper, Captain Costello, who never interferes in our affairs as long as we do our jobs properly.

#### Good Chief Cook

Second, we have a fine chief cook on here. His name is Hanrik Hansen and there are never any complaints about anything he puts out. I have worked with many other cooks, but to me Hansen is the best chief cook I have ever sailed with.

On a ship like this the men get along together very well, just like brothers, and this gives a real meaning to the term "Brotherhood of the Sea."

In closing, I would like to say that making a run like this, on a ship like this, and with a crew and officers like this, again make me realize the value of membership in the SIU. It is no idle boast to say that SIU men really have "the best in maritime."

Alexander Cherney

### Seamar Crewmen Are Eating Well

To the Editor:  
One of the most important requisites toward making a happy ship has always been food—and it always will be.

Aboard the Seamar (Calmar), I am happy to say, the food situation is being taken care of very well.

I'm not going to insult anyone's intelligence by saying that Calmar is going hog wild and putting prime cuts of meat and A-1 brands of other foods on here.

But I do say that the menus and the preparation of food are very, very good.

The credit for this must go to John Marshall, steward; Frank Rankin, chief cook; Sam Merckerson, second cook, and Dick Johnson, third cook. The other members of the steward department are also on the ball.

Incidentally, our chief cook, Frank Rankin, was formerly a chef for the Pennsylvania Railroad.

I want you to know that in making the above statements I am speaking for the whole ship's complement, who realize that they really "hit the jackpot" on this trip.

Dick Cummings  
Ship's delegate

### Ex-Shipmates Get Together At Hq



Former shipmates meet again at SIU headquarters as Seafarer Allen Friend, MM (left) greets Cpl. Roy Johnson, stationed at Governor's Island, NY, after year of service in Korea. Both men were on liner Puerto Rico in 1953 before she was sold by Bull to foreign-flag interests. Johnson, an AB who sailed SIU for seven years, came to hall to check on reactivating his book. He hopes to continue sailing after his discharge from Army.

### Burly



### Back to Reality



### By Bernard Seaman





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

**DEL AIRES (Mississippi), December 18**—Chairman, C. Fry; Secretary, D. Fischer. Suggestion made that carpenter build bookcase for library, and all members were asked to return books when finished with them. All longshoremen and other persons who are not crewmembers should be kept out of the passageway. Discussion on penalty cargo.

**MARORE (Ore), December 8**—Chairman, Charles A. Moss; Secretary, E. Harrison. Motion made and carried to have delegates check books and permits. The steward department was thanked for a wonderful Thanksgiving dinner. Delegate will see the patrolman about putting up a slopchest list.

**January 9**—Chairman, C. Moss; Secretary, E. Harrison. Beefs about mats being on deck. Discussion on keeping laundry clean. The crewmember who has been taking the cocoa at night was asked to leave same as others enjoy it too.

**OCEAN ULLA (Ocean Transportation), no date**—Chairman, L. Gillis; Secretary, D. Piccerelli. A vote of thanks was given to the steward department for a job well done in preparing and serving the Christmas dinner. Deck delegate reported that he has spoken to the captain and he promised to take care of all repairs. Ship's delegate will see the chief engineer about removing rubber hose from the washing machine and put a piece of pipe in its place.

**COE VICTORY (Victory Carriers), no date**

**date**—Chairman, John Winn; Secretary, L. Hall, Jr. One man missed ship and a few brothers were caught on the short end by making loans to him before departure of ship. New book sent to ship by Union for the library, and crewmembers were asked to return same when finished. New mattresses were distributed equally among the three departments. Any minor repairs should be listed and turned in to boatswain.

**LIBERTY BELL (Dover), December 26**—Chairman, R. Vickers; Secretary, M. Pappadakis. Action will be taken in the near future on any one performing the ship's delegate said. Motion made that a ship's fund be established by each crewmember donating the sum of \$1. The ship's delegate reported the case of a crewmember who was detained by the police in San Pedro.

**STEEL TRAVELER (Isthmian), December 15**—Chairman, J. Craven; Secretary,



A. Shrimpton. Ship's delegate explained the reason why there could only be one draw in the Port of Calcutta. Vote of thanks given to the steward and his department for the Thanksgiving dinner and for the all around good meals served aboard the ship. Suggestion made that the slopchest be opened at afternoon coffee time as well as evening. Chief mate appeared before the meeting and talked about safety precautions in preventing shipboard accidents.

**ANN MARIE (Bull), January 2**—Chairman, H. Martin; Secretary, E. Dakin. Discussion on men using ship's gear in a proper manner. All hands were asked to shut off washing machine after using same. Crewmembers were reminded to pay dues this trip.

**OCEAN LOTTE (Maritime Overseas), January 1**—Chairman, A. Carpenter; Secretary, Kaznowsky. Motion made and carried to have delegates make a list of all the neglected repairs turned in from the previous meeting, and refer them to our port agent, prior to signing articles. There was quite a discussion in reference to the improvement made in painting crew's quarters.

**STEEL ADMIRAL (Isthmian), January 2**—Chairman, G. Liverman; Secretary, J. Selby. Ship's delegate will contact the chief engineer about having fans installed in fo'c'sle as per agreement. A suggestion was made that crewmembers read the agreement and at the next shipboard meeting a discussion should be held on changes in conditions and working rules.

**YORKMAR (Calmar), December 25**—Chairman, E. Hogge; Secretary, T. Kennedy. The steward department will take care of the recreation room in the future and the engine and deck departments will take care of the washroom. Any one who uses the washing machine was asked to make sure they leave it in good condition. Crew will find out what has happened to ship's fund that was left on ship.

**ALCOA ROAMER (Alcoa), January 2**—Chairman, C. Beck; Secretary, R. Palmer. Motion made to elect committee to study problems of installing a TV set for the crew. Repair list made up and will be posted in messroom. Crewmembers were asked to return cups and glasses to messroom and to keep the ship clean.

**MICHAEL (Corfas), January 8**—Chairman, P. Jakubcsak; Secretary, S. Dent. Ship's delegate resigned due to the fact

that it is interfering with his regular duties. Motion made and carried that a letter be sent to headquarters about the officer who left ship without a relief. The master will be contacted about needed repairs, and also about some extra fans.

**CHICKASAW (Waterman), December 28**—Chairman, M. Ellis; Secretary, G. Busciglio. Repairs list should be turned in by department delegates to ship's delegate for voyage ending. Crew gave the captain a vote of thanks for arranging to have the ship decorated, which lent the proper Christmas atmosphere aboard. The steward department was given a vote of thanks for their extra service in preparing a variety of foods during the Christmas holidays.

**STEEL FLYER (Isthmian), January 8**—Chairman, C. Bush; Secretary, S. Nielsen. Failure of the Swift Laundry to return crew's laundry will be investigated upon arrival in New York. Crewmembers were asked to leave the keys to their rooms when leaving ship. Discussed having crew's washing machine repaired out of ship's fund. Steward expressed thanks for splendid cooperation received from crew during the trip.

**ANTINOUS (Waterman), January 2**—Chairman, M. Duff; Secretary, K. Cole. Treasurer reported \$35 in the ship's fund out of which was taken money for parts for converter for TV set and various Christmas decorations for crew messroom. A letter from Brother Hall concerning Coast Guard power grab was read to the membership and all brothers were urged to write their Congressmen concerning this unfair issue. All brothers thanked steward department for a wonderful Christmas dinner.

**IBERVILLE (Waterman), December 19**—Chairman, Roy Guild; Secretary, V. C. Smith. Suggestion made to shade lights for TV, and to buy Christmas tree with needed decorations. This was approved by the membership and V. C. Smith volunteered to do the buying and to post receipts for same; such expenses to be paid from the ship's fund.

**January 3**—Chairman, V. C. Smith; Secretary, W. A. Wade. Ways and means discussed for increasing ship's fund. Crewmembers voted to donate \$1 each. The steward thanked crew for cooperation in keeping messhall clean. Wiper and OS will take turns cleaning ladder to crew's quarters aft. Crewmembers reminded to clean laundry room after using same.

**DEL VALLE (Mississippi), November 23**—Chairman, Joe Wise; Secretary, R.



Irazary. Treasurer reported that there is \$103.10 in the ship's fund. From this money 50 cases of coca cola was purchased. All members agreed to pay \$2.40 for a case and when empties are returned one dollar will be refunded. A new ship's delegate was elected.

**ROBIN MOWBRAY (Seas Shipping), December 5**—Chairman, N. Remley; Secretary, N. Wroton. Motion made and carried that an attempt be made to get medicine lockers installed in each fo'c'sle so the men would have some place to keep their shaving gear, etc. Discussion on the literature coming aboard ship, and it was decided to keep same and turn it over to the patrolman.

**GOVERNMENT WAMP (Cities Service), November 25**—Chairman, L. Pakr; Secretary, J. Block. Steward department was complimented for the very nice Thanksgiving dinner they prepared and served. Ship's delegate will obtain all available information in relation to resolutions presented for further discussion.

**ROBIN TUXFORD (Seas Shipping), no date**—Chairman, A. Cairns; Secretary, F. Gardner. Carpenter bought some new records and the crew agree to pay for same. All hands were asked to return cups to sink, and to refrain from putting cigarettes or ashes in same. Laundry room will be kept clean by departments rotating.

**VAL CEM (Valentine), December 1**—Chairman, J. Kerl; Secretary, R. Gelling. The steward was asked to get new mattresses for the crew. The crew voted not to bring to the attention of the patrolman the matter of the second mate, but rather give him more rope to hang himself. A vote of thanks was given to the steward department for a wonderful Thanksgiving Day dinner.

**CHICKASAW (Waterman), November 30**—Chairman, Ralph Seckinger; Secretary, J. Murphy. Ship's delegate asked all delegates to turn in their repair lists. He explained our system of electing new delegates every trip to the new members of the crew. The chief steward thanked all hands for their cooperation. Bosun requested that all garbage be dumped aft.

**BARBARA FRITCHIE (Liberty), November 1**—Chairman, E. Tesko; Secretary, A. Thorne. Vote of thanks extended to the steward department for an excellent Thanksgiving Day dinner. Steward will see about getting a bigger toaster for the crew mess.

**PAOLI (Cities Service), January 2**—Chairman, D. Collins; Secretary, J. Fischer. Motion made and carried that American money issued in foreign ports be put in the contract. Master said logs will stick but men are not fired. Crewmembers will see about having the ship fumigated.

**CHILORE (Ore), January 1**—Chairman, John Giancola; Secretary, H. Leiby. PO mess will be kept open while ship is in port; members were told that if they want to obtain anything from the Sea Chest the night telephone will be posted

for their convenience. Crewmembers suggested that there be more variety in meats. A vote of thanks was given to the steward department for a fine Christmas dinner. Repair lists should be made up each trip until all the repairs are taken care of.

**AMES VICTORY (Victory Carriers), January 8**—Chairman, G. Frank; Secretary, A. Bernard. Ship's delegate reported that two men were logged for missing watches and performing at sea and in port. A motion was made and carried that these two men be brought up on charges for conduct unbecoming union members. A letter from SIU concerning the Coast Guard matter was read by the ship's delegate and posted.

**DEL VIENTO (Mississippi), January 9**—Chairman, H. Cornelli; Secretary, J. Atchison. Discussion on the galley utility; the crew decided to leave this matter up to the discretion of the patrolman.



Shortage of stores brought up and discussed. Steward feels he isn't at fault since he came on board after requisitions were turned in. Some items on the repair list will be held over until next trip as ship is scheduled for the shipyard.

**EUGENIE (Ore), December 26**—Chairman, V. Maehan; Secretary, M. Culp. Ship is in need of all new mattresses and the new pillows smell like dead chickens. Ship's delegate will see the patrolman about a better grade of meat, eggs and general stores. The laundry soap powder is a poor quality. Captain will not put overtime for betterment of crew's quarters.

**SEATRAN SAVANNAH (Seatrains), December 18**—Chairman, M. Shapman; Secretary, S. Johnson. A collection was taken up for a few additional Christmas ornaments as some of the ornaments from last year got broken. Motion made and carried that all brothers write their Congressmen concerning the new proposals made by the Coast Guard. There was a lengthy discussion on the food served aboard this vessel and its preparation. The chief cook and galley force promised to do better in the future.

**IBERVILLE (Waterman), January 16**—Chairman, V. Rosata; Secretary, V. Smith. Coca Cola is being sold aboard ship with the profit going into the ship's fund so it will be self-supporting in the future. Suggestion made that a repair list be submitted in time so that repairs may be taken care of in Mobile.

**ALCOA PARTNER (Alcoa), January 14**—Chairman, Powell; Secretary, F. McQuagge. Suggestion made to get rid of some of the old books in the library. Discussion on the water in the pantry.

**STEEL APPRENTICE (Isthmian), January 9**—Chairman, M. Machel; Secretary, C. Harfman. Motion made and carried for messman to dispose of garbage on main deck below the main house as crew lives on this deck. Suggestion made that Arabs be fed in the PO mess as not to conflict with the crew during meal hours. Departments will rotate in cleaning laundry and library.

**SANTORE (Ore), January 4**—Chairman, R. King; Secretary, T. Hansen. On several occasions shower water has been too hot. **January 10**—Chairman, R. King; Secretary, J. Griffith. One man missed ship. Cash on hand \$44.20. The ship's delegate will buy a new radio for the crew, and it will be purchased from the Sea Chest.

**PENNMAR (Calmar), January 16**—Chairman, Walsh; Secretary, Strang. Bosun made a motion that all showers be painted and repaired. The steward department was complimented, with special thanks going to the steward and chief cook for their fine work.

**LIBERTY BELL (Dover), January 21**—Chairman, Vickers; Secretary, M. Pappadakis. Motion made and carried that

the ship's fund be turned over to the next ship's delegate for next voyage. Several members spoke on the welfare of all crewmembers.

**STEEL NAVIGATOR (Isthmian), December 12**—Chairman, J. Kramer; Secretary, A. Parisseu. Attention brought to the fact that the men logged on last trip had to appear before the Coast Guard. Mate agreed to all repairs and same will be taken care of while ship is underway. A new ship's delegate was elected.

**BRADFORD ISLAND (Cities Service), January 14**—Chairman, G. Jargo; Secretary, G. Java, Jr. Chief engineer okayed repairs and will get to them as soon as possible. Crewmembers were asked to clean washing machine after each using. Crew commented on the fine officers aboard this ship.

**ARCHERS HOPE (Cities Service), January 15**—Chairman, C. Kaust; Secretary, B. Padgett. Engine delegate asked crew not to hang laundry in the engine room. Steward is not issuing enough laundry powder. Crewmembers getting off ship were asked to bring linen midship.

**SEATRAN NEW YORK (Seatrains), January 16**—Chairman, S. See; Secretary, C. E. Mosley. Steward department was thanked for the improvement of menus and service. \$64.80 reported in the ship's fund. The polo fund was discussed and it was agreed that the men make their donations at home.

**EMILIA (Bull), January 14**—Chairman, L. Guelnitz; Secretary, C. Kavanaugh. Ship's delegate informed crewmembers that they are to work from bell to bell with no time off. Mate pointed out that the bosun was not to do any work except supervise. Three men were fired. Motion made and carried that meetings be held at 6:30 PM instead of 9 PM and that new delegates be elected at every payoff. A vote of thanks was given to the steward department for the service and preparation of food. Extra fans are needed. Repair list made up.

**RAPHAEL SEMMES (Waterman), November 22**—Chairman, J. Stogaitz; Secretary, H. Pierce. Crewmembers were asked to keep the messhall and pantry clean at all times for the next watch. A new ship's delegate was elected.

## Report Asks End Of PHS For Seamen

(Continued from page 3)

treatment for tuberculosis and other diseases. These hospitals have also been of great value in training thousands of physicians and nurses—professions in critically short supply.

Actually, while the hospitals are Government-supported today, seamen have an equity in the properties since for many years, the proceeds from shipboard loggings went for the support of the marine hospitals. This fact raises a legal question as to the authority of Congress to shut them down.

While the Hoover report has already been criticized both in and out of Congress, it will undoubtedly be used in a fresh attack on medical services for seamen. As in the past, the SIU will make every effort to save the hospitals and urges individual Seafarers to do likewise by writing Congressmen from their home states.

## PERSONALS

**John Westley Prescott**  
Your mother wishes you to contact her.

**Eugene Ciccato**  
Get in touch with Joseph Pilutis at his home.

**Harvey C. Hill**  
You are asked to contact Ted Steuka, 399 Alport Blvd., South San Francisco, Calif.

**Neill Abernathy**  
Red Braunstein wishes you to contact him at the Wilmington hall.

**Herbert Pollock**  
Your seaman's papers and other papers have been found and are being held for you by Mrs. Alice Knowlton, 3706 O 1/2 Ave., Galveston, Tex.

**Charles Lee**  
Contact Lionel B. Miller, 2729 Bay St., New Orleans, La.

**Larry Briggs**  
John Allega wishes you to contact him at the NV Cafe, North Uxbridge, Mass.

**Troy Thomas**  
Theresa wishes you happiness on your birthday, March 20.

**Thomas E. Collins**  
Call Michael Clifford at Tulip 2-1810 or write him at 353 Mosholu Pkwy., Bronx, NY.

**Orville Francis Christian**  
T. M. Kususky says it is important for you to contact him at 722 Carman St., Camden, NJ.

**Edward Rydon**  
Abe Weistock wishes you to get in touch with him about the disposition of your sextant. His address is 5430 Nelson Ave., Baltimore, Md.

**Nesbett Legion Morrison**  
Urgent you contact your mother at 513 E. Brought St., Savannah, Ga.

**Edgar (Red) Starns**  
Ronald (John) Barnes asks you to contact him at Virginian Ap't. No. 1, 2014 4th St., Seattle, Wash.

**Nicholas Fedyk**  
Urgent you contact your sister, Mrs. Anne Tetor, at 7351 Theodore St., Philadelphia. BELgrade 6-3092.

**Patrick Mozier**  
John M. Havas says he has important news for you. He can be reached at the Jersey Journal, Journal Sq., Jersey City, N.J.

## Quiz Answers

- (1) (c) Claustrophobia.
- (2) (b) James Buchanan. He was the only President to remain a bachelor throughout his term in the White House.
- (3) Mosaic.
- (4) Bob is 10 1/2 years old and Bill is 1 1/2.
- (5) (b) Delaware, with an average elevation of 60 feet.
- (6) (d) New York. It's in Poughkeepsie.
- (7) England.
- (8) Guy Lombardo.
- (9) \$24. A bushel costs \$3.
- (10) A cockroach.

## Puzzle Answer

|          |          |       |
|----------|----------|-------|
| SEA      | WIPER    | PAY   |
| ORT      | ATONE    | ADE   |
| DELEGATE | PLAN     |       |
| ADELE    | LAE      |       |
| ANN      | YEMEN    | BS    |
| MOTTO    | NAT      | TAT   |
| UNIONS   | PUERTO   |       |
| SEC      | SAC      | PRIOR |
| ES       | REDAM    | NNE   |
| TOT      | MAORI    |       |
| LORD     | BERMUDAN |       |
| ANI      | VERDE    | ALI   |
| PER      | AGAIN    | DEL   |

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

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## Bigger Office Provided For HQ Welfare

To speed up its many services to Seafarers and their families, the headquarters office of the SIU Welfare Services Department has shifted to new quarters on the second deck.

Welfare Services formerly operated out of desk space in the front of the headquarters hiring hall. The office has now been moved to the large room at the right rear of the shipping hall providing ample seating space for Seafarers or family members who come in to see a Welfare Services representative.

The new and more spacious facilities mean that Welfare Services will be able to handle a larger volume of applicants than before in comfort. Another representative has been added to the staff of the department which will also mean faster service.

## House, Car And Baby



Mrs. Isaac Hancock poses with baby Betty Ann in front of the family buggy and home in Henderson, North Carolina. Betty Ann arrived in this world on February 8, 1955, and was welcomed by a \$200 SIU Welfare Plan payment.

## 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:

William Stewart Sharp, Jr., born January 26, 1955. Parents, Mr.

and Mrs. William S. Sharp, Cincinnati, Ohio.

Agustin Tellez Manzanet, born December 24, 1954. Parents, Mr. and Mrs. Agustin Tellez Rosado, Playa, Ponce, Puerto Rico.

Linda Lee Lowman, born January 23, 1955. Parents, Mr. and Mrs. George N. Lowman, Brooklyn, Maryland.

Joseph Wayne Vogel, born January 11, 1955. Parents, Mr. and Mrs. William Vogel, 304 East Randall Street, Baltimore, Maryland.

Brenda Annette Padgett, born December 31, 1954. Parents, Mr. and Mrs. William Padgett, New Orleans, La.

Marilyn Cruz, born January 6, 1955. Parents, Mr. and Mrs. Juan Cruz, Jr., New York, New York.

Margaret Renee Pierre, born November 24, 1954. Parents, Mr. and Mrs. George Pierre, Chunchula, Alabama.

Kathryn Nannette Miller, born January 21, 1955. Parents, Mr. and Mrs. Henry Miller, Mobile, Alabama.

Lanora Marvell Cantrell, born January 25, 1955. Parents, Mr. and Mrs. John D. Cantrell, Jr., Mobile, Alabama.

Osborne Marshall William Brooke, Jr., born January 22, 1955. Parents, Mr. and Mrs. Osborne M. Brooke, Mobile, Alabama.

Lamont Wayne Lewis, born November 13, 1954. Parents, Mr. and Mrs. Leonard Lewis, Washington, DC.

Vernon Victor Jaks, born January 12, 1955. Parents, Mr. and Mrs. Edward Jaks, El Campo, Texas.

Patricia Jean Beresford, born January 10, 1955. Parents, Mr. and Mrs. James Beresford, East Boston, Massachusetts.

Thomas William Beatty, Jr., born January 12, 1955. Parents, Mr. and Mrs. Thomas W. Beatty, Houston, Texas.

David Wayne Barnett, born December 6, 1954. Parents, Mr. and Mrs. John D. Barnett, Gulfport, Mississippi.

Jean Valmon Dupre, Jr., born January 22, 1955. Parents, Mr. and Mrs. Jean Valmon Dupre, Mamou, La.

## Welfare Follows Through On Aid To Seafarer's Wife

The assistance Welfare Services gives to Seafarers and their families is typified by the experience of Mrs. Helena Byrne of Brooklyn. From the time her husband, Seafarer James Byrne, became ill on board a ship through his recent death and burial, the Union office aided her every step of the way.

Mrs. Byrne's husband first became ill on the Warrior, (Waterman) several months ago, and was put ashore in a Turkish hospital. Welfare Services arranged initially for his repatriation to the US.

### Couldn't Sign Off

When he got back to the States, the Union found that Byrne was too ill to sign off articles. He had about \$500 in earned and unearned wages coming to him at the time. With the approval of the membership, arrangements were made with the company to pay the money due directly to Mrs. Byrne. This step was taken by the company after the Union agreed to stand good for the money in the

unlikely event that Byrne should claim it at a later date.

Welfare Services also made arrangements for payment of the Welfare Plan hospital benefits to Mrs. Byrne, giving her an additional source of income which her husband had no use for because of his condition.

A few weeks after his repatriation Byrne passed away suddenly in the hospital. Having no one else to turn to, Mrs. Byrne came once again to Welfare Services for help in the emergency.

At her request, Welfare Services assisted in making funeral arrangements. This is often done by the Union office to protect beneficiaries of Seafarers from the exorbitant prices which are occasionally imposed by unscrupulous undertakers on the families of deceased breadwinners.



Mrs. Helena Byrne (left) is assisted in filing claim for the SIU death benefit at the headquarters Welfare Services office.

## SEAFARERS CASH BENEFITS

### SEAFARERS WELFARE, VACATION PLANS

#### REPORT ON BENEFITS PAID

From 2-1-55 To 2-25-55

|  |       |           |
|--|-------|-----------|
| No. Seafarers Receiving Benefits this Period | 1006  |           |
| Average Benefits Paid Each Seafarer          | 60.05 |           |
| Total Benefits Paid this Period              |       | 60,413.80 |

#### WELFARE, VACATION BENEFITS PAID THIS PERIOD

|                     |           |           |
|---------------------|-----------|-----------|
| Hospital Benefits   | 5960.00   |           |
| Death Benefits      | 9,044.50  |           |
| Disability Benefits | 2,575.00  |           |
| Maternity Benefits  | 2,400.00  |           |
| Vacation Benefits   | 40,424.30 |           |
| Total               |           | 60,413.80 |

#### WELFARE, VACATION BENEFITS PAID PREVIOUSLY

|  |              |              |
|--|--------------|--------------|
| Hospital Benefits Paid Since July 1, 1950*   | 634,625.50   |              |
| Death Benefits Paid Since July 1, 1950*      | 1,170,917.85 |              |
| Disability Benefits Paid Since May 1, 1952*  | 80,720.00    |              |
| Maternity Benefits Paid Since April 1, 1952* | 338,600.00   |              |
| Vacation Benefits Paid Since Feb. 11, 1952*  | 4,100,129.71 |              |
| Total  |              | 6,324,993.06 |

\* Date Benefits Began

#### WELFARE, VACATION PLAN ASSETS

|  |          |              |              |
|--|----------|--------------|--------------|
| Cash on Hand                           | Vacation | 718,866.98   |              |
|  | Welfare  | 498,378.09   |              |
| Estimated Accounts Receivable          | Vacation | 113,041.25   |              |
|  | Welfare  | 105,115.00   |              |
| US Government Bonds (Welfare)          |          | 1,720,694.88 |              |
| Real Estate (Welfare)                  |          | 212,251.19   |              |
| Other Assets - Training Ship (Welfare) |          | 117,803.40   |              |
| TOTAL ASSETS                           |          |              | 3,536,144.39 |

#### COMMENTS:

During the past year the Welfare Plan paid out DEATH BENEFITS in the amount of \$333,200.00. HOSPITAL BENEFITS in the amount of \$170,600.00 were paid to eligibles under the Plan. The Plan also paid six hundred fourteen (614) MATERNITY BENEFITS for a total of \$122,800.00 for the year 1954. DISABILITY BENEFITS in the amount of \$43,200.00 were paid by the Plan during the year as well as \$10,000.00 in SCHOLARSHIP BENEFITS. The above represents only a portion of the benefits paid, as the Plan paid out well over a million dollars in benefits.

Submitted 2-28-55

Al Kerr, Assistant Administrator

TO PROTECT YOUR CLAIM FOR MAINTENANCE AND CURE...



## File an Accident Report!

It is very important in claiming maintenance and cure that you insist a shipboard report be made of your accident and that you are leaving the ship for medical reasons. Have a shipmate witness the report and keep a copy. Also - get a medical slip from the captain. If you have any questions, contact the SIU Welfare Services.

THE SIU WELFARE SERVICES DEPARTMENT





# SEEIN' THE SEAFARERS

With WALTER SIEKMANN



Seafarer Dusan Deduisin is keeping his fingers crossed as are all of his friends that the Staten Island hospital can restore his eyesight. De dulsin expects to be operated on shortly for a cataract on his left eye and a separated retina on the other eye.

Brother Deduisin spent quite a bit of his own cash and had an operation performed by an outside specialist in Philadelphia last summer. Since he hasn't been able to sail since then and has spent his own dough for treatment, your Union was able to get him admitted to Staten Island on the grounds that his was a continuing case.

If any of his friends have a little trouble recognizing Seafarer Tim Holt from now on in it will be with good reason. Tim is in the hospital now for an operation on his nose because of an old injury, and the doctors are going to straighten it out for him. Brother Jimmie Golder is up and around again after a double hernia operation. He was aboard the Coe Victory his last trip out. The brothers will remember Jimmie who was working as dispatcher at headquarters for a time.

Brother Jose Rodriguez, who had an operation on his neck some time back, went back into the hospital on February 16, to have the scar tissue removed. Another brother due to be operated on is Antonio Schiavone, who was steward on the Beatrice. The doctors are going to fix up his bad thumb.

Seafarer Virgil Bowman, who was oiler on the Steel Architect, has been having some trouble with varicose veins and had to take time off for treatment. Recovering from injuries after a fall on the Hurricane is Seafarer Matthew Eurisa. He got cut up and suffered a possible back injury when he fell off a turbine.

Seafarer David Kaim had to go back in for more treatment because of a skin condition, and Seafarer Joseph Puglisi is in for the same reason. Brother John McKarek got a shock when he went in the hospital for a minor operation and doctors found he had a touch of diabetes as well. Also getting treatment for diabetes is Antonio Martin, who was wiper on the National Freedom.

Brother Gerald Fitzjames who was FWT on the Sandcaptain is coming along now. He had a stomach ailment and had lost quite a bit of weight. Anthony Scaturro, messman off the Steel Surveyor also is getting treatment for stomach trouble.

Other brothers in the hospital include Cornelius Filkins, who was on the Southern States the last time out; Sylvester Walsh, AB off the Pennmar; and Joe Felton, AB off the Sandcaptain.

The men in the hospital and your Welfare Services representatives want to thank Dr. John Wilson and the staff of the Staten Island hospital for the fine job they've been doing and the cooperation they have been giving your Union's representatives. It's made matters more pleasant for our people all around.

## Seafarers In Hospitals

- USPHS HOSPITAL, STATEN ISLAND, NY**
- Oscar Adams
  - Hussen Ahmed
  - C. H. Allardice
  - Archibald Andersen
  - B. Calliorina
  - Carl A. Carlson
  - John J. Doherty
  - Angelo P. Ferrie
  - George W. Flood
  - Estell Godfrey
  - Lonnie Hall
  - Fred Hauser
  - George Herman
  - Pedro Ibarrolasa
  - Serafin G. Lopez
  - Joseph Malone
  - Abdul G. Mohamed
  - Joseph Neubauer
  - George Robinson
  - Juan Ruiz
  - Natti Rousukallio
  - Leon Ryzop
  - Victor Shavroff
  - Henrich Sterling
  - Carl Sundquist
  - Samuel Vandal
  - Christian Voss
  - James Waldron
  - K. G. Wetterhorn
  - Clifford Womack
- USPHS HOSPITAL, MANHATTAN BEACH, NY**
- Fortunato Bacomo
  - Frank W. Bemrick
  - Claude Blanks
  - Robert Booker
  - Joseph Carr
  - Ho Yee Choe
  - Jar Chong
  - Walter Denley
  - John Driscoll
  - Bart Guaranick
  - Talb Hassen
  - Thomas Isaksen
  - John W. Keenan
  - John R. Klemowicz
  - Ludwig Kristiansen
  - Frederick Landry
  - James J. Lawlor
  - Kaarel Leetmaa
  - James R. Lewis
  - Arthur Lomas
  - Francis F. Lynch
  - Joseph D. McGraw
  - Thomas McCaffrey
  - Archibald McGutgan
  - Vic Milano
  - Melvin O. Moore
  - Eugene T. Nelson
  - Daniel Ruzgiano
  - Wade H. Sexton
  - George Shumaker
  - Ernest Smallwood
  - Henry Smith
  - Ranato Villata
  - Virgil E. Wilmoth
  - Chee K. Zai
- USPHS HOSPITAL, LEXINGTON, KY.**
- George Chaudion
- JACKSON MEMORIAL HOSP., MIAMI, FLA.**
- Sverre Leknes
- USPHS HOSPITAL, BOSTON, MASS.**
- Frank Alasavich
  - Alfred Hancock
  - Clarence Storey
- SEASIDE MEMORIAL HOSP., LONG BEACH, CALIF.**
- Bjorn A. Granberg
- USPHS HOSPITAL, NORFOLK, VA.**
- Francis Boner
  - Walter Butterton
  - William Mason
  - Jesse R. Matthews
  - Jesse Voliva
- CHARITY HOSPITAL, NEW ORLEANS, LA.**
- George Books
- USPHS HOSPITAL, GALVESTON, TEXAS**
- Roy E. Curtis
  - Fred Fall
  - L. I. Floyd
  - Benjamin Grice
  - George Litchfield
  - John B. McChaplin
  - Andrew Noronha
  - Irvin Ranew
  - William Trice
  - John T. Watt
  - James A. Winget

- USPHS HOSPITAL, NEW ORLEANS, LA.**
- Samuel Bailey
  - P. B. Bommaritos
  - Charles Brady
  - Lyles Brunson
  - Enoch Collins
  - Warren W. Currier
  - George Cutrer
  - Thomas Dugan
  - J. Engelhardt
  - Henry L. Falgout
  - Leo Fontenot
  - Miles Foster
  - Alfredo Garcia
  - William Grimes
  - Kristian Gunderson
  - E. T. Hildebrand
  - Konstant Kain
  - E. G. Knapp
  - Leo H. Lang
  - Earl P. Larson
  - Harry Lewis
  - Thomas Maynes
  - Lionel Miller
  - Raymond Mormino
  - Alfonso Olaguibel
  - Jack Oosoe
  - Herman Ostberg
  - Aurelio Patingo
  - Darrell Riley
  - J. E. Rousavall
  - David Ruckner
  - Joachim Saik
  - Benjamin Seal
  - Antonio Solis
  - Henry Sosa
  - Token Spiers
  - Gleason St. Germain
  - Goon Poy Thlu
  - Julius Thrasher
  - Lonnie R. Tickle
  - Marion Vester
  - Billie Ward
  - James Ward
  - Edward Woods
  - Clyde Wright
  - David Wright
- USPHS HOSPITAL, SEATTLE, WASH.**
- Yue Kung Fah
  - Sverre Johannessen
  - M. H. Whitehead
  - W. A. Johnston
  - George J. Wanka
- USPHS HOSPITAL, FORT WORTH, TEXAS**
- Leonard Craddock
  - Harry Schuler
- USPHS HOSPITAL, SAN FRANCISCO, CALIF.**
- Edwin Brown
  - Max Byers
  - G. Fletcher
  - Olav Gustavsen
  - Robert Lambert
  - Christian McBrien
  - M. Meguisaglu
  - Charles Neumaier
  - Frank Paylor
  - Joseph Perriera
  - P. S. Yuzon
- USPHS HOSPITAL, SAVANNAH, GA.**
- Alexander P. Cops
  - Allen D. Edensfield
  - Rufus L. Fields
  - Jimmie Littleton
  - Angelo J. Martins
  - Louis C. Miller
  - James T. Moore
  - John H. Morris
  - Ernest H. Webb
- USPHS HOSPITAL, BALTIMORE, MD.**
- John Altstatt
  - John Anton
  - Benjamin Balcer
  - John Bokus
  - Charles Bouskila
  - Delvini Brodeur
  - Byrd Buzbee
  - E. Delacruz
  - Leo Dwyer
  - Louis Firlie
  - Ferdinand Forte
  - Gorman Glaze
  - George Godwin
  - John Hannay
  - Roy M. Hawes
  - Norman Jackson
  - Okol Jones
  - Earley Joiner
  - Robert M. Kirkwood
  - Clyde Leggett
  - Timothy Less
  - George Little
  - Robert Littleton
  - Robert McKnew
  - Edmund Marsh
  - Thomas Mungo
  - Stephen Musco
  - George Olive
  - Eugene Plahn
  - D. G. Robinson
  - Robert W. Seales
  - John R. Schultz
  - William Simmons
  - R. H. Solheim
  - G. A. Williams
  - Thert Willis

# — And The Bride Caught Her Ship

The course of true love seldom runs smooth as a familiar saying goes, so its nice to have Welfare Services handy to take care of some of the roadblocks.

Right now Welfare Services is clearing the way for Seafarer William "Tiny" MacDonald's recently-acquired bride to be admitted to the United States as a resident of the country. But that wasn't all.

MacDonald's "hands across the sea" romance with Miss Margit Heikkila of Helsinki, Finland, began when he met his wife-to-be in New York in between trips. The future Mrs. MacDonald was in between trips, too. She's a stewardess on the Patricia, a Swedish passenger ship. That made it a seafaring romance on both sides.

### 24-Hour Wait

Before long, MacDonald was headed for the altar on Saturday, February 18 to be exact. But there were some difficulties to overcome first. New York has a 24-hour wait for marriage licenses and the bride-to-be was set to sail aboard the Patricia on Sunday the 19th. Under some circumstances it's possible to get a waiver of the waiting period. Welfare Services went to work and got the waiver.

The delay on the waiver though, carried matters past the normal closing time for the Marriage License Bureau in Brooklyn. After some more phone calls, Deputy City Clerk Joseph D. Comite generously agreed to keep the office open after hours. Always obliging, Welfare Services then sent along one of its representatives, Tom



Miss Margit Heikkila signs the book in Brooklyn Marriage License Bureau before being wed to Seafarer William MacDonald. Looking on (left) is Seafarer Maurice "Duke" Duet, who served as a witness to the marriage ceremony.

Gould, and another Seafarer to serve as the necessary witnesses. The couple was able to get married and Mrs. MacDonald was able

to make her ship. The wedding over, she went aboard the Patricia the next day for its Caribbean cruise. (The ship rides between New York and the Caribbean in the winter, and Sweden and England in the summer months.) MacDonald went back to the SIU headquarters hall to find a good one on the board.

## Co. Finds Playing Scrooge Expensive Hobby After All

Evidently deciding to test the Union's follow-through on a maintenance beef, the Alcoa Steamship Company attempted to hard-time Seafarer Edison Brown on a maintenance and cure claim. The only result was to sock itself with a bill for back maintenance, court costs and legal fees, because the Union went to bat immediately to assure Brown all the maintenance he was entitled to.

Brown suffered a fractured vertebra in his spine as the result of an injury aboard the Alcoa Pointer. He was put in a body cast and then treated on outpatient status at the Baltimore Public Health hospital. For several weeks Brown had been collecting maintenance from the Alcoa agent in Baltimore with the presentation of the usual "unfit for duty" slip.

On December 15, the hospital took the cast off, took some X-rays and then put Brown in a new cast. Brown went up to the Alcoa office in his cast to collect another week's maintenance. To his astonishment, the agent turned him down saying that he would have to get a clinical abstract.

The injured Seafarer went back

to the Baltimore SIU hall and the Union contacted the hospital requesting the clinical abstract, which was forwarded, and another week's maintenance paid.

The next week though, on Christmas Eve, the company agent came up with a new demand. This time he wanted a narrative summary which in effect represents a complete report on the case. Otherwise, he said, the company would not pay maintenance any more.

The hospital, in turn, said that it could not provide such reports on every patient because it would mean too much of a burden on its staff.

### 'Go Ahead And Sue'

Since Brown was still in a cast and had no other source of income, he brought his beef to the Union. The SIU called the company's headquarters in New York and was informed that the company would not pay without the narrative summary. The Seafarer, a company representative said, could "go ahead and sue" if he wanted to.

Immediately, the office of Seymour W. Miller, the Union's general counsel, went to work on the case. Suit was filed through associate counsel Sol Berenholtz in the port of Baltimore. Just before the case came up, the company threw in the sponge. It agreed to pay \$440 worth of maintenance due, and all expenses including court costs and, of course, legal fees to its own counsel. The case was handled at no charge to the Seafarer since it represented Union enforcement of a contract provision.

Brown is still collecting his maintenance and will continue to do so until he is certified fit for duty. Nothing more has been heard from the company about narrative summaries.

The most important problem that arose, of course, was the question of getting his new bride permission to enter the US as a permanent resident. Welfare Services quickly got the necessary legal documents drafted and sent off to Immigration here in the States. Meanwhile, Mrs. MacDonald will be making application for a visa in her native city.

If all goes well, the visa should come through in six weeks to three months and the Macdonald family will settle down to married life Stateside.

## 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:

**James R. Cassidy, 22:** Brother Cassidy died of leukemia in the USPHS hospital in New Orleans, La., on December 26, 1954. Place of burial is not known. The Alcoa Cavalier was the last ship Brother Cassidy sailed aboard.

**Henry N. Grant, 64:** Brother Grant died on January 4, 1955, in Mayaguez, Puerto Rico. Joining the Union in 1942, in New York, Brother Grant had been sailing in the steward department. He is survived by his sister, Adina Grant of New York City.

**John M. Pinkus, 67:** On January 14, 1955 Brother Pinkus died in Boston, Mass. Place of burial is St. Joseph Cemetery in Boston, Mass. Brother Pinkus joined the Union in 1939 in Boston and had been sailing in the deck department. His beneficiary is Miss Gertrude Carey of Boston, Mass.





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



## BOUND VOLUMES OF ALL 1954 ISSUES OF THE SEAFARERS LOG

Handsome, bound volumes of the SEAFARERS LOG for the entire year of 1954 are now available to LOG readers for addition to ship's libraries and home bookshelves. The sturdy, cloth-bound volumes contain all 26 issues of the LOG published last year—nearly 600 pages of news, photographs and specialized features dealing with SIU activities and maritime happenings generally.

Priced at \$5.50 each, the 1954 bound volumes of the LOG serve as a handy reference source not only for Union and maritime news, but also for many personal items about Seafarers, their families, the ships and the ports that they visit. New developments in the industry, innovations in ship design and on-the-job aids, as well as historical material on the folklore of the sea, help round out these issues.

† † †

For the benefit of those who have missed out on previous years' volumes, a complete set of bound volumes of the LOG for 1947 through 1954 is also available, at a cost of \$30. This includes all LOGs published from 1947 through the end of 1954, a total of 10 volumes, since separate volumes were issued for each six-month period during 1947 and 1948.

Both the individual 1954 volumes and the complete set of 1947-54 volumes can be obtained directly at SIU headquarters or by mail, with the coupon provided on this page.

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

Please send me the following:

(a) ..... bound volumes of the 1954 SEAFARERS LOG @ \$5.50 each.

(b) ..... complete sets of bound volumes of the SEAFARERS LOG for 1947 through 1954 @ \$30 each.

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