

GOV'T YIELDS ON SHORE LEAVE BANS

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Union Pays 1,000th Baby Benefit

Story On Page 2



One, Two, Three. Proud papa Robert Long has a full house as he counts off the new additions to his family on his fingers. Seafarer's children arrived last week at the Touro Infirmary in New Orleans, causing a sensation among the hospital staff. Little celebrities are, left to right, Doretta Colleen, Doreen Colette and David Merlin Long. (Story on Page 5.)

SIU, Owners Agree On More Pact Gains

Clearing the way for a final wrap-up on monetary issues, Union and company negotiators have made considerable progress on a variety of fringe issues in the standard Union contract. Included among

changes already agreed on or virtually assured are the use of American Express travelers' checks for draws where American currency is not available, continuation of family allotments when a man leaves the ship (as reported in the last issue of the LOG), additional overtime for carpenters and oilers, improvements in transportation rules and other provisions.

Company negotiators have agreed that the issuance of travelers' checks will solve the knotty problem of draws in foreign ports where no American currency is available. These checks can be converted freely by crewmembers themselves into local currency.

Use of the travelers' checks will do away with the need to carry large amounts of currency on board or to secure hard-to-get American currency from local company agents.

\$500 Gear Allowance

The shipowners have already agreed in principle on a \$500 allowance for loss of gear and personal possessions due to marine casualty but are attempting to limit its scope to certain areas. The Union's position is that it makes no difference where a wreck takes place as far as loss of gear is concerned and is holding out for the \$500 figure. The present allowance is \$300.

Also on the subject of marine casualties, the companies have agreed that men awaiting repatriation as the result of a shipwreck

are entitled to \$8 a day worth of upkeep or the cash equivalent of same. And where the crew has to be repatriated by air, the companies will have to use regularly scheduled air flights. Where such flights are not available, the equivalent type of plane is to be chartered or crewmembers are to receive the difference in cash. Through this clause the Union will do away with the "bucket of bolts" type of chartered plane that crewmembers are sometimes subjected to.

Other Improvements

Other improvements already settled on are the replacement of all old mattresses with innersprings when mattress replacements are made; agreement to pay oilers one hour penalty for each watch when they are required to take the temperature of cargo reefer boxes, payment of overtime to carpenters when preparing for painting, an agreement to keep garbage away from crew quarters and to provide proper dumping facilities for handling same, extra compensation to be worked out for carpenters, bosuns, electricians and stewards on mariner type ships, and elimination of the present 30-day deadline on claiming wages due for travel and subsistence while on transportation back to the port of engagement.

Under discussion are Union demands for a ban on inside work by foreign labor, a limit on work done over the side in very hot or very cold weather, a standard stores list, overtime for stewards in all US ports after 5 PM and before 8 AM, and half hour call-in time plus a guarantee of two hours when off watch.



Longshoremen line up to show their credentials before voting in Manhattan at 250 Hudson Street. There was a heavy turnout of voters all day long.

Dock Winner In Doubt As AFL Gets Big Vote

Although it was sandbagged by a "quickie" election decision issued by the National Labor Relations Board at the request of the shipowners, the 12-week old AFL International Longshoremen's Association made a tremendously strong showing in the New York port election, taking over 7,500 votes or 45.5 percent of the total counted.

As a result, the outcome of the dock election to determine a bargaining agent for longshoremen is in doubt, depending on what is done with 4,400 challenged ballots.

Actual vote figures issued thus far showed 7,568 for the AFL-ILA, 9,060 for the old ILA, 4,405 challenges and 116 void votes. It will be some time next week before the challenges are cleared up and a decision announced.

The AFL's unexpectedly strong showing in the face of predictions of a three to one defeat or worse

was seen as sealing the eventual doom of the old ILA, no matter which way the voting went. It was a blow to the shipowners' hopes for a quick and easy solution that would have put them back in business with their old partners, the racketeers in the ILA.

If the ILA maintains its present narrow margin, AFL-ILA attorneys are considering a legal challenge to the election on the grounds of obvious intimidation of the men, by the old ILA, including electioneering right at the polls.

A certain AFL defeat was ex-

pected when the NLRB issued its ruling calling for the election before Christmas so that the shipowners would not have to face the prospect of a strike on Christmas Eve. While the new AFL-ILA, aided by Seafarers and others, had made tremendous progress in the three months since it was chartered, all observers agreed that it simply hadn't had the time to make the necessary inroads against 40 years of mob rule on the docks.

Not only did the shipowners win their plea for a quick election, but the board also ruled in their favor by setting up a voting unit consisting of all crafts in the port. The AFL-ILA had originally petitioned only for general longshore workers in the New York harbor area.

Considerable indignation was expressed in many quarters at the NLRB's decision in favor of the shipowners and the old ILA. As the "New York Times" put it editorially, "In our opinion the National Labor Relations Board has made a fatal error and a shocking decision... The present atmosphere of intimidation and coercion on the waterfront precludes holding an unhampered election by that time... the board should have been the first to recognize (that) the election should have been deferred..."

"We urge... the board... to reconsider its decision before it is too late, because if the decision is allowed to stand, the board will have played, unwittingly, but none (Continued on Page 17)

1,000th SIU Maternity Baby Born

Seafarer-fathers who have received the maternity benefit passed the 1,000 mark last week when Seafarer Dominick Chirichella became eligible for the \$200 maternity benefit plus \$25 bond from the Union. Chirichella became the 1,000th man on the list since the benefits were first issued as of April 1, 1952.

That means that in the 21 months since the benefits began an average of approximately 48 Seafarers per month have received the record-breaking \$200 maternity benefit.

Chirichella, who was at his East New York home when the benefit was delivered, was pleased to learn that his first-born son, Joseph, had the distinction of being the 1,000th SIU maternity baby. "It's a privilege to be the 1,000th Seafarer on the maternity benefit list," he said. "It was quite a pleasant surprise."

Covers Expenses

"We haven't figured out exactly what we will do with the money, but we intend to use it for expenses around the house, for baby clothes and other things that we need."

Chirichella, who is currently working ashore temporarily until the baby gets a little older, has been sailing as a Seafarer since 1947. Like many another Seafarer before him Chirichella got his membership by serving as a shipboard organizer. He broke in aboard ships of the Kearney Steamship Company. Previous to that he had sailed on Army transports, following a three-year hitch in the marine corps.

Since then the 28-year-old Seafarer, a native of Brooklyn, has



Dominick Chirichella, left, points to letter from the SIU congratulating him and his wife, Jean, holding son Joseph, on being the proud parents of the one thousandth baby to receive benefits under the SIU Welfare Plan. Welfare Representative Toby Flynn, right, tells the Chirichellas of bond and maternity benefit but Joe doesn't seem interested.

been active in all major Union beefs, down to the most recent one on the Val Chem. Right now he is working as a concrete laborer until the baby is a few months old, and matters are straightened out

in the house. Then he intends to go back to sea again.

When the SIU maternity benefit was first instituted in April, 1952, there was some criticism on the (Continued on Page 17)

Union Serving X-mas Dinners

SIU members ashore for the holidays and their families have been invited to a festive Christmas dinner which is being served today in the headquarters cafeteria and in the outposts.

The dinner follows an SIU practice of several years' standing of serving holiday meals on Christmas and Thanksgiving Day to Seafarers who are in the ports.

In accordance with this custom turkey dinners were served Seafarers in SIU ports this past Thanksgiving. They were heartily enjoyed by the men on the beach.

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While an NLRB clerk opens the ballots, at right, SIU, AMEU and company observers eagerly await the outcome of the vote in the representation election in the Atlantic fleet. Seated at table are, left to right, E. B. McAuley, SIU observer; a company official, and Stanley Alcott, AMEU chairman. Seymour Miller, SIU attorney, rear left, and Frank Bose, SIU organizer, look on from rear.

Supervisory Ballot Tips Arco Vote; Renew Drive

With a full vote of confidence from the membership, SIU tanker organizers in Atlantic Refining have gone back on the job following the results of the National Labor Relations Board election in the 23-ship tanker fleet. The company and its puppet union, the Atlantic Maritime Employees Union, won the first round when the tankermen voted 505 for the company rig to 376 for representation by the SIU. Three men voted for no union, and one ballot was void.

The election results snapped an unbroken string of SIU organizing victories dating back to 1945 when the post-war organizing program was established. It was this program that was responsible for the growth of the SIU from the 12 original steamship companies under contract before World War II.

As soon as the results were known, the tanker organizing committee sent messages to all the ships pledging to stick by the 376 men who had voted for the Union and held Union membership. SIU Director of Organization Keith Terpe pointed out that it had taken five years to successfully complete the organizing of Cities Service,

and that the Union was prepared to stick to the Atlantic drive until victory was won. As Terpe put it, "We've lost the first round, but there are more coming up."

Membership meetings in all ports the following evening were unanimous in endorsing the organizing department's determination to go back in and renew the fight. While disappointed with the outcome, the membership expressed its determination to keep plugging away at the Atlantic fleet until an SIU victory is won.

Philadelphia Meeting

The Philadelphia port meeting, where the company maintains its shoreside installations was particularly enthusiastic for renewal of the organizing campaign and applauded the announcement that the Union would renew the drive. Many members in other ports pointed out that the Cities Service drive took five years to complete. (Continued on page 17)

SIU Wins Accord On Revision Of Shore Leave Bans

WASHINGTON—Faced with a legal challenge, plus the possibility of a good-sized bill to MSTs for overtime for restriction to ship, high military authorities have agreed to the SIU's demand for revision of shore leave regulations

in Korea and elsewhere. At a Pentagon meeting held under the auspices of Assistant Secretary of Defense John Fanning, and attended by a joint Union-shipowner delegation as well as military representatives, the Government spokesmen conceded the need for changing the present unjust regulations.

As a result, the meeting broke up on amicable terms with a cordial atmosphere prevailing throughout the session. Chances are bright that the Department of Defense will follow through on its promise to change matters. Pending the changes, however, the Union plans to go right ahead with its study of the legal aspects of the shore leave restrictions. It also intends to negotiate with the shipowners for payment of the overtime for restriction to ship until such time as the Seafarers are allowed to go ashore.

Local Policy

Oddly enough, none of the military brass present could offer evidence as to who was responsible for the restriction orders which have spread from Korea to other installations such as those in Labrador and Newfoundland. The impression left was that these orders had been issued solely by local commanders and did not reflect official Government policy in the slightest.

When challenged by the Union and company representatives to offer a convincing reason for the shore leave bans, military authorities present fell back on the excuse that it was "bad for the morale" of the soldiers when seamen came ashore with spending money. Union representatives quickly pointed out that a variety of other civilians with spending money, including foreign seamen, newspaper correspondents, officials of various kinds and local Korean businessmen and Govern-

ment officials also could be seen about with spending money.

Weak Legal Grounds

The military spokesmen conceded that they had no right to restrict foreign seamen to their ships, whereupon the Union representatives questioned their legal right to restrict American citizens on US ships. No satisfactory answer could be given by the Government men, who evidently felt they were standing on weak legal ground.

Shipowner negotiators who attended the meeting pointed out to the military that unless they agreed to ease off these restrictions the Union intended to write a clause into the contract demanding overtime pay for each day that the crew is restricted to the vessel. Since all of these vessels are on charter to MSTs when going to Army bases, it meant that the Government would be faced with a whopping bill for the luxury of tying seamen to their ships.

As far as other military bases are concerned, such as those in

Labrador and Newfoundland, the military argued that the seamen would buy up all the PX supplies if left ashore. The Union quickly countered by telling the military to declare the PX off limits to merchant seamen if that were the case but to let the men ashore to find their own recreation.

As the SIU spokesmen put it, "Our men don't want to stay around your Army base. Just let them ashore and make some kind of transportation available. They will find their own amusement without coming near your PX's and your barracks."

The Union also pointed out that at Thule, Greenland, Seafarers are permitted to go ashore without any hindrance. Military authorities could not explain why the men could land at one base and not at another. They could only fall back on the excuse that it was on the orders of local authorities.

The final outcome was that a three-man meeting has been scheduled among officials repre-

(Continued on page 17)

Non-Red Sea Unions To Meet In Capital

Representatives of all non-Communist maritime unions will meet in Washington, DC, next month, to consider a variety of problems facing the maritime industry. SIU spokesmen will be present at the meeting along with delegations from the National Maritime Union (CIO), the Sailors Union of the Pacific, Marine Firemen, Oilers and Watertenders, Marine Cooks and Stewards-AFL and other maritime groups including AFL and CIO officers' unions.

The conference was an outgrowth of a proposal made by SUP Secretary-treasurer Harry Lundeborg, who is also president of the SIU of North America, suggested that the conference could touch on a variety of problems including the campaign in some Government quarters to close the US Public Health Service hospitals, investments by American shipowners in foreign flag vessels, the growth of Panamanian and Liberian-flag registry, attacks on the 50-50 law by foreign shipping interests, and the general outlook for the merchant marine.

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Secretary-treasurer Harry Lundeborg, who is also president of the SIU of North America, suggested that the conference could touch on a variety of problems including the campaign in some Government quarters to close the US Public Health Service hospitals, investments by American shipowners in foreign flag vessels, the growth of Panamanian and Liberian-flag registry, attacks on the 50-50 law by foreign shipping interests, and the general outlook for the merchant marine.

'Timely Suggestion'

At the time Lundeborg issued his original invitation in October it was described by SIU Secretary-Treasurer Paul Hall as "a timely suggestion in the best interests of all seamen." The SIU A&G strongly endorsed the proposal as paving the way for concerted action on problems common to all maritime unions.

One outgrowth of the conference is expected to be a set of legislative recommendations representing the unions' ideas of what should be done to deal with the problems of the industry. Closer action on waterfront beefs, such as the recent Aleutian beef on the West Coast, will also be discussed at the Washington gathering.

The meeting will be notable as the first time that AFL and CIO maritime unions have gotten together in the post-war period to deal with problems of mutual interest. It is hoped that this first meeting will pave the way for closer cooperation of all non-Communist maritime unions.

Bringing Wheat To Hungry Pakistan



Seafarers aboard the Strathbay smile happily as they arrive in Karachi, Pakistan, with a load of wheat which marks the passing of the halfway mark in the 700,000-ton US emergency wheat gift to Pakistan. Left to right they are J. C. Lewallen, R. L. Grant, J. D. Bodiford, R. E. Hogan, Robert Beale and J. Vandenberg.

Thieves Nab Receipts In Galveston

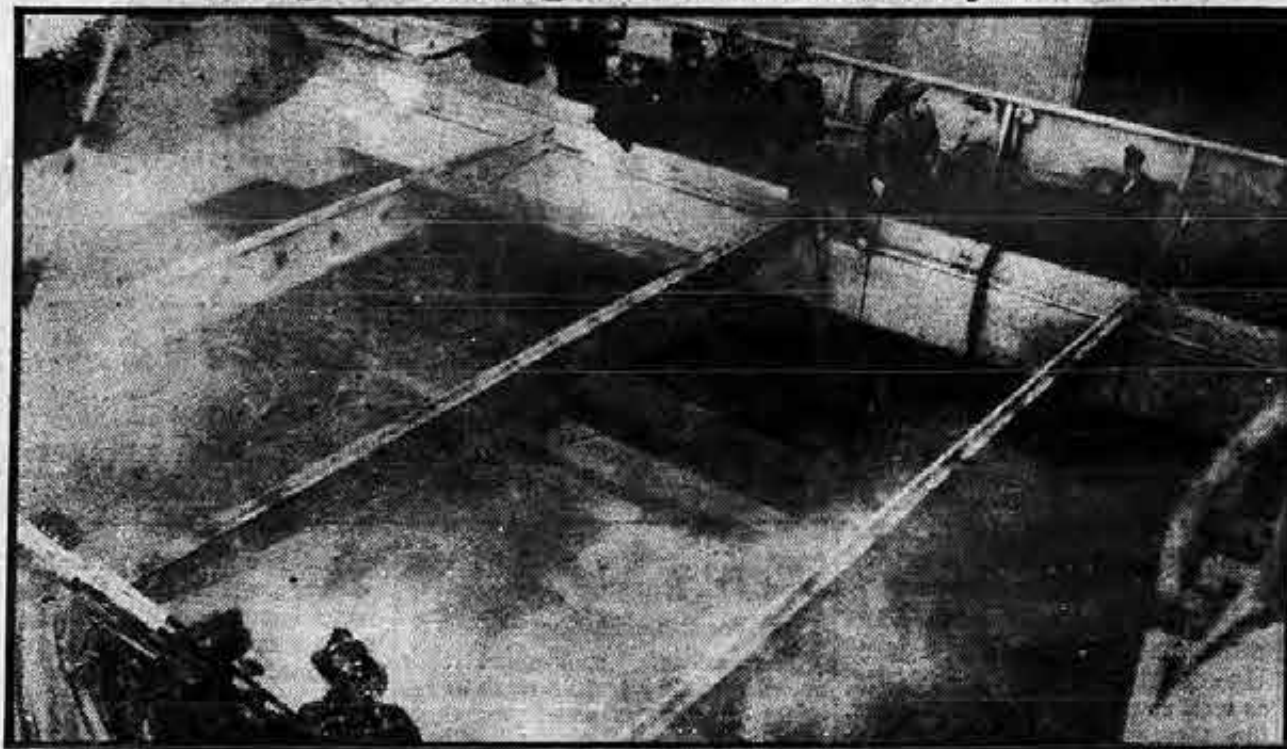
Thieves, who apparently knew what they were looking for, broke into the Galveston hall last week and made off with about 70 official SIU receipts. One patrolman's car was also missing.

In addition, the thieves made off with a rubber stamp used for stamping the receipts, and several pieces of mail, some of which may have had checks or money orders in them.

A list of the receipt numbers has been sent to all ports in the hope they will aid in tracing down the men responsible for the robbery.

This is the second time that the Galveston hall has been broken into. Last year, the baggage room was the target of marauders, who made quite a mess of matters one night before they made off with a few pieces of luggage and other personal effects.

Freighter's Cargo Burns At Brooklyn Pier



Smoke rises from cargo of burning wax and newsprint in a hold of the freighter Solviken, tied up at a Brooklyn pier. Firemen had to work in relays because of smoke and fumes from the burning cargo in order to put out the blaze. The fire broke out as the ship was being loaded for a South American run. No one was hurt.

New Scholarship Exams Jan. 9

Another set of college entrance examinations for SIU scholarship applicants is coming up on January 9. January 2 is the deadline for registration for the new examinations, although late registration will be acceptable upon payment of a fee.

After the January examination, the next college entrance board tests will be given on March 13. Candidates for the March tests have a February 20 qualifying date to meet.

Take Tests Now

Although more college entrance exams are given after that at various times in the spring or sum-

mer, they are not given in as large a number of cities and towns as these winter examinations. Consequently, those considering scholarship applications are advised to get their qualifications in as soon as possible so that they can take either the January or the March examination.

Up until now, the number of

candidates qualifying for the college entrance board examinations has been small. Consequently there is plenty of opportunity for additional candidates to take a crack at the four-year \$6,000 college scholarship program.

Three Years' Sea Time

Under the terms of the SIU Scholarship Plan, all candidates must have three years' sea time on their own discharges, or on their father's discharges. Candidates must be in the upper third of their high school graduating class and submit three letters of reference plus a transcript of their school record.

Those candidates who are still attending high school can apply for the scholarship under the terms of the Plan. Further details about the procedure can be obtained by writing the Seafarers Welfare Plan at 11 Broadway, New York City.

US Enforcing 25% Limit On Alien Seamen

With trained merchant seamen once again available in sufficient numbers, the Coast Guard has written off the waiver of alien quotas on non-subsidized merchant ships.

As a result, from now on, the Coast Guard will strictly enforce the rule that no more than 25 percent of the unlicensed crew of a merchant ship can be alien seamen.

Restrictions Still Hold

Existing restrictions calling for the use of American citizens as ships officers, and for American citizens on subsidized vessels, will continue. Up until now, the Coast Guard would waive the 25 percent limit for certain key ratings because of the difficulty of getting trained seamen during the height of the Korean shipping boom. With the boom tapering off, there are sufficient trained men available to put the 25 percent limit in effect again.

As I See It . . .

Paul Hall



YOUR UNION WILL SEND REPRESENTATIVES TO WASHINGTON next month for a meeting with other unions in our industry which could prove to be a very significant one for Seafarers and all other seamen. At that meeting, representatives of all SIU of North America affiliates will sit down at the table with delegates of other marine unions including the CIO to talk over several matters that affect the maritime industry as a whole.

Of course your Union doesn't know if this conference will come up with the answers to the problems facing the maritime industry, but we of the SIU have some of our own ideas on the subject which we will present to the group for them to kick around. And certainly on some issues, such as the Public Health Service hospitals and the 50-50 law there's no question that everybody present at the conference will be of one mind.

Anyway you look at it though, this conference is something new for our industry. Quite a few years back the waterfront section of the Communist Party tried to get all the maritime unions together under its banner, as a key part of their plan to capture the US waterfront. That was the so-called Committee on Maritime Unity, which came apart when they were taken on by the SUP and the SIU in several beefs on the West Coast and here in New York.

Now it is the non-Communist unions that are getting together, at the invitation of the president of the SIU of North America, to map out a common program with which to meet the problems that face the maritime unions and the industry.

There are quite a few matters in which these unions could pull together to their common advantage. Many of the unions, including the SIU have been working on the same issues separately but with a common goal in mind. It would be helpful to combine their strength. On other issues there are differences of opinion which a conference like this coming one can do much to resolve.

Whatever the outcome of this conference—and we are hopeful that it will come up with some positive steps—Seafarers can rest assured that the SIU will continue all of its own efforts to protect the interests of the membership on the Washington scene and elsewhere.



ANOTHER ATTEMPT BY A GROUP OF SHIPOWNERS TO CRACK

a union has gone by the boards down in Miami, where the P&O line has given up its campaign against the officers' unions and signed a contract with them. As a result the ship is now back in its regular service.

In the course of the strike the P&O company went so far as to try to hire scabs through newspaper advertisements to man their licensed positions. But despite their advertising only three men showed up to take these jobs and two of these have since signed up with the unions involved. Naturally, the ship could not sail with a three man gang, and in any case, SIU members of the unlicensed crew refused to cross the picketlines placed around the ship by the licensed officers' unions.

Consequently the company had to pull in its horns and forget about breaking the unions. Now that the officers have obtained their contract, P&O is negotiating with us for a new agreement for the unlicensed men. It appears that as a result of their experience, the company will be more reasonable in the future.

In any case, the P&O strike serves as a useful reminder of the fact that the shipowner never has given up and never will give up the idea of getting by without a union. That's why incidents like this P&O strike serve a useful purpose in reminding your Union that it must always keep its guard up and stay in shape for whatever emergency situations that might arise.



THE LAST ISSUE OF THE SEAFARERS LOG CARRIED AN

article about the Mariner ships in which it was found that the shipowners are not too anxious to take on this kind of vessel for commercial service. They have stated several objections to their use with the result that the Government may have to place these new ships in the boneyard in the long run.

Now the word from Washington is that the Maritime Administrator, Mr. Louis Rothschild, says that from now on the Government is not going to build ships on a mass production basis, but that it will consider the needs of the individual shipowner before going ahead with any kind of building program for any shipping.

As far as your Union is concerned, we have always gone along with the idea that the industry needs new and better ships from time to time. We've also maintained for some time that it is up to the shipowners to get together with each other and work out a program to meet their needs which they can then present to the Government. That way the Government will know what is wanted and what is useful to keep our merchant marine in strong condition. It's urgent that we get some action on this program early because it would be a good idea to have things ready for the next Congress when it resumes its business shortly.



AT THIS TIME WE WOULD LIKE TO WISH THE MEMBERSHIP a pleasant holiday season and a happy New Year. We look forward to more progress on behalf of the Seafarers in the next 12 month period, just as we have made quite a few gains in the past.

BROTHER CHAIRMAN!

As a result of the Union's policy of encouraging rank and file Seafarers to step forward week after week and run for meeting office a great many Union members have gotten up on parliamentary procedure and the art of conducting a Union meeting. This experience will prove invaluable in the future in the operation of the Union's affairs.

At these membership meetings, the chairmen can learn quite a bit about how these Union's apparatus functions as well as getting experience in the conduct of the Union's affairs.

Recent Selections

A run down through several ports shows that many of them were newcomers to meeting posts. Of course all of them have probably had considerable experience serving as officers of shipboard meetings which prepared them for service at the Union's regular shoreside meetings in the ports. Others have served as shoreside meeting officers once or twice before.

Among meeting officers recently was Malcolm Launey, who was chairman of the Lake Charles port meeting. Launey comes from the now famed town of Mamou, Louisiana, which has been celebrated in the popular song "Big Mamou." He's a native of the Bayou State, and will be 42 years old in January.



Launey

Launey became an SIU member on September 5, 1952, when he took his oath of obligation in New York. He sails in the engine department.



Also elected at the Lake Charles meeting was Seafarer Joseph Phillips, who comes from Camden, New Jersey. Phillips also sails in the engine department and is an old-timer in the Union, joining in New York way back on November 18, 1938. He's 61 years old and married.



Wilmington, California is a long way from The Bronx, but that's where Wallace Lonergan was elected to serve as chairman of the Union meeting. Lonergan has been with the SIU for six years, getting his membership on December 6, 1947. He's a native New Yorker all the way, having been born here on June 4, 1910, 43 years ago. He too sails in the engine department when not taking time out to visit his East Coast home.

Working alongside him was Seafarer Herman Pederson, a Nebraska native who now calls Oakland, California, his home. Pederson has been an SIU member for nine years, getting his book on December 9, 1944. He's 27 years of age.

Pederson, like many others, has gone West to settle.



Pederson

Rothschild Plans New Policy On Shipbuilding

Admitting that the Mariner ship program was not working out the way it should, Maritime Administrator Louis S. Rothschild told a Kansas City luncheon meeting that in the future the Government will stay away from shipbuilding programs on a "take it or leave it" basis.

Instead, Rothschild said, the Government will urge ship operators to submit their own plans for their own needs, after which the Maritime Administration would go to Congress for the necessary funds to build merchant vessels.

Rothschild's announcement came a few days after the SEAFARERS LOG, in a feature article, pointed out that at present, most of the Mariner ships, built at a cost of \$10 million each, will be headed for the reserve lay-up fleet because private operators felt they could not use them in commercial operations.

Too Expensive

The article cited as operators' objections to the Mariners their high cost, even at a cut-rate Government selling price, their huge size, which would make it difficult to get a full load of cargo, expense of operation and maintenance, over-compartmentation of cargo holds, and greater draft than existing cargo ships. All shipping men were agreed that the vessels were invaluable for the purpose for which they were designed, as speedy cargo carriers for military needs in the event of war. But only one shipping company has thus far bid for the ships. That is Pacific Far East Lines, which has taken three of them. Thirty-two other Mariners remain to be disposed of.

In his statement to the luncheon, Rothschild recognized these criticisms by declaring:

"The Mariners are mighty fine ships, and in peacetime use they are primarily suited for the long ocean trades. They therefore don't fit the needs, or the pocketbooks, of some of our shipping companies. In the future we intend to steer clear of Government shipbuilding programs on a take-it-or-leave-it basis. Instead, we will encourage the development of new ships to

meet particular trade requirements by the ship operators themselves."

Asking \$4½ Million

Rothschild did not indicate any change in the Government's program nor disposal of the Mariner ships. At present the Government is asking \$4½ million for each of the vessels with no takers other than Pacific Far East Lines. Moore-McCormack, which had been considering buying two of the Mariners for conversion to passenger-cargo ships has changed its mind.

Other shipowners are reported to be mildly interested if the price is right, but there are some who declare that they wouldn't want the vessels under any circumstances as they are not practical for their operations.

The Maritime Administrator further stated that the objectives of his administration were to expand private ownership and encourage private initiative in the development of shipping and the solving of our maritime problems. He declared that "I am hopeful next year you will see a substantial number of new ships ordered" on the basis of private financing.



Seafarer Robert Long looks fondly at his brand new triplets in a New Orleans hospital. The triplets, two girls, and a boy, are the first triple award in the history of the Union's Welfare Services. The Long family will collect \$600 from the Union, plus three \$25 defense bonds. They have a fourth child, a girl, 15 months old, whose birth also netted them full maternity benefits.

SIU Man Draws 3 Of Kind

NEW ORLEANS—Seafarer Bob Long astonished himself, his shipmates and this city December 14, when his wife, Nancy, gave birth to triplets, two girls and a boy, at New Orleans' famed Touro Infirmary. It was the first time in ten years that triplets had ever been born at the New Orleans hospital.

As a result, Long is in line to collect \$600 in maternity bene-

fits from the SIU Welfare Plan, plus three \$25 bonds for each of the three children. It's the first set of triplets to be covered by the Welfare benefit since it began in April, 1952.

Oldest 15 Months

The three children, Doretta Colleen, Doreen Colette and David Merlin, are the second, third and fourth in the Long family. His oldest daughter is just 15 months old. She, too, was an "SIU benefit baby."

As a result, Long becomes the champion maternity benefit getter, becoming the first in the SIU to collect as many as four benefits.

Another unusual feature of the multiple birth, which in itself is a 10,000 to 1 shot, is the size of the children. The boy weighs five pounds 12½ ounces and the girls four pounds 11½ ounces each. Most triplets are usually incubator babies because of their small size.

A doctor at the hospital said that

the girls were identical twins, but that the boy doesn't look like his two sisters.

The proud father of the triplets has been a member of the Union for the past nine years, and sails regularly in the stewards department on Alcoa passenger ships. Both he and his wife, Nancy, come originally from North Carolina, but they settled down in New Orleans after their marriage in May, 1950.

Long, who is 34 years old, had worked as a shipyard worker in Newport News, Virginia, before becoming a Seafarer. He decided to become a seaman after hearing ship's crews talk of sailing, and selected the SIU on the basis of his observations of conditions on the ships. It's a decision that he's been quite pleased with since.

His wife, Nancy, was the last of four sisters to be married, but with this bonanza has surpassed all her family in the number of offspring.

Bridges Raid Fails; Aleutian In Lay-up

SAN FRANCISCO—The attempt by the Communist-dominated National Union of Marine Cooks and Stewards to raid the passenger-cargo ship Aleutian with the help of Harry Bridges came to a dead end as the owners announced they were taking the ship out of service.

The owners, the Hawaiian-Pacific company, stated that they would not attempt to put the vessel on the San Francisco-Honolulu run, when it became obvious that Bridges had ordered his longshoremen not to work cargo. As a result, they are taking the ship back to Seattle, with its final disposition uncertain.

Bridges entered the picture when Hawaiian-Pacific, which is a new company, signed a contract for all three shipboard departments with SIU of NA affiliates—the Sailors Union of the Pacific, the Marine Firemen, Oilers and Watertenders and the Marine Cooks and Stewards, AFL. Hawaiian-Pacific took the ship over from the Alaska Steamship Company which formerly operated her in the Alaskan coastwise service. Members of the NUMC&S had previously worked in the ship's stewards department.

When the ship was in Seattle, Bridges and NUMC&S men unsuccessfully attempted to block its sailing, but a skeleton crew took her out on a move to San Francisco.

However, when the ship got to San Francisco, squads of Bridges and NUMC&S men were on hand. They roughed up several crewmembers, particularly MCS-AFL men, including the union's attorney and other representatives.

When word of the action got back to headquarters of the unions involved, a massed group of several hundred men from the three AFL unions plus members of other affiliates including the SIU A&G District marched down to the ship determined to put an end to mistreatment of the crewmembers by Bridges' squads.

However, before they got to the pier well-armed San Francisco police intervened with tear gas and riot weapons in reserve. After a few brief scuffles, agreement was reached that the marchers would disperse provided Bridges' men allowed the crew free passage to and from the ship.

Subsequently, the company decided to take the ship out of service altogether, as there was no indication that the longshoremen would work cargo for the vessel.

YOU and the SIU CONSTITUTION

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

From Article XX Section 2

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



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



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

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

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

He Sailed Bosun At 83

You would have to hunt around pretty hard to find a man who was capable of handling a bosun's job when he was past 80. Even harder to find would be a man of that age who would be willing to risk shells and torpedoes to man a ship. Such a man was Matt Little, now a retired Seafarer.

Little called a halt to his sailing days, in an involuntary fashion during World War II. After his second torpedoing the War Shipping Administration thought maybe shipping was a little rough for a man of his age, especially under wartime conditions. So he regretfully went ashore into retirement. Now at 83, the veteran Seafarer and charter member of the SIU A & G District is taking life easy at Sailor's Snug Harbor.

Little's sailing experiences cover the whole history of maritime unions from the very beginning down to the present day. He was practically a charter member of the Sailors Union of the Pacific, joining the SUP in 1886, just a year after it was founded.

Started In 1879

By the time Little joined the SUP, he had been sailing for seven years. His seetime dates back to June 6, 1879 when he signed on as apprentice aboard a sailing ship for a four-year hitch. He was just 19 at the time. Sixty-five years and countless voyages later, he called it a halt after his ship, the Christopher Newport (Calmar), caught an aerial torpedo in its belly and went to the bottom.

Of course, as any man who sailed way back then in the '70's and '80's, Brother Little had his share of low pay, long hours and the salt pork and hard tack diet. The common workday was sunrise to sunset, plus standing regular watches.

Switched To East Coast

Little survived the early days, and sailed for many years off the West Coast while the SUP grew and prospered. Afterwards he switched to the Atlantic coast.

During the first World War,



Retired Bosun Matt Little, 93, reads SEAFARERS LOG in the SIU hall. Little sailed for 65 years before retiring after being torpedoed during the Second World War. He joined the SUP in 1886, and was a charter member of SIU.

Little had undergone a torpedoing when the SS Hardaway was sunk. When World War II broke out, he was already 81. Nevertheless, he continued sailing. He lost one ship to torpedoes and came through unhurt. But after the Christopher Newport got it in 1944 Little was asked to stay ashore.

Waterman Asks Regular Intercoastal Certificate

The Waterman Steamship Company has applied for a permanent certificate to run two-way intercoastal services between California and ports including New York and Boston.

The company has been operating on a temporary permit since last August in the intercoast-

al service, but no decision is expected on the permanent application for several months.

Waterman does hold a certificate to load in California for ports south of New York on the East Coast. It could also load in New York and Boston for California but not the other way around.

The result was that when Waterman tried to run cargo in one direction from the Northeast to California ports it proved a losing proposition. It gave up the run and confined itself to working cargo from the West Coast to South Atlantic ports and back.

In the summer, however, the company obtained a temporary permit for full intercoastal service, which it has been operating ever since.

Since the end of World War II, few companies have been operating in the intercoastal service which at one time was a major part of US shipping operations. Waterman is one of the companies that has been attempting to revive the intercoastal trade.

Port Newark Terminal

Meanwhile work is going ahead on the Port Newark terminal development where Waterman will make use of three cargo piers. The development is a \$12 million improvement project which will provide five cargo terminals, rebuilt wharves, additional trackage, roadways and storage space. The company will use the Newark piers to provide more rapid handling of cargo going to or coming from the area west of the Hudson.

The new piers will permit loading directly from railroad freight cars onto ships. Plenty of space is being provided for trucks permitting free and easy entry and exit of large trailer rigs.

SIU NEWSLETTER from WASHINGTON

In the absence of an emergency, the American merchant marine should not expect a helping hand from Uncle Sam under the Eisenhower administration excepting for the Government's subsidy obligations. The reason is that the Republican regime decided early in the game to encourage ship operators to stand on their own feet, financially speaking—to wean them from too much reliance on the Government. This means that the Government wants private money invested in the US fleet.

To accomplish the above policy the Congress enacted a law in 1953 to encourage private lending institutions to pour money into the merchant marine. It's too early yet to look for concrete results. The test should come within the next year or two.

From time to time in the past, employees of the Maritime Administration-Federal Maritime Board have received gifts from their friends in the maritime industry. However, this is strictly taboo from here on in. Louis S. Rothschild, head of the Government maritime agencies, recently issued a directive to his staff not to accept any such gifts. His order even goes so far as to instruct his employees to return any gifts received, with a note of thanks. The idea behind the Rothschild order is to protect the agencies from public criticism.

The order will not be without some difficulties. For example, in the past some of the Government employees have been used to receiving sacks of fruit for Christmas. Imagine how difficult it would be for some poor soul to attempt to return a bag of oranges half way across the country.

From time to time, some of our spirited-minded citizens, after surveying the scene, come up with recommendations for overhauling the US Government agency set-up. The most recent study was one financed by the Temple University, and one of their views was that all transportation, railroad, steamship and air, should be placed under the jurisdiction of one agency, a Federal Transportation Service. This is not a new recommendation—it has been considered many times in the past by Congress, and each time has been defeated by the various transportation lobbyists in the Capitol. It's not likely to receive favorable treatment in the near future.

Another recommendation of the Temple group was the transfer of the Coast Guard from Treasury to the Commerce Department. This move would be opposed by ship operators because they still are sore over being put under the regulation and policy guidance of the Commerce Department after the former Maritime Commission was dissolved.

The Temple survey team took the view that the relationship of the Coast Guard to revenue collection has been very slight, and that the main task of Coast Guard was to promote safe navigation and sea transportation. They therefore felt Coast Guard belonged in Commerce along with the other sea transportation activities.

The various recommendations are being reviewed by the White House now and could be the subject of Congressional debate soon.

The US merchant marine is becoming more alarmed each day over the growing ratio between foreign ships and American vessels in the major ports of this country. Whereas the US lines seek to carry 50 percent of our own foreign trade, this is a goal that has been rarely reached in the past, and one which we are far short of at the present time.

Foreign-flag vessels are carrying about 70 percent of the US foreign trade commerce. Only about three times in the past thirty years has the US merchant marine carried such a small percentage of the foreign trade as it is carrying today.

Speculation continues to exist that Bloomfield Steamship Company, which recently won, after a bitter battle, subsidy rights on the Gulf-North Europe route, will reapply for an operating subsidy in the trade between US Gulf ports and Spain, the Mediterranean, and the Black Sea. The Company was turned down on this route by the Federal Maritime Board but is expected to make a new bid on the basis of new information available since the prior proceeding.

In any event, Bloomfield probably will show its hand in the matter within the next few days.

Appointment of William E. Minshall, Jr., a native of Ohio, to the post of general counsel of the Maritime Administration Federal Maritime Board, may go a long way in appeasing two of the most powerful maritime figures in Congress. On the House side, there is Representative Weichel, Chairman of the House Merchant Marine Committee, a critic of the administration of maritime laws. Both Mr. Weichel, and Senator Bricker, Chairman of the Senate Interstate & Foreign Commerce Committee, which handles maritime affairs on the Senate side of the Capitol, are from the state of Ohio. It is understood that Minshall is a Bricker man.

The Government soon will find itself in quite a situation, respecting its back subsidy bills for the merchant marine. It owes a substantial amount of money to American subsidized lines, subsidy accruals, but the Government maritime agencies do not have enough left in their current fund to meet this bill. The net result is that in addition to its regular appropriation request for the fiscal year 1955, which will go to Congress soon, the Maritime Administration will find it necessary to send up to Capitol Hill a large supplemental appropriation request to take care of its subsidy obligations for prior years.

This is sure to touch off quite a scene in Congress. Once again, after looking at the size of this subsidy bill, there will be outspoken Congressional criticism of the merchant marine in general, as well as questions being raised as to whether maritime subsidies are necessary at all.

Your S.I.U. Washington Reporter

SIU COMMITTEES

AT WORK

The high degree of membership participation in the operations of the SIU is reflected in the large number of members who are elected at one time or another to the various membership committees in the Union.



Craven

Even when there are no trials, quarterly financial reports, elections or other matters on which committees normally pass, all ports go through the regular procedure of electing the weekly auditing committee consisting of one man from each ship's department.

These committees, whose function is well known to Seafarers, are a routine but important feature of Union operations because they could quickly spot at the source any excessive or unjustified expenditure at the local port level. As such these weekly spot checks, while simple enough in

themselves serve a major purpose.

Usually, a typical weekly report from an outpost will deal with such items as purchase of stamps, gas and oil, cleaning supplies, trash removal, janitorial services and transportation costs when a patrolman or agent has to go to another port to pay off or sign on a ship. Minor repairs and other maintenance work would also be covered in such reports.

Whenever a major expenditure is contemplated, the matter is taken up at the membership meeting and is acted on according to the regular membership meeting procedure.

Recent committee members elected at special membership meetings in the various ports include: J. Craven, S. Butler and G. Gapac in Savannah; O. W. Orr, John Manen and S. N. Hurst in Galveston; J. G. Flynn, J. M. Jakelski and J. Michael in Baltimore; Julian R. Wilson, Clarence Cornelius and Joseph Yonick in Norfolk; W. Canty, J. Thomas and N. Paine in Boston.



Jakelski



Orr

Top of the News

NIXON RETURNS FROM ASIA TOUR—Vice-President Richard Nixon has returned from a tour of the Far East that took him through practically every non-Communist country in that area. The Vice-President stopped at Indo-China, Philippines, Burma, India, Pakistan, Japan, Iran and several other nations on a good will mission from the president. He reported on his return that he considered Communist influence on the wane in these areas, but that there was still danger of internal Communist revolution.

MISS LIBERTY A CITIZEN OF JERSEY? The concessionaire at the Statue of Liberty has sued New York City for several thousand dollars in back taxes, claiming that the Statue is really in New Jersey waters. Her attorney says that the boundary between New York and New Jersey is the midline of the Hudson River channel which passes between the statue on Bedloe's Island and Governor's Island to the East. New York disputes the claim, saying that Bedloe's was specifically deeded to New York State in the state's original charter.



Shot of Statue of Liberty shows Brooklyn and tip of Governor's Island in the back.

BERIA EXECUTED AFTER TRIAL—After a trial in which he was not allowed to be present, Lavrenti Beria, dreaded former ruler of the Soviet secret police, has been executed along with several of his associates. He was charged with being a traitor and a spy. Most observers agreed that Beria probably had refused to confess and consequently was put to death without an open trial where he would have been expected to plead guilty in approved Soviet fashion.

FRENCH BATTLE OVER PRESIDENTIAL VOTE—The French parliament had to go through many days of balloting before they could come up with a presidential candidate who would suit enough Parliament members to get a majority. The winner, Rene Coty, took the seven-year term on the 13th ballot. Meanwhile the French were still sizzling over Secretary of State Dulles' warning that they had better get into the European Army or face loss of considerable American aid.

CYANIDE COCKTAILS KILL DOCTOR—The son of a wealthy New York physician, Harlow Fraden, was arrested and charged with the murder of his parents by pouring cyanide into their drinks. Evidence disclosed that the accused had shown signs of mental illness in the past and he was committed for observation with the possibility of permanent commitment to a state institution.

AMERICAN POW'S REFUSE TO GO HOME—The 22 American prisoners of war in Korea who have thrown their lot in with the Communists, refused up until the repatriation deadline to allow themselves to be interviewed by American representatives. As a result, they have been classified as AWOL. Unless they change their minds within the next 30 days, they will be charged with desertion by the Army.

Govt. Closes Sheepshead Bay

Continuing with its program of cutting back on maritime training facilities, the Maritime Administration has ordered the closing of the Sheepshead Bay Training Station in Brooklyn, New York. Closing of Sheepshead Bay follows upon the shutdown of the Alameda Naval Training Station in California. It puts an end to all on-the-spot maritime training facilities for unlicensed seamen. Meanwhile, indications are that supporters of the Kings Point Merchant Marine Academy were winning their fight to keep that institution going.

The Sheepshead Bay station was opened in September 1, 1942, during the war as a means of providing trained merchant seamen for the emergency. It was bitterly opposed by the SIU and other maritime unions at the time who viewed the Government trainees as a threat to maritime unionism.

In the post-war period, Sheepshead Bay and Alameda were maintained on a reduced scale, serving both licensed and unlicensed seamen.

In recent months the number of trainees has been small, with not more than a couple of hundred pupils at the station.

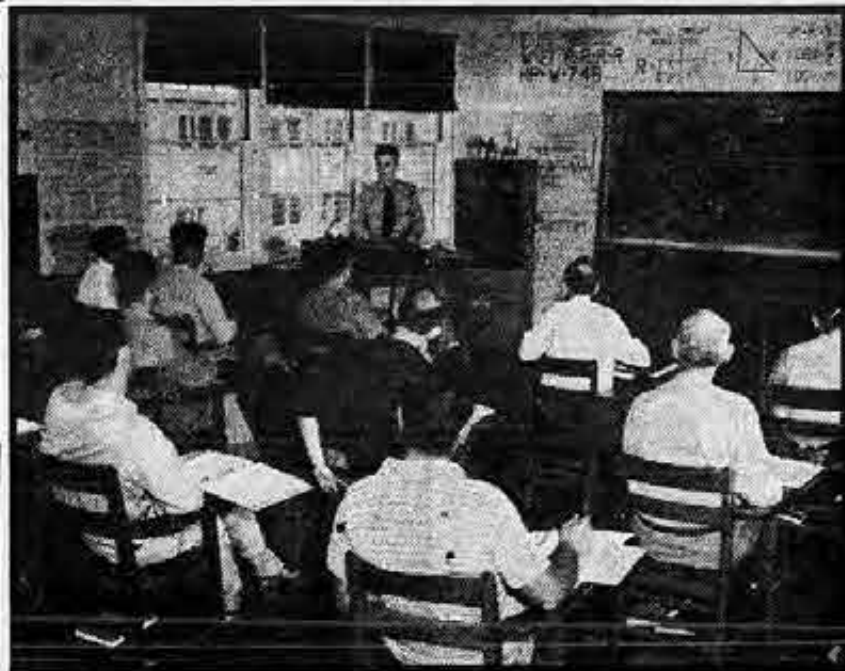
The only remaining maritime training program consists of the correspondence courses of the Maritime Service Institute. This will be handled through the Kings Point Merchant Marine Academy which serves as a four-year training center for licensed deck and engine department officers.

Kings Point Alive

The transfer of the training program to Kings Point is taken as evidence that the institution's supporters were winning their fight to keep it open for at least another year. Kings Point backers had rallied some powerful political influences to their side since Maritime Administrator Louis S. Rothschild announced he was considering closing down the officer training center and spreading its students around the four state maritime academies—New York, Maine, Massachusetts and California.

\$385,000 Saved

Closing of Sheepshead Bay was seen as providing a \$385,000 annual saving for the Government. The closing announcement stated that it was "in keeping with the Administration's policy to discon-



This is a typical class being held at the Sheepshead Bay Training Center. This class, and others like it, have been ended by the Government move to close down the Sheepshead Bay center as an economy measure.

tinue the vocation training phases of the Federal Maritime Board as soon as possible."

Commenting on the proposed closing, an SIU headquarters spokesman declared: "The SIU's position has always been that Government training centers are not needed, either for licensed or unlicensed men, and that the Union can, as it has done in the past, train men to meet shipping needs in unlicensed ratings."

Out of Foe'sie

"As far as licensed ratings are concerned it's always been our position that officers should come up out of the foe'sie instead of being trained at a maritime academy, then coming in and giving orders to professional seamen."

"However, this economy drive against the training centers has been linked with a general drive on the part of some elements to cut down Government aid to the maritime industry. The SIU will fight every attack on necessary aid to the industry as it has fought the proposal to close the USPHS hospitals."

Metal Trades Ask For New Ship Program

The AFL Metal Trades Department, which represents a large number of shipyard workers, has asked the Government to recommend a program for the revival of the American merchant marine. In a letter to President Eisenhower, signed by George Meany, AFL President, the group pointed out that such small nations as Panama, Holland and Sweden are building more tonnage than US yards.

Such major maritime powers as Great Britain have ten times the US tonnage on the ways, while France has three times as much.

The letter pointed to the steady decline in shipbuilding and ship repair in US yards, with the result that trained manpower is leaving the industry.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Save On Property Insurance

A Seafarer who has a home can save dough each year by checking up on how much his family pays for insurance on household furnishings and the property itself. As this department pointed out in respect to life insurance, you can cut costs substantially by buying from cooperative or mutual companies. There are also savings available for other types of property insurance, such as a floater a man might buy to protect himself from loss of a valuable camera or other costly property he may take with him.

The least expensive fire insurance you can buy to protect household furnishings is that sold by The Workmen's Mutual Fire Insurance Society. This cooperative was started the year after the Chicago Fire of 1871 by New York workmen seeking low-cost household protection from similar disaster. Today many union men belong to it.

You join Workmen's Mutual merely by depositing \$9 for each \$1,000 of insurance. This remains your money and is returned when you cancel your insurance. Cost of the insurance itself is \$1 a year, compared with a country-wide average of \$2 per \$1,000 of insurance (\$5 per \$1,000 for three years). The society sells a maximum of \$3,000 insurance to each member, covering furniture, clothing and other usual personal belongings. It has branches in California, Connecticut, Delaware, Illinois, Maryland, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Washington, Wisconsin. You can get addresses of local agents by writing to Workmen's Mutual at 227 E. 84th St., New York City.

People in other states, or who need insurance on a

house as well as furniture and belongings, should compare net costs (standard rates less dividends) of other mutual companies. One of the lowest charges for fire insurance on dwellings and their contents is offered by Merchants and Businessmen's Mutual Fire Insurance Co., of Harrisburg, Pa. This firm has paid dividends of 40 per cent every year since 1895. Another company that can save you money is Hardware Mutual, of Stevens Point, Wis., which generally rebates 30 per cent dividends on residential fire insurance, and is licensed in all states.

Property insurance is available at reasonable prices from several co-ops: Farmers Union Property & Casualty Insurance Co., Denver, Colo.; Mutual Service Casualty Co., St. Paul, Minn., and Farm Bureau Casualty Insurance Co., Columbus, Ohio.

The Factory Mutual Liability Insurance Co. of Providence, RI, offers outstanding values in other policies for homeowners such as residence burglary and theft insurance, residence liability, personal liability, etc. This long-established company has never paid dividends of less than 35 per cent.

Other large mutuals who generally have reasonable net costs are Atlantic Mutual, Liberty Mutual, Lumbermen's Mutual and Quincy Mutual (Quincy, Mass.). You can find the names of their local representative in your phone book. Eastern residents can also consult Clusa Services, Inc., a co-op owned insurance brokerage firm at 116 John St., New York, NY.

Other ways you can save money on property insurance are as follows:

Pay in advance. A five-year policy paid for in advance costs only four times as much as a one-year policy. If

that's too much dough to lay out at one time, a three-year policy paid in advance costs only two and a half times as much as a one-year.

Extension privileges on fire or loss insurance costs less than buying separate policies for each risk. For example: all-risk insurance on a valuable possession costs little more than the combined price for fire and theft insurance only. You can make similar savings on residential insurance by combining several forms of insurance in one policy.

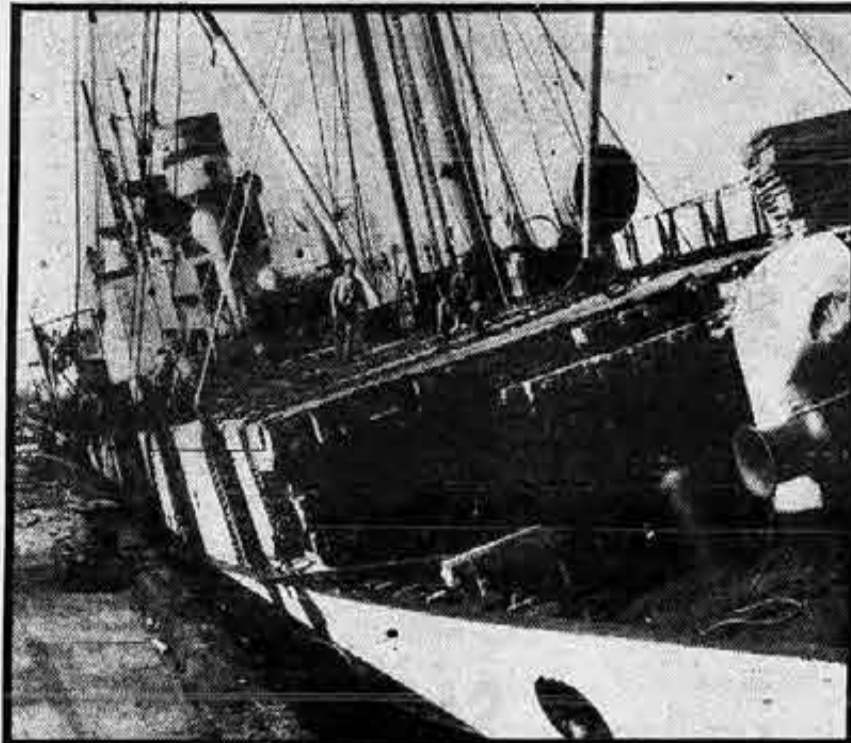
Some companies also give a reduction, generally 15 percent, to what are called "preferred risks," that is, houses that are well maintained to minimize fire risk. While this rebate is not as much as the saving of up to 50 percent offered by some of the mutuals listed above, you can at least ask your broker if you can qualify for that reduction.

In respect to fire insurance on a house, two other points are important to observe to give yourself adequate protection.

When property values increase, as they have in recent years because of inflation, or you improve the property, it's wise to increase your fire insurance accordingly. Most insurance policies written today are the so-called "80 percent coinsurance" type. That means if you carry less than 80 percent of the cost of repairing or replacing the property you will not receive dollar for dollar in payment of damage.

Always keep a full inventory of your possessions. In case of fire you may remember the big items of furnishings, but not perhaps smaller things like how many shirts or phonograph records you had. A written inventory is also helpful in proving your loss to the insurance company.

Gen. Patton Leans Over As Storm Shifts Cargo



Deck hands walk carefully on deck cargo of lumber aboard the General Patton as ship lists in her berth in Boston Harbor. Shifting cargoes, caused by Atlantic storms, gave ship sharp list to port.

The SIU-manned General Patton has been shifted over to even keel and has gone on to Philadelphia to discharge cargo after coming in to Boston harbor with a heavy list following a North Atlantic storm.

The Patton was off Nantucket, carrying a heavy load of deck cargo amounting to 4,894,-

000 feet of lumber, in addition to canned goods and other package cargo in her holds. She hit rough weather in the course of which both the deck and hold cargo shifted, giving the ship a pronounced list to port.

However, the Patton made it to Castle Island, Boston harbor, without undue difficulty where her cargo was set right again. After that she took off for Philadelphia.

Company Appeal Backfires Hard

The Chicago Great Western Railroad is going to stay away from the courts for a while—when it comes to trying to reduce injury awards to their employees. The company appealed a \$95,000 suit award against them and wound up with an even more expensive judgment for \$125,000.

The case in question developed over an injury to James E. Briggs, a former railroad employee. He was lying beneath a locomotive trying to release a jammed sand-pipe when the brakes slipped and he injured his head.

Briggs sued the company and a jury awarded him a \$95,000 judgment. The company appealed the case to the Minnesota Supreme Court and won a new trial.

On the second trial Briggs won again, this time getting a \$125,000 award.

Keep Draft Board Posted

SIU headquarters urges all draft-eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships.

Failure to keep your draft board informed of your whereabouts can cause you to be listed as a delinquent and be drafted into the services without a hearing. The Union in such cases can do nothing to aid Seafarers who fail to comply.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 12-7-53..... To 12-18-53.....

No. Seafarers Receiving Benefits this Period	1308	
Average Benefits Paid Each Seafarer	61.81	
Total Benefits Paid this Period		80,848.44

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	11,175.00	
Death Benefits	8,705.58	
Disability Benefits	1,275.00	
Maternity Benefits	4,600.00	
Vacation Benefits	55,092.86	
Total		80,848.44

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	41,7315.00	
Death Benefits Paid Since July 1, 1950 *	76,589.59	
Disability Benefits Paid Since May 1, 1952 *	27,290.00	
Maternity Benefits Paid Since April 1, 1952 *	197,800.00	
Vacation Benefits Paid Since Feb. 11, 1952 *	288,264.51	
Total		4,298,259.10

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	637,477.36	
	Welfare	666,561.42	
Estimated Accounts Receivable	Vacation	241,108.00	
	Welfare	232,561.00	
US Government Bonds (Welfare)		1,979,255.38	
Real Estate (Welfare)		481,989.01	
Other Assets - Training Ship (Welfare)		119,060.97	
TOTAL ASSETS			4,348,013.14

COMMENTS: The maternity benefit has been the benefit passing the most milestones in the past two weeks. For the first time since the benefit came into existence a set of triplets were born. The parents were Robert & Nancy Long of New Orleans. The triplets were two girls and one boy, which have been named Doretta Colleen, Doreen Colette and David Merlin. This was the first time in ten years that triplets had been born at the Touro Infirmary in New Orleans.

Mr. & Mrs. Dominick Chirichella of East New York were the parents of the 1000th SIU maternity baby, which has been named Joseph. This means that in the 21 months the benefit has been in existence, more than 47 births have been averaged monthly.

Submitted 12-21-53.....

Al Kerr, Assistant Administrator

Come and get it!



EAT DELICIOUSLY
PREPARED FOOD
AT THE
SIU
CAFETERIA...

... and, remember this ...

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

UNION TALK



By KEITH TERPE

Today, 16 months after the official start of the Atlantic tanker drive, we are pretty much back where we started in August, 1952, except for a few notable differences. The 505-376 setback for the SIU in the election, made official by the tally of the votes on December 15 in Philadelphia, took us by surprise, to say the least. It means that there's still a job to be done in Atlantic, and we hope to make it wind up right this time. A brand-new drive in this fleet is already underway right now.

No More Predictions

The election results accomplished several things, however. They left us a little wiser, a little less prone to predicting the outcome of elections and with a lot less faith in human nature. The fact that 505 men in a group of 880-odd seamen could cast a vote for the company in a free election is a little hard to take in this day and age. But well over a hundred of them did just that while supposedly supporting the SIU right down the line and with SIU membership books in their pockets.

Nevertheless, the fact remains that 376 strong SIU supporters gave us a big piece of Atlantic in this election. Counting the three votes cast for neither union, actually only 67 votes stood between us and a majority of the valid ballots. These 376 seamen, some of them already sailing SIU-contracted ships, chose the right way of life for themselves. They recognized that with the SIU they can have and enjoy the security and benefits that only a bona fide trade union can assure them.

These men realized that many of the conditions they have in Atlantic today are not due to any company benevolence, nor to the efforts of the company union. These were conditions forced on Atlantic by the success of the SIU and other real maritime unions who fought their battles and the battles of all seamen on the picketline and at the bargaining table. They wanted to be a part of a real Union, not "free riders" living off the efforts of others. This was their chance, and they took it.

The real losers in this election were the men who backtracked on us after pledging their honor to support us at the polls the same way as they backed us right through the campaigning before the election. We thought we could count on them, but we're much wiser now. Now, although they may think they have scored a substantial victory, we wonder where they will go when Atlantic eases them out of the picture—as it most certainly will. They've done their job for the company; their usefulness to Atlantic is over. As a matter of record, the company is already starting to do a job on them, and they've still got no one to fight back for them.

They are no better off today than they were two months, or 16 months, or five years ago. The form which the company's "gratitude" is taking is something they hadn't reckoned with at all. But the light is starting to dawn on them.

Wasn't Anybody Special Anymore

Three days after the election tally was completed, one man who had even served as an observer for the company union during the balloting on one ship was out on his ear, realizing for the first time perhaps that he wasn't any special brand of people to Atlantic anymore and was just a guy who wanted a favor they didn't have to give him now.

With a new baby coming, he'd asked for a few extra days off beyond the few days he already had coming, because he was needed at home. Company representatives, after listening to his tale of woe, said he certainly could take extra time off, but if he did, he wouldn't have a job when he came back. This was his "big payoff," he told one of our organizers who met the ship when it came into Philadelphia last week. He'd learned a lesson, it seemed, except that it was a little too late, and he didn't know who to turn to anymore. Thus, things are back where they were before, and round two of the Atlantic campaign goes on.

Don't Send Your Baggage COD

Seafarers have again been warned not to send their baggage COD to any Union hall. No Union hall can accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co. All COD baggage—regardless of the port—goes to the local express office, where it is held by the express company until claimed.

Seafarers who want to be sure of getting their baggage when they want it, can send it to any Union hall provided they prepay the shipping charges.

Auditing Committee Members



Two of the three members of the weekly Headquarters auditing committee check the Union's books. They are Neil Lambert (left) and Steve Senak, both ex-Atlantic tankermen.

Officers Win In Florida Strike

The four-week old strike of deck and engine room officers of the Florida, P&O passenger ship, has come to an end with a new contract for the officers' unions. As a result, the ship is now back in service on the Miami to Havana run.

All officers won increases ranging from \$24 a month for 3rd mates and 3rd assistants up to a top of \$68 a month. In addition, the officers obtained a 20 cent increase in overtime ratings and \$18 per man per month contribution to the welfare and pension funds.

Other improvements won by the officers include seniority, free uniforms and three hours overtime

for shifting ship.

Now that the officers' strike has been ended, the company has entered into negotiations with the SIU on a new contract for unlicensed crewmembers.

Placed Ads In Papers

The strike began when the skipper, four deck officers and five engineers walked off the ship over failure of the company to come

close to demands of the Masters Mates and Pilots (AFL) and the Marine Engineers Beneficial Association (CIO). Subsequently the company placed ads in the Miami newspapers attempting to hire scabs to take the place of the striking deck and engine officers. The attempt was a failure as unlicensed crewmembers refused to cross the officers' picketlines.

When this attempt failed, company officials came up to New York trying to get a quick contract with the SIU. Headquarters officials turned the company proposal down, telling them to negotiate a settlement with the officers' unions first.

Union Has Cable Address

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

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

Insurance Co's Under Fire

Health and accident insurance sales to the general public are coming under Federal Trade Commission investigation as a result of many complaints of false and misleading advertising by companies involved.

These companies, about 800 in all, do a business of about \$2 billion a year in the form of insurance for hospital expense, medical and surgical expense. The investigations will deal with false and misleading claims as to the benefits paid under the insurance.

Many Beefs

In the past Better Business Bureau and Government agencies have received a large number of beefs about the "small print" in the contract, which sets a variety

of conditions under which benefits cannot be paid. Many purchasers have found they have been unable to collect benefits as a result of accident or illness, because of these limiting conditions.

However, in newspaper and radio advertising some of the companies make no mention of conditions which limit collection of benefits. The FTC is concerned with the content of advertising matter and not the conditions under which the business in question operates.

Cartoon History Of The SIU

Transportation Referendum

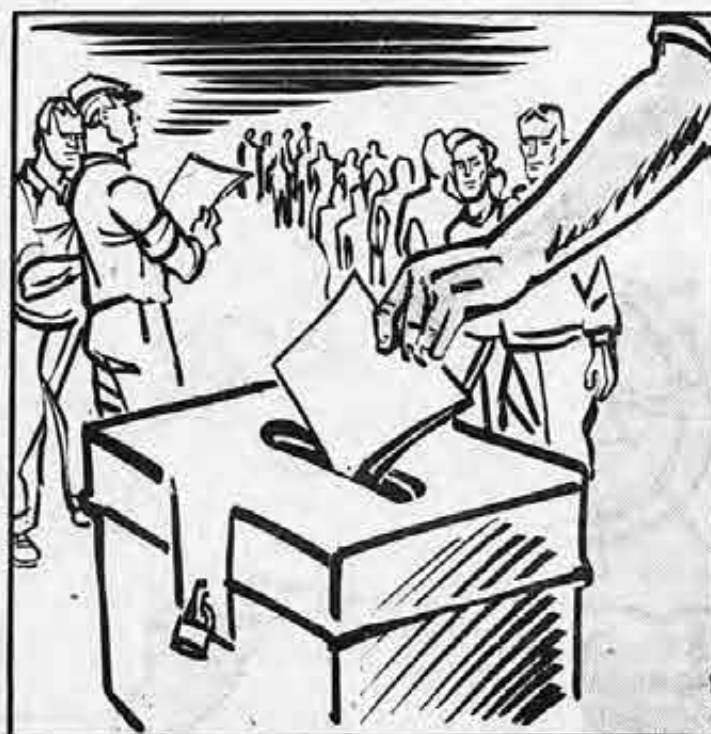
No. 53



In August, 1949, shipping started slowing up so the membership modified the transportation clause. Men entitled to transportation to port of original engagement now had to accept the money and pay off. This increased crew turnovers but still didn't resolve the problem to everyone's satisfaction.



Some members suggested that men who refused transportation be allowed to make another trip while those who collected should pay off. The issue was aired in the SEAFARERS LOG with many letters pro and con, as well as at shipboard and shoreside meetings. A secret vote on the issue was decided on.



The matter was decided in true democratic fashion with both points of view appearing on the ballot. When results were tallied after two months of voting, it was found the members wanted the right to stay aboard if they turned down transportation. Those who collected had to get off.

PORT REPORTS

New York:

Shipping Boom Caused By Holiday Turnover

It looks like winter is now with us up in this part of the country, so anyone heading for New York to ship had better bring along their long handles and overcoat. All of these southern boys who have been laying around enjoying the sights in the big city are now grabbing ships headed for warmer climates. Shipping has been very good for the past two weeks with plenty of jobs for all ratings including bosun's, electricians and stewards.

Payoffs

Ships paying off were the Wild Ranger, Afoundria and Mobilian (Waterman); Suzanne, Hilton and Beatrice (Bull); Steel Seafarer, Steel Architect, Steel Artisan, Steel Admiral, Steel Rover and Hoosier Mariner (Isthmian); Del Aires and Lawrence Victory (Mississippi); The Cabins (Cabins); Government Camp and Chiwawa (Cities Service); Val Chem (Valentine); Robin Goodfellow (Seas); Nicholas CH (Trident).

Ships signing on were the Andrew Jackson (Waterman); Steel Seafarer, Steel Architect, Steel Advocate and Hoosier Mariner (Isthmian); Robin Wentley, Robin Gray and Robin Tuxford (Seas); Nicholas CH (Trident); Tagalam (Seatrade); Ann Marie (Bull); and Del Aires and Lawrence Victory.

In-transit vessels were the Iberville, Antinous and Chickasaw (Waterman); Arlyn, Frances and Kathryn (Bull); Seatrains Louisiana, New Jersey, Savannah, Texas, Georgia and New York (Seatrains); Alexandra and Michael (Carras); Seamar and Massmar (Calmar); and Alcoa Partner (Alcoa).

No Beefs

There were no major beefs on any of these ships and all problems were taken care of at the point of production.

There were two reasons for the boom in shipping in this port. One is the fact that a lot of the men who have been sailing steady all year are now getting off to spend the holidays ashore, thus creating a big turnover and we also had three ships pulled out of layup that took full crews. The ships that were taken out of lay up were the Ann Marie and the Carolyn of Bull Line and a tanker, the Tagalam of Seatrade crewed up and is going on the shuttle run between the Persian Gulf and Japan.

We expect to have continued good shipping for the coming period as there are a number of ships due in for payoff from long runs between now and Christmas.

Claude Simmons
Asst. Secretary-Treasurer



San Francisco:

Membership Is Behind Union's Atlantic Drive

Shipping in the Port of San Francisco has been good and it is expected to continue along those lines for the future.

Ships paying off were the Amersea (Blackchester); Arizpa, Fairisle, Alawai and Beaugard (Waterman), and the Liberty Flag (Gulf Cargo). In-transit vessels were the Portmar and Yorkmar of Calmar; Waterman's Yaka, J. B. Waterman and Jean Lafitte; and Isthmian's Steel Flyer and Steel Surveyor. Sign-ons were aboard the Ragnar Naess (Seatrains); and Waterman's Arizpa, Alawai and Fairisle.

The membership went on record

to give the Union and the organizers a vote of confidence for the past efforts they put into the recent organizing drive. The men are behind the organizing staff in any future endeavors they may deem necessary to continue and finally win Atlantic.

Oldtimers on the beach include S. Ghale, S. Anderson, G. Wanka, J. Otto and M. Magal. Men in the marine hospital are C. Hildreth, E. Moss, E. Ainsworth, E. Sescrko, F. Haigney, W. Timmerman, P. Zuzon, N. Korsak, O. Gustavsen and W. Deal.

Tom Banning
San Francisco Port Agent



Boston:

Whale, Listing Vessel Make News In Boston

Shipping seems to be picking up in the Port of Boston, and future shipping looks promising.

Ships paying off were the French Creek (Cities Service) and the Queenston Heights (Seatrade). The same ships, the French Creek (Cities Service) and the Queenston Heights (Seatrade) signed on. In-transit ships were the Citrus Packer (Waterman), General Patton (National Waterways), Bradford Island (Cities Service), Antinous, Afoundria, Mobilian, Wacosta and Chickasaw (Waterman).

A 40-foot whale was washed up on the beach in Plymouth, Mass. The Coast Guard, the city, and the Board of Health are still arguing about who is responsible for disposing of it. They seem to agree that the owner of the property on which the whale is beached should get rid of it, but he's in Florida, and someone else will have to haul it away.

On Beach

On the beach and waiting to ship out are oldtimers J. Hanson, T. Fleming, D. Hines and T. Tuohy.

The General Patton (National Waterways) arrived in Boston with a 20 degree port list caused by a storm the ship ran into off Cape Cod. The company engineers tried to straighten her up by pumping the oil around, but they weren't too successful. She turned over to a starboard list at about the same angle. The crew of the General Patton called the Union hall and asked the port agent to take pictures of the ship, which he did.

James Sheehan
Boston Port Agent

SIU HALL DIRECTORY

SIU, A&G District	
BALTIMORE	14 North Gay St. Phone 4-1083
BOSTON	276 State St. Phone 2-0140
BOSTON	Richmond 2-0140
GALVESTON	308 1/2 23rd St. Phone 2-9448
LAKE CHARLES, La.	1419 Ryan St. Phone 6-5744
MIAMI	Dolphin Hotel Phone 9-4791
MIAMI	Phone 9-4791
MOBILE	1 South Lawrence St. Phone 2-1794
NEW ORLEANS	523 Bienville St. Phone 2-1794
NEW ORLEANS	523 Bienville St. Phone 2-1794
Lindsey Williams, Agent	523 Bienville St. Phone 2-1794
NEW YORK	Magnolia 6112-6113
NEW YORK	675 4th Ave., Brooklyn Phone 9-6600
NORFOLK	127-129 Bank St. Phone 2-999
PHILADELPHIA	337 Market St. Phone 7-1635
PORT ARTHUR	411 Austin St. Phone 4-2341
SAN FRANCISCO	450 Harrison St. Phone 3-5675
T. Banning, Agent	Douglas 2-5675
Marty Beethoff, West Coast Representative	Felony 51-1a 5
PURTA LA CRUZ	Phone 2-9990
PUERTO RICO	Phone 2-9990
SAVANNAH	3 Abbeville St. Phone 3-1728
SEATTLE	1200 1st Ave. Phone 2-1728
SEATTLE	1200 1st Ave. Phone 2-1728

Canadian District	
MONTREAL	634 St. James St. West Phone 2-1728
MONTREAL	634 St. James St. West Phone 2-1728
MALIBU, N.E.	1200 1st Ave. Phone 2-1728
MALIBU, N.E.	1200 1st Ave. Phone 2-1728

Great Lakes District	
ALPENA	133 W. Fletcher Phone: 1236W
BUFFALO, NY	180 Main St. Phone: Cleveland 7391
CLEVELAND	734 Lakeside Ave., NE Phone: Main 1-0147
DETROIT	Phone: Main 1-0147
DETROIT	Headquarters: Phone: Woodward 1-4857
DULUTH	531 W. Michigan St. Phone: Melrose 2-4110
SOUTH CHICAGO	2021 E. 92nd St. Phone: 2-4110

SIU, A&G District	
TAMPA	1809-1811 N. Franklin St. Phone 2-1323
WILMINGTON, Calif.	505 Marine Ave. Phone 4-2674
HEADQUARTERS	675 4th Ave., Bklyn. Phone 2-1728
SECRETARY-TREASURER	Paul Hall
ASST. SECRETARY-TREASURERS	Robert Matthews, Joe Algina, Claude Simmons, Joe Volpian, William Hall

SUP	
HONOLULU	16 Merchant St. Phone 5-8777
PORTLAND	522 N. W. Everett St. Phone 4-336
RICHMOND, CALIF.	257 5th St. Phone 2-999
SAN FRANCISCO	450 Harrison St. Phone 3-5675
SEATTLE	2709 1st Ave. Phone 2-1728
WILMINGTON	505 Marine Ave. Phone 4-2674
NEW YORK	675 4th Ave., Brooklyn Phone 9-6600

New Orleans:

Bloomfield To Open New NO Office Soon

Since the last report business and shipping has been good with the outlook for the coming two weeks good. Bookmen can still get out without too much trouble as about one-third of the jobs are still being filled by permitmen. The crewing up of the Western Rancher scheduled for the last part of the week and the George Lawson scheduled for the first part of the following week should give shipping a good boost as neither one of these have any crew on them and will be taking full crews.

Due to the subsidy granted Bloomfield to operate on the North-



Willisch

ern European run originating out of the Gulf they will open an office here in New Orleans very shortly. Under the terms of their agreement Bloomfield will provide a minimum of 16 and a maximum of 21 sailings a year on the route which originates at US Gulf Ports west of Gulfport, Mississippi, to ports on the East Coast of the United Kingdom, continental Europe north of and including Bordeaux, and ports in Scandinavia and on the Baltic. They will have the privilege of calling at Tampa, Port Tampa, Boca Grande and ports in the West Indies and Mexico. The NO office will be under the management of G. E. Wieckhoff, presently district manager of the Bloomfield Steamship Company in Dallas, Texas. He is widely known in shipping circles in the middle West and Gulf areas of the country.

Oldtimer on Beach

One of the SIU oldtimers in here recently asked us to mention his being on the beach and that he sends greetings to all of his Brothers and shipmates in the SIU. Brother Eddie Willisch is one of the older members in the Union and is proud of being an SIU member with nothing but praise for the achievements attained by the SIU in its short years as a maritime union.

The Western Rancher paid off in this port and it was a pleasure for the patrolmen who made the ship. Expecting the usual run of beefs on going down, they found the ship had been out 7 1/2 months and outside of a restriction to ship beef there was not a beef on the ship. Hats off to the SIU-BME

crew of the Western Rancher for a true SIU-BME style ship.

Undergo Surgery

Bob Schwartz, until recently on the Alcoa Patriot, was among our members visited in the hospital. He is scheduled to undergo surgery, but we are glad to state it involves only the removal of a cyst. Cosby Linson is occupying an adjoining bunk, also scheduled for minor surgery. Johnny Long is making satisfactory progress and reports that he is feeling fine.

We regret to report that Rogelio Cruz, hospitalized since July, 1950, passed away this week. Burial arrangements at the time of this writing had not been completed. Due to the broad scope of our Welfare Plan, Brother Cruz, although hospitalized since July, 1950, is eligible for the death benefit and same will be paid to his designated beneficiary.

Ships Paying Off

Ships paying off were the Del Monte and Del Mundo (Mississippi); Chickasaw, De Soto and Iberville (Waterman); Tainaron (Actium); and Western Rancher (Western Navigation). Signing on were Mississippi's Del Norte, Del Valle, Del Rio and Del Mundo, as well as Tanker Sag's Petrolite.

In-transit vessels were the Alcoa Clipper, Cavalier, Patriot and Palaris (Alcoa); Steel King (Isthmian); Del Valle and Del Rio (Mississippi); Seatrains New York and Savannah (Seatrains); Claiborne, Andrew Jackson, La Salle and Monarch of the Seas (Waterman); Southern Districts (Southern Shipping), and the Gulf Water (Metro).

Bill Scarlett's wife would like to thank the crew of the Anne Butler for the collection they took and sent to her here in NO. He is in the hospital in Japan with a broken leg and the crew mailed her over 100 dollars from the Far East and she would like to thank them as she is proud her husband is a Seafarer and has such swell shipmates.

Lindsey Williams
New Orleans Port Agent

Report Lost Baggage Check

Seafarers who lose baggage checks for gear checked at any SIU baggage room should notify that particular hall right away so that no one can improperly claim the baggage with that check. Headquarters officials advise you to do this immediately to avoid loss of your gear and/or trouble claiming it later on. Make sure you notify the hall where the baggage was checked as soon as you find out you've lost the check

Miami:

Miami Freezing Over; Shipping, Weather Iced

Shipping has been on the slow bell for the past period, and it is not expected to pick up very much during the coming two weeks.

The Florida of P&O paid off and signed on again after the strike was settled, while in-transit vessels included the Ponce (PR Marine); Wyoming (Quaker); Chickasaw, Antinous and Fairport (Waterman).

In the Florida dispute the port captain was saying he could get



Humal

three complete crews of finks, but all he finally got was three men and we signed up two of them in the Union. The third man stayed on board and when the strike was settled he had to

get off the ship. The company hung a handle on him and made him an assistant marine superintendent. For a company which is always crying they're losing money, they sure keep a full office staff. I wonder what they will do when we negotiate. I know they will cry to high heaven that they cannot afford an increase in wages.

Weather Freezing

The weather is freezing down this way, with temperatures in the 30's and the homes without heat. The boys don't know what to do; it is too cold to go swimming or fishing and the bleachers at the track are not steam heated.

Oldtimers on the beach include Robert Pierce, T. Humal and L. McCollough. In the hospital are J. C. Vilar and G. Planes.

With the holidays just around the corner, the action here has been kind of slow. However, the boys are happy that the Florida is back on the Rum and Coca Cola run, but the company is complaining they don't get enough passengers.

All the boys down here wish the membership and the officials a very Merry Christmas and may Santa drop a few jobs out of his bag when he comes by here.

Eddie Parr
Miami Port Agent



Galveston:

Hunting, Fishing Is Fine In Texas Port

Shipping has slowed up some in the past two weeks, with the Carabulle (Nat. Nav.) paying off. Signing on was The Cabins (Cabins). Ships in transit were the Michael (Carras); Seatrains New Jersey, Texas, Louisiana and Georgia (Seatrains); Del Valle and Del Rio (Mississippi); Orion Star (Oil Carriers) and La Salle (Waterman).

Men in the marine hospital include R. S. Scales, C. Hill, H. Liles, C. Barboza, M. Fontent, H. Reynolds, J. Markopolo, M. Birrane, A. Weaver, C. Young, E. Idell and J. Parks.

Bill Mitchell and O. Fielding have been in the woods a few days hunting deer without luck. Mitchell saw one large buck, but got excited and fell out of the tree. No harm was reported to either Bill or the deer. The weather has been fine, the fishing good. It has been too warm for ducks but the geese have been getting a few lumps.

Keith Alsop
Galveston Port Agent

PORT REPORTS

Baltimore:

New Building Coming Along Fine In Balto

Shipping in the port of Baltimore is really on the slow bell. As the regulars who use Baltimore for a home port know, we generally have three weeks of good shipping and one slow week. We hope this holds up because if it does we can expect very good shipping from now on through the holidays. We always have plenty of jobs for rated men on the Ore Line ships, so there is really no necessity for any bookman to have to carry the banner in this port.

The following are the ships paying off in this port: Elizabeth and Evelyn (Bull); Oremar (Calmar), Baltore, Cubore, Steelore, Santore and Chilore (Ore); Santa Venetia (Elam), and Azalea City (Waterman). Signing on were the same ships without the Steelore and Santa Venetia, and in addition, the Steel Rover of Isthmian and Calmar's Calmar.

In-Transits

Ships in-transit were the Robin Tuxford and Robin Goodfellow (Seas); De Soto, Citrus Packer and Iberville (Waterman); Steel Rover and Steel Admiral (Isthmian); Ines (Bull); Bethcoaster (Calmar), and the Alcoa Ranger (Alcoa).

I went down to take a look at the new building the other day.



Gill

They have demolished all of the properties on either side of the main building and are leveling off the ground so that now you can circle the building with a car which will make lots of room for parking and easy access to and from the main building. Also, they are nearing completion on the facing of the main building. It seems as though the major part of the exterior is very near completion and that they should be able to go right ahead with the work on the interior regardless of the weather. Hope my next report will be more favorable as to the completion of the task.

Oldtimers On Beach

We have a few oldtimers around on the beach and they are Harry Muches, John Taurin, Snuffy Smith, Joseph Vorke, Charlie Gill and a score of others we would like to mention but can't remember their names right now.

In the marine hospital at this time we have Frank Conforto, Paul Strickland, Alfred Johnson, W. H. Kirby, Robert L. Brain, Mark Harrelson, Garland Stennett, Jack D. Morrison, Robert Lambert, Julian C. Blanco, Paul W. Dew, Harry T. Cullen, Francis Bonner, Cloise Coats, James W. Hayes, Howard Sherrill, Horace Sherrill, Jessie A. Clarke, William McIlveen, Michael Pugaczewski and Jeff Davis.

As a wind-up, we would like to wish the officials and the membership a very Merry Christmas and a very Happy New Year.

Earl Sheppard
Baltimore Port Agent

Mobile:

Holidays, Icy Weather Are Chief Port Topics

Port of Mobile shipping for the past couple of weeks was good, with the same expectations holding for the future.

Ships paying off included the

Alcoa Patriot, Clipper, Polaris, Puritan and Corsair (Alcoa); Claiborne, La Salle, Citrus Packer, Monarch of the Sea and Hurricane (Waterman). Signing on again were the Alcoa Patriot, Polaris, Puritan and Corsair (Alcoa); and the LaSalle, Citrus Packer and the Hurricane (Waterman).

In-transit ships were the Chickasaw and De Soto (Waterman); Gulfwater (Metro), and the Greece Victory (South Atlantic). Arriving in the next period are the Iberville, Claiborne, Antinous and Monarch of the Sea (Waterman); and the Alcoa ships—Runner, Cavalier, Pennant, Pilgrim, Roamer, Clipper and Patriot.

The main topic around the port now is what Christmas and the New Year will bring. The weather is getting cold and everyone is hoping that it will stay that way for the next couple of weeks.

Cal Tanner
Mobile Port Agent

Seattle:

Out Of Lay-Up, Three Ships Add To Jobs

Shipping in the Port of Seattle has been good, with three ships that were laid up taking full crews. These vessels were the Ragnar Naess (Seatransport); Seamonitor (Excelsior), and the Ocean Lotte (Ocean Trans). Future shipping looks good as the Ocean Betty of Ocean Trans will call for a full crew in a few days.

Paying off were the following vessels: J. B. Kulukundis (Martis); Cecil N. Bean (Dry Trans) and the Trojan Trader (Trojan). Ships signing on were the N. B. Palmer (Dolphin), Ocean Betty and the Seamonitor.

In-transit vessels were the John C. (Atlantic Carriers); Compass (Compass); Shinnecock Bay (Veritas); Pennmar (Calmar) and the J. B. Waterman (Waterman).

Oldtimers on the beach include Red Connell, Frank Cullison, Jack Stough, Fred Sullins and S. Zygarowski. Men in the marine hospital are R. Barbee, C. E. Dudley, E. A. Hancock, L. Hodges, S. Johannesen, L. E. Twite and J. Wells.

Jeff Gillette
Seattle Port Agent

Fill That Berth

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

Wilmington:

Crew Gets 352 Hrs. OT For Ship Restriction

Shipping for the past two weeks has been good for all the rated men who have been sailing out of this port. A bunch of the men paying off in Seattle



Barry

have been coming down here for the warmer weather so we have more men registered here than is normal but still no hardship in getting out. It's strange that with more men here than ever a steward can walk in, register and walk out in an hour with a job. A couple of bosn's jobs went a few hours before we talked a member into taking them. I'm not inviting everyone here to ship because just as easily, those men registered could start throwing in for everything that goes up on the board. We can't explain the intricacies of our thinking. You never know when someone is going to throw for a job.

We had two payoffs, two sign-ons and 13 ships in transit to take care of.

On the Coeur D'Alene Victory, the Captain was advised by Customs here that he would have to clear Frisco Customs before the crew got ashore there on arrival. What they didn't tell him was that on overtime hours (for Customs) this did not apply. As a result he restricted the crew to the ship and unfortunately had to pay 352 hours OT to the crew for detaining them. Unfortunately that is for the company. He also did not post a shifting board in Japan, claiming he didn't know when he was going to shift, with the result that he wound up paying the gang a call-back of four hours each since it was a holiday. To keep the record straight, however, Capt. Nichols is not a bad guy, although he sure wasn't a happy guy about it either.

The membership here went on record to levy a fine against any man who brings his tools aboard ship to use on the job when he is not being compensated for same. If the men keep bringing and using their own tools the companies will stop calling for the men with tools. Another bad point about that is the officers hold it against a guy for not using his tools when the guy on the trip before did supply his own tools "gratis". It was pointed out that this was not meant to apply to a bos'n bringing on his own marlin spike or a cook

bringing on his pet knives, but rather against such rates as an electrician or carpenter, or even deck engineer, where a considerable amount of tools is required.

The meeting also went on record to express full confidence in the organizing staff as we are aware of the terrific amount of time, energy and effort which they put into the Atlantic Fleet, despite the outcome. They are encouraged to continue their work and educate the men in that fleet who voted against us, as to what they voted themselves out of when they chose to vote as they did.

We are happy to say that no SIU men are in the hospitals locally. On the beach, among others we have Pete Prevas, Oakie Jones, Dave Barry, Jake Longfellow, Jimmy Simmons, Red Braunstein and R. J. Moyland.

This being the approach to the holiday season, we are a bit rushed so will not take up more of your time other than to wish you have enjoyed a Merry Christmas and will have a Happy and Prosperous New Year.

John Arabasz
Wilmington Port Agent

Savannah:

Seatrain Lines Give Heavy Play To Port

During the last two weeks shipping in this port has been fine, and prospects for the immediate future look fair.

Two ships paid off. They were the Southstar (South Atlantic) and the San Mateo Victory (Eastern). Signing on were the Southstar (South Atlantic) and the San Mateo Victory (Eastern).

We had eight ships in transit. They were the Robin Sherwood (Seas), the Monroe (Bull), the Wacosta (Waterman), the Southport (South Atlantic), the Seatrains Savannah and the Seatrains New York (Seatrains). The Seatrains Savannah and the Seatrains New York each stopped in port twice during the period covered by this report.

One of the boys who's been around the hall recently is H. Bryant. He's been giving special praise to the SIU Welfare Service.

Oldtimers on the beach include Walter Brightwell and A. A. Ellis.

Among the brothers who are in the Marine Hospitals and receiving the SIU welfare benefits are Joe Farrow, J. Littleton, W. T. Shierling, E. Debardeleben, J. H. Smith, G. W. Wilson, R. A. Denmark, F. U. Buckner, P. Daughtery.

Jeff Morrison
Savannah Port Agent

Philadelphia:

Organizing In Atlantic Is Just Beginning

We spoke on the unfortunate loss in the organizing drive in the Atlantic Refining Company at the membership meeting. First we stated how the National Labor Relations Board allowed men to vote in that election who were shore-side workers including the president of the opposing company union who had not been to sea in five years. Our organizers did a terrific job, all hours of the night, with the company not hiring any man who even so much as looked like an SIU man.

However, there is no need for us to be ashamed. We carried 376 votes. It has not all been in vain. We intend to keep right on organizing in Atlantic Refining. We have 376 solid backers and many of the men have pledged to stay on those ships until we again have a chance to petition for another election. We therefore urge all our men to continue getting into Atlantic Refining.

Men Sold Out

The SIU will never give up. It took us five years to organize Cities Service and we have only been 14 months organizing in Atlantic Refining.

Paying off this week in the Port of Philadelphia were the Arlyn (Bull); Seamar (Calmar), and the Winter Hill of Cities Service. Ships signing on were the Southern States of Southern and the Seamar of Calmar.

In-transit vessels were the De Soto, Citrus Packer and Iberville of Waterman; Isthmian's Steel Seafarer, Steel Rover, Steel Admiral and Steel Artisan; Robin Goodfellow and Robin Tuxford of Seas; Bull's Ines, Hilton and Elizabeth, and the Republic of Trafalgar.

A. S. Cardullo
Philadelphia Port Agent

Lake Charles:

Shipping Is Booming For Tanker Crewmen

Things are going along smoothly here in this city with shipping really booming during the past two weeks. We expect it to level off now as we only expect to have about three ships here between now and the first of the year.

Causing this rush were the Winter Hill, Royal Oak, Government Camp, Cantigny, and Winter Hill again (Cities Service). Then we had the Alexandra of Carras. All these ships took a lot of men, causing us to ship everybody we could get. Guess the boys are getting off for Christmas. The Cantigny paid off from France and the Bents Fort from the West Coast. Both ships had nice clean payoffs. The French Creek came into Port Arthur and signed for Japan. The Council Grove had a nice clean payoff in from the West Coast.

Short Rated Men

We registered 66 men in the period and shipped 137, which is not bad for a small port. We don't have too many rated men left.

Among the few that we have on the beach are J. Phillips, C. Istre, R. Jensen, J. Sanders, H. Peeler and F. E. Nelson.

The Electrical Union (AFL) is engaged in a beef with the contractors here who are trying to cut the OT, but the electricians are holding firm and all looks well for them.

Leroy Clarke
Lake Charles Port Agent

A & G SHIPPING RECORD

Shipping Figures December 2 To December 16

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	21	19	12	52	13	17	10	40
New York	195	156	168	519	189	166	147	502
Philadelphia	59	49	23	131	25	16	16	57
Baltimore	32	112	91	365	127	88	67	282
Norfolk	29	21	16	66	11	8	10	29
Savannah	22	20	18	60	28	18	20	66
Tampa	28	28	34	90	12	16	15	43
Mobile	63	52	44	159	53	44	35	132
New Orleans	102	197	81	290	148	117	122	387
Galveston	34	20	17	71	26	25	17	68
Seattle	35	38	26	99	69	58	51	178
San Francisco	36	38	31	105	57	54	45	156
Wilmington	39	27	28	94	22	22	23	67
TOTALS	887	687	589	2,161	760	649	578	2,087

IN THE WAKE

West of Montdidier, in north-eastern France, is a small village after which Cities Service named one of their ships—the Cantigny. This was the scene of the first United States offensive during the first World War, when Cantigny was the nucleus of the German line, which extended west of Montdidier. The First Division of the American Expeditionary Forces had relieved two French Divisions in the Picardy section of the Allied front; on May 28th, 1918, after an hour's preparation the US Infantry advanced and, within an hour, overcame the German defenses, taking 250 prisoners. Though they made counterattacks for the next three days, the Germans failed to retake the position, and the US troops kept Cantigny.

Below the shining surface of the earth's waters, lives a world stranger and more varied than that on land, for the sea is the ancestral home of all the earth's creatures, and for every living thing which crawled out of the water and adapted itself to life on land, there are innumerable sea creatures which man has never seen, and some of whose existence he is unaware.

Among the strange and primitive inhabitants of the ocean is the African catfish, a fish which swims upside down... The female Mexican swordtail fish changes sex after having born young... The red fire fish can fly, and also makes noises like a crow... The common snail has 125 rows of 105 teeth each—a total of 13,125 choppers... The barbel, another curious species, is the only fish known to be equipped with chin whiskers.

Throughout the ages, men have told tales of disappearing islands, bells ringing from the mysterious depths of the sea, and whole populations which vanished below the surface of the water. Many of these tales are true. Some islands are formed by the hardened lava erupted by a volcano, and should the volcano come to life once more, a burst of molten lava can shatter the hardened surface and demolish the island. The incessant pounding of the surf will gradually

reduce to powder an island made of lava.

In 1530 an island off the coast of Holland disappeared, and when the homecoming fishermen reached what they thought was home, they saw an unbroken stretch of water... The Pacific island of Tunaki met a similar fate 300 years later, disappearing with 13,000 people... The island of Krakatoa, also in the South Pacific, was built on top of a volcano; in 1883 the volcano came violently to life with a roar heard 3,000 miles away and in this disaster, 30,000 people were killed.

The only bridge to span the waters of the Atlantic is Claghlan Bridge, built in Argyllshire, Scotland, to link Seil Island with the mainland... The crookedest river in all of the British Isles is also in Scotland. This is the River Forth, which travels 66 miles but covers a distance of only 10 miles... The Kenniah tribe, which inhabits Borneo, is noted for its canoes, called crocodile boats. The prows of these are equipped with hinged jaws, which contain jagged metal teeth.

Heavy betting money in Thailand doesn't go on horses or wrestlers but fish. The bad-tempered betta splendens, a two-inch-long fighter, will fight for hours with an opponent, and seems to observe its own set of fighting rules. Its battles, sometimes lasting for hours at a time, are watched with interest, and excitement by the Siamese. In this part of the Orient, breeding and raising the bettas is big business, and watching the fights, either in public arenas or private homes, is the national sport.

As soon as they are dumped into the same tank, two bettas, coloring brilliantly with rage, ruffling their fins, take up boxing positions and stab at each other. Because they must breathe air, the fish, by mutual consent, cease hostilities every now and then and rise to the surface. The battle can last for as long as 12 hours, and is only honorably concluded when one of the pugilists turns his back on his opponent and swims away.

THE INQUIRING SEAFARER

Question: What do you intend to do if and when you stop going to sea?

Charles White, AB: I don't think I will ever stop. Once you go to sea you like it, it gets under your skin and it is hard to get away from it. You must like going to sea or not like it; there is no in between. It is like no other work in the world and you must live with it always.

Paul Constan, pumppman: I don't intend to stop shipping at any time. I have been going to sea for 30 years and I like it very much. I'll keep sailing as long as I can stand and as long as the SIU exists to make sailing a pleasure rather than the chore it used to be in the old days.

Marcelino Santiago, bosun: As far as my present plans are concerned I'll be shipping for quite some time. When that time arrives that I feel I might like to retire, then I'm going to come back on the beach, own my own home and a little business of my own.

James Helgoth, FWT: I'm not going to quit the sea I love for a long time. If and when I do, I will seek an electrician's endorsement and set up my own shop shoreside. I also hope to own my own home and become a land-lubber, but, as I said, that won't be for some time to come.

Jesus Fernandez, chief cook: I have no other plans than to sail with the SIU and stay in the Union. The conditions are so good that any man would be foolish giving up all this for a shoreside job. Many of my brothers may disagree with me, but that is how I feel about sailing.

Carlo Manzares, OS: I intend to make a career of sailing if I can. There is nothing else that I have in mind because I love the sea and I expect to spend the rest of my life on it. Others may turn away from the sea, but I feel there is nothing that can compare with it.

MEET THE SEAFARER



PETER REYES, AB

Working around the waterfront in his native San Juan, PR, gave Seafarer Peter Reyes, AB, the desire to go to sea with the SIU. That was ten years ago, and he hasn't been sorry since that he hung up his quill and ledger for a career on the sea.

Reyes, born in San Juan in 1920, lived near the waterfront all his life. After leaving Castro Institute in the capital of the nation where he studied accounting, stenography, typing, shorthand and bookkeeping, Reyes went to work for a stevedoring firm on the waterfront where he put his college knowledge to good use in the front office. However, he was there a little more than one year when the war broke out and he decided to go to sea for his livelihood.

Only Sailed SIU

Sailing with the SIU for ten years, the 33-year-old Seafarer claims the Union as his only experience on the sea. He's never sailed with any other union and he's never going to, since he's really sold on the SIU and its benefits to the membership.

"When I started with the SIU ten years ago," Reyes said, "we didn't have anything near what we have today in the way of working conditions and benefits. They're getting better all the time, thanks to the negotiating committee and the alert and militant membership. Nothing could top benefits such as disability, maternity, hospital, scholarship and other welfare benefits. When it comes to working conditions, OT and pay, there is only one SIU."

Sailing with the SIU throughout the war, Reyes hit many a beachhead and sailed in many a war zone. Some of the areas he hit carrying military cargo or troops included Greenland, the Mediterranean and Europe. It was on one of his trips to Europe that he had his most harrowing experience.

In October, 1944, as the Allies were plunging ahead to victory, Reyes spent 52 consecutive days aboard his ship in the harbor of

Antwerp, Belgium, dodging enemy bombs. For that length of time the Germans were "buzz-bombing" his vessel and scaring the scuppers out of the crew. It was no fun awake or asleep on tons of kerosene, oil and explosives for the Air Force striking arm, with the Germans coming over every so often dropping calling cards. No one, he said, no one got much sleep in that period.

Brother A Seaman

Reyes is married and lives in Brooklyn with Emily, his bride of six years. He came to Brooklyn and the US 13 years ago, leaving San Juan when he was 20. Tiring of the work in the longshore office, Reyes went to sea in 1943 aboard the Samuel Johnson, headed for Italy, following the footsteps of an older brother who had been sailing for some time. The fact that his brother was already a seaman helped the younger Reyes to make up his mind about his livelihood and his war career.

The "buzz-bombing" was not the extent of Reyes' brush with combat during the war. Earlier, in the winter of 1943, he was on a ship amid 100 others in a convoy when the convoy was attacked by German bombers and submarines as it headed for Casablanca and Oran. Reyes and his ship were untouched, but several vessels went down nearby giving everyone aboard some festive moments.

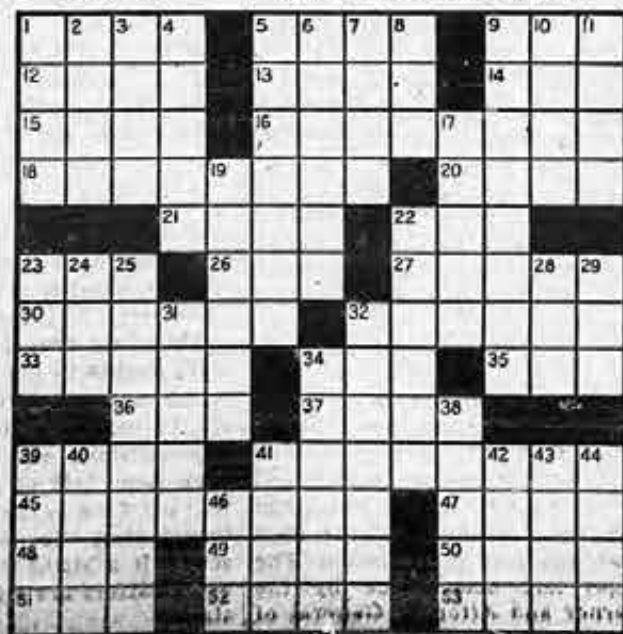
Reyes, whose last ship was Bull's Marina to Puerto Rico (he likes to go back every once in a while), says he prefers the intercoastal runs because it gives him more of a chance to get home and the payoffs are better. In ten years, he estimates he's sailed with ten SIU-contracted companies and on about 50 ships.

Right now Reyes is on the beach around the New York hall, just waiting for the right ship and his favorite run to come along. Then, he said, he's going to throw in his book for the job he wants, just as he always does with rotary shipping in the SIU. He said that's the best and fairest way he knows of getting a job anywhere in the maritime world.

The Seafarers Puzzle

- | | | | |
|-----------------------------------|---------------------------|--------------------------------|----------------------------------|
| 1. Across that smells when burned | 2. Port in N. Africa | 22. Pacific island SE of Ducie | 31. First cable ship |
| 3. Called out | 4. Slow mover | 5. Province of Canada | 6. Region on Africa's west coast |
| 7. Man's name | 8. Toward the rear | 9. Track men | 10. Small sheep |
| 11. Island off Donegal | 12. City in Peru | 13. Durocher | 14. Novel by Zola |
| 15. Bar in B.A. | 16. Member of the crew | 17. Unusual | 18. Railroad in N.Y. Abbr. |
| 19. Chow | 20. It makes good reading | 21. Pint: Abbr. | 22. Of the car |
| 23. Former German liner | 24. Property | 25. A shipping line | 26. Channel between cliffs |
| 27. Dutch sea | 28. Through | 29. Employs | 30. Long river in Siberia |
| 31. Exports from Chile | 32. One of Rome's 7 hills | 33. Ship's officer | 34. Broadcaster |
| 35. Hot-shot river in France | 36. Brothers: Abbr. | 37. Lure away | 38. Wallabas |
| 39. Doves | 40. A girl | | |

(Puzzle Answer on Page 25)



TEN YEARS AGO

In Europe, the Allies continued to move forward. In Italy, they took San Pietro, Mignano, Mount Spinuccio, Vezzani, San Vittore, and Ortona. American Canadian, and British planes bombed Rome, Innsbruck, Augsburg, Kiel, Mannheim, Ludwigshafen, Bremen, Frankfurt, Sofia, Eleusis, Pes-de-Calais, and Berlin. 1,000 tons of bombs were dropped on the naval and shipbuilding base at Kiel.

In the Pacific, American forces invaded New Britain. American planes continued to bomb Japanese bases in the islands, hitting Cape Gloucester, Kwajalein Atoll, New Britain, and New Guinea.

President Roosevelt appointed General Dwight D. Eisenhower as Supreme Commander of the Anglo-American invasion forces... On December 26, 1943, the British Admiralty announced that the German battleship Scharnhorst was sunk that evening 60 miles northeast of North Cape, Norway... German U-boat activity continued, and in the last few days they sank five ships, nine destroyers, and escort ships in convoys.

The coal carrier, Suffolk, from

Norfolk, Va., for Boston vanished off Montauk Point, NY after it had signaled for help. Aboard were 37 of the crew and naval gun crew sailors... The SIU recently won several tanker companies, including Standard Oil of California, signed by the SUP, over both company unions and the NMU... A. F. Whitney, on behalf of the Brotherhood of Railroad Trainmen, and Alvanley Johnson, on behalf of the Brotherhood of Locomotive Engineers, rescinded their strike orders and agreed to the arbitration of their pending disputes by the President. The President signed an executive order directing the Secretary of War to take over the railroads to avoid interruption of transportation by threatened strikes.

The SIU library of over 300 books — covering mysteries, romances, adventure, biography, economics, the trade union movement, and technical subjects — was opened in the baggage room on the fourth floor of the old Seafarers International Union hall in lower Manhattan. The bookshelves were filled by courtesy of the New York Public Library... In Ohio, 40,000 steel workers went on strike.

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Shore Leave Bans

Once again the SIU has led the way for all maritime workers. By going down to Washington and putting the chips on the line, the Union has won a promise from Defense Department authorities to change the shore leave regulations at Korea and at other Army bases.

Aside from the inconvenience involved in these restrictions, the SIU action may have successfully called a halt to Army inroads into the rights of all civilians overseas. When challenged as to their legal right to restrict seamen to their ships, Defense authorities hastily backtracked, well aware that their orders stand on very flimsy legal grounds.

Now however, it appears that some action will be taken to remove the unnecessary and unpleasant restrictions on seamen. But in any case, the Union will not rest on its oars. It intends to write a clause into the contract providing overtime payment for restriction to ship by military authorities. In that way, Seafarers will be fully protected in the event the new regulations are not satisfactory ones.

Maternity Benefits

It's only a coincidence, but it's an interesting one, that payment of the 1,000th maternity benefit to Seafarer Dominick Chirichella was followed in a few days by the birth of triplets to the wife of Seafarer Robert Long of New Orleans, Louisiana. Both occurrences point up the great value of the SIU maternity benefit to Seafarers and their families.

The fact that since April, 1952, over 1,000 Seafarers have collected the benefit, some of them twice, clearly shows the great need that the Seafarers Welfare Plan is filling with its maternity benefit program. It's become quite apparent by now, that the SIU membership, consists in very large part of men with families, contrary to the traditional picture of the seaman as a lone hand without a home to turn to.

This, in turn, is obviously the result of the great gains made by the Union through the years which have made it possible for Seafarers to lead a normal life in the community. That means family obligations, which the Welfare Plan is helping to meet.

Long's case, which of course is an exceptional one, nevertheless is another example of the importance of the plan. The Longs have one other child, 15 months old, plus the triplets. The birth of each child was occasion for payment of a \$200 benefit, or \$800 in all, plus a \$25 US defense bond in each instance. It's easy to understand how valuable such assistance has been to Brother Long in taking care of his family.

Back In Harness

The results of the voting in Atlantic Refining, while not what had been hoped for, have been met with one heartening response from the membership in all ports from coast to coast—a vote of confidence in the organizers with instructions to "go back in and finish the job." The election loss does not mean the end of the campaign as the company and its puppet union had hoped. On the contrary, the Union intends to stand by its loyal supporters in the Atlantic fleet and with their help swing a solid majority of the tankermen to the SIU.

This is not the first time the SIU has been in a tough organizing battle. It took five years of back-breaking work to win Cities Service, and in the course of those five years there were many setbacks, all of which proved to be temporary. The same determination that carried through against apparently overwhelming odds in Cities Service will be applied to Atlantic.

Like the Yankees and Notre Dame, the SIU may not win 'em all (as a matter of fact this was the first break in a long string of organizing victories dating back eight years). But when it's all over, Atlantic and its puppet union will know who the champions are.

LETTER of the WEEK

Captain Praises Crew's Heroism

To the Editor:

On September 17, at 1400 hours, George R. Black, a wiper aboard our vessel, the Marven, was accidentally and seriously injured. He sustained a severe fracture of the upper right arm, lacerations of the upper right arm and the right thigh and, as a result, was in a condition of shock.



Black

With the very able assistance of John W. Singer, a member of the steward department, I sutured the lacerations, applied a splint to the broken arm and treated the patient for shock.

Medical advice was requested immediately by radio through the Commander Western Sea Frontier. I was soon advised that a rendezvous had been arranged with the General A. E. Anderson, a large Naval transport, for the following morning at 0900 hours and a transfer of the patient would then be affected. The General Anderson is equipped with medical personnel and hospital facilities.

No Line Transfer

The Anderson arrived on schedule, but her captain thought it ill-advised to launch his ship's motorboat to pick up our patient due to heavy winds and high seas and suggested that the transfer be made by means of a line between the two ships. Fearing further injury to the patient and aggravation of his already weak condition if a line transfer were used, I requested that Axel Schmidt, chief mate, make the necessary arrangements to use one of the ship's lifeboats to row Black to the Anderson. The mate selected eight capable men from among the many volunteers.

At the end of an hour's time, despite 20-foot waves and cross-currents, we saw, through binoculars, that our men had arrived alongside the Anderson and that the patient was being hauled aboard the big ship. Almost immediately, a radio message was received from the Anderson stating that the patient had arrived aboard in good condition.

Returns Safely

Then we watched again for an hour or more while our men battled the winds and waves with their oars to return to us. They arrived back safely, quite exhausted. Due to heavy seas breaking at the ship's side, recovering our lifeboat was an impossibility without, perhaps, serious injury to the boat crew, and so it was abandoned.

There are few, if any, medals awarded in the merchant service, to my knowledge, but surely the men who were involved in this heroic effort deserve an honorable mention. They are, Edward G. Erne, third mate; Harvard Lem, first assistant engineer; Alexander Stankiewicz, DM; William Lamb; AB; Phillip Lukens, AB; John Harwell, AB; Joseph Kozlowski, OS, and John W. Singer, steward.

Master of the Marven

Lesson One . . . !



LABOR ROUND-UP

AFL President George Meany has resigned from the Public Advisory Board of the Foreign Operations Administration charging that the Government's labor program abroad had been dismantled. The advisory board had no meetings from March until December. Meany accused the FOA of discharging labor officers and doing away with the program of labor participation in defense of Europe and Asia against Communism.

Medical care for union members will be a major demand of the Communications Workers of America (CIO) when they meet with affiliates of American Telephone and Telegraph in the near future. The Union notified the company that it will ask for hospitalization for members as well as surgical benefits in the coming contract talks.

A strike vote among 2,000 engineers of the Chicago, Burlington and Quincy Railroad has been scheduled by the Brotherhood of Locomotive Engineers (Independent). The union complains that it has 500 unsettled grievances on the books. In addition it is going out nationally for a 30 percent increase for railroad engineers.

Lumber handling companies in British Columbia quickly backed down when striking CIO Woodworkers accepted their invitation to examine the companies' financial records. The companies' claimed that they were losing over \$10 for each 1,000 board feet of lumber marketed and invited interested parties to examine the books. When the union negotiating committee took up the invitation, they were informed that it had been revoked. Six thousand men are on strike for a \$1.49 hourly minimum.

Charges that a strike of 450 CIO workers against department stores, cafes and hotels in Port Arthur was "Communist-dominated" fell flat after the Texas Industrial Commission conducted three days of hearings into the question. The charges had been made by the Governor and Attorney General of

the State, but the Commission was unable to find any evidence. CIO Oil Workers representatives, who represent refinery workers in the town, denounced the charges and offered to guarantee that no Communist-dominated group would ever become influential among workers on the Gulf Coast.

An election victory at General Electric plants in Lynn, Massachusetts, and nearby towns was won by the CIO International Union of Electrical Workers over the Communist-dominated United Electrical Workers (Independent). The vote was 5,546 for IEU to 4,806 for UE. It was the third election in four years for representation of the 12,000 workers involved.

The perfect no-accident record of the L. Carlton Mertz Company, a Chicago chemical firm, paid off to members of the AFL Paint, Varnish, Lacquer and Allied Products, Local 950. The company recently received an extra insurance dividend which it promptly distributed among employees. Further, the company stated that the union has helped considerably in promoting the company's safety program.

Winner of a trip to Washington, mechanic Earl G. Livingston of Douglas Aircraft at Torrance, California, is back home after a week's visit. Livingston, a member of the International Association of Machinists, (AFL) won the trip by signing up 476 new members during a six month's campaign by IAM's District 720. In all, the District signed up 2,184 new members.

A new transit crisis is in the offing for New York City's subway riders around New Year's Eve. The Transport Workers Union (CIO) and the City Transit Authority have been unable to get together on the terms of a new agreement covering approximately 30,000 workers on city subways and buses. There's been some talk of a subway strike, with the Transit Authority threatening to take injunction action if a strike comes off. However matters are still in the talking

FOR FAST ACCURATE SERVICE

A modern filing system, with the use of fast and special machines means fast, accurate service for the members of the SIU when it comes to handling vacation and welfare benefits.

At the New York headquarters, the records of each member are handled by special IBM machines that do just about everything except cook.

The machines put the required information on the record cards, automatically sort the cards, file them in proper order, pick out the cards wanted, automatically "read" the information on the cards and print the information on another sheet of paper, "read" the information on the cards and add, subtract, record totals and check errors.

In all, it means less "red tape" for Seafarers, accurate records and quick service.



A headquarters employee watches a collating machine, which automatically sorts and files the cards in proper order. The machine can also pick out any particular card from a file in a matter of a few seconds.



Operator at left works a tabulating machine. As the file cards run through the mechanism, it automatically prints the desired information on the sheet of paper in proper order.



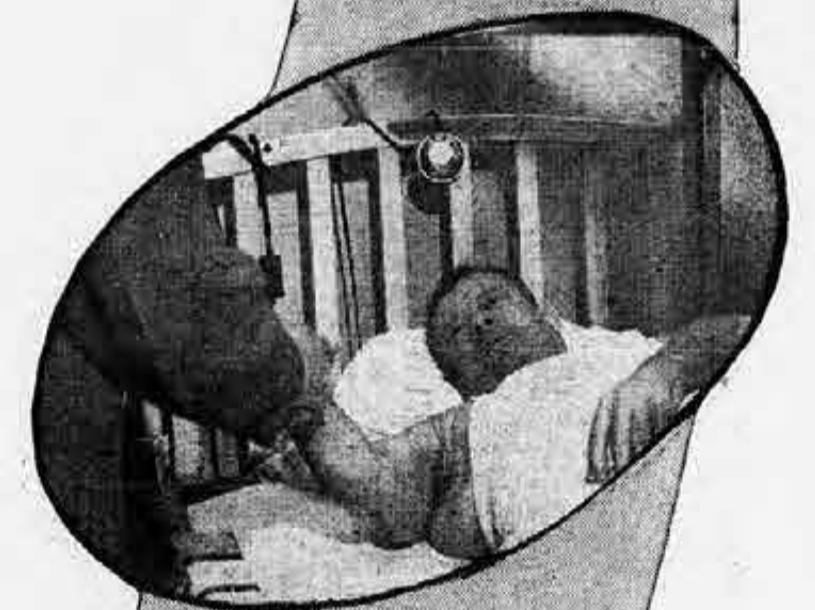
Once the cards have been handled and filed by the machines, a file card such as a Seafarer's vacation payments record, can be picked out of the file in a few seconds.



While key punch operators (along wall) make up new cards, to keep the records up to date, the collating machine (left) automatically files them in their proper order.



George Singer, supervisor of the department, checks a finished card with one of the key punch operators. Once the information is placed on the card by the key punch machine, it is ready for filing by machines.



MARITIME

Four grounded vessels in the Caribbean area gave the salvage firm of Merrit, Chapman and Scott a busy time last week. The latest ship to go aground was the 3,800 ton Columbian motor vessel, the Ciudad de Bogota. Meanwhile a Merrit-Chapman tug had hauled the small British freighter Armlada into Kingston. The lumber carrier had been stuck on a reef for six days. The same tug went out after the Ciudad de Bogota which was stuck on the Quita Sueno Bank, 140 miles off Nicaragua. Another ship, the tanker Poplarbranch went aground near Barranquilla, Columbia, while the Norwegian freighter Varg, loaded with a cargo of sugar, was in low water on the north coast of Cuba.

A near-record turn-around was claimed by the Home Lines for its passenger ship Atlantic, which spent only nine hours in the port of New York. The speedy turnaround was made necessary by storm delays en-route to the US. A total of 549 passengers got off the ship and 452 passengers boarded it in that period. In addition, the ship took on fuel and provisions. . . . The British tug Turmoil, which will be remembered as the ship that nearly rescued the Flying Enterprise escorted the Norwegian American liner Stavangerfjord into port after she lost her rudder. The 13,334-ton passenger ship had 1,000 persons aboard but was in no apparent difficulty. The ship had been making slow progress, steering with two propellers.

The post-war drop in Pacific Coast coastwise shipping has been blamed partly on Interstate Commerce Commission rate policies in a study by the San Francisco Bay Ports Commission. Railroads and truck lines have captured much of the business formerly carried by ships, and the report declared that the ICC had permitted railroads to reduce coastwise rates while increasing inland rates, thus putting ships out of business. The report also cited Government take-over of specialized coastwise ships during World War II, which owners have never been able to replace because of the jump in building costs.

Norwegian deck officers were out on strike for one week seeking wage increases but have been ordered back to work by the Labor Ministry. About 200 of the country's 1,000 ocean-going vessels were affected by the walkout. . . . The Customs Bureau has announced it will charge fees for services formerly rendered free of charge. These include registering a house flag, recording a trade mark, establishing a bonded warehouse, and other services. Fees will run from \$25 to \$100 with the lower figure prevailing in most instances. . . . The skipper and owner of the Polish liner Batory were found guilty in Federal Court of misconduct when the ship picked up a small plane at sea and then sold it in England for salvage. The company has been ordered to pay the owner of the aircraft for the plane.

An information booklet on freight rate procedures, called "The Steamship Conference System" is being distributed by a shipowner committee. . . . The 113-year-old New York and Cuba Steamship Company has been sold to new owners for \$9 million. The company operates six C-type ships to Cuba and Mexico. New owners are T. J. Stevenson & Co., which has announced it will try to operate without the Government subsidy that the line has been receiving. . . . The new Swedish liner Kungsholm has returned home after a successful maiden voyage to New York. The 22,000 ton liner was built at a cost of \$10 million and contains 802 passenger berths, 626 in the tourist class. . . . The US Government may take steps to limit foreign flag shipping on the Great Lakes if the St. Lawrence Seaway is built. Many foreign flag ships come to the Lakes and stay there permanently by shuffling between the US and Canada.

Isbrandtsen Steamship Company has won approval to establish a new intercoastal service. The new service will go into effect on December 28 and will include both passenger and cargo services. . . . Six crewmembers of a Canadian tug, the C. P. Yorke, were lost when the vessel hit a reef at Welcome Pass, 50 miles northwest of Vancouver, British Columbia. . . . Customs collections in the Port of New York for November totaled over \$29 million, which was an increase of \$1,800,000 over the previous year. . . . A new tanker built expressly for transportation of liquid chemicals has been launched at the Bethlehem Steel shipyard in Quincy, Mass. The tanker Marine Dow-Chem looks like a standard petroleum carrier but has different internal arrangements. Her tanks have special linings and pumps, vents, pipings and tanks have been rearranged.

A total of 2,198 troops including 1,198 veterans of the Korean fighting arrived last Tuesday at the Staten Island Port of Embarkation aboard the troopship General Leroy Eltinge. The troopship left Pusan on November 7 and picked up another thousand men in Leghorn, Italy. . . . The Arnold Bernstein Company announced four additional cruises between Miami and Nassau on its cruise ship the Silverstar. The cruises have all been scheduled for early in January. . . . The quantity of traffic carried by an inland waterway like the Ohio River is indicated by the fact that Evansville, Indiana, handled 1,400,000 tons of cargo in 1952, yet it only ranked seventh among all Ohio River ports.

SEAFARERS in ACTION

A couple of crewmembers of the John B. Kulukundis got a world of praise from their shipmates for the way they conducted matters on board the Liberty ship, according to the latest report received in the ship's minutes. Both men got a vote of thanks from the crew for their services in running the ship SIU style.

High words of praise were written about Lawson in these terms: "If we had more men like Lawson aboard, our ships would not have to worry about fouled up ships. We don't see how he did it as he had to operate on a shoestring."

Further, the crew said, Lawson had found the solution to petty

beefs, grievances and arguments that might spring up from time to time aboard the vessel. . . . Whenever anything like that popped up, or somebody got a little out of line, Lawson would call a meeting to have the trouble talked over. Usually whatever the beef was it would get straightened out right on the spot instead of festering and possibly causing hard feelings among the crew for the remainder of the voyage.

Lawson, who is a native of Australia, became a member of the SIU on April 4, 1943, in the port of New York. He is 48 years old and comes from the Australian metropolis, Melbourne.

Also on board the Kulukundis, ship's delegate W. C. Scott came in for his share of pats on the back for the solid job he has done as delegate. The way the crew put it, "he is a credit to our organization." Scott, who is a Virginian, joined the Union in the Port of Norfolk July 1, 1943. He's 31 years old and a native of Benton, Va. He sails on deck.

We mentioned in the last issue that there are quite a few ships at this time of the year who have very kind things to say about their stewards departments, particularly for the fine holiday dinners that they turn out. Space would hardly permit the listing of all the men and ships involved, but judging from the sample menus that have flooded the LOG office there was some very good eating.

It wasn't just a matter of the turkey, although that was in evidence everywhere, but the variety of other items that went into the dinners, in some instances making them pretty much a la carte meals. A collective vote of thanks goes to the men who were responsible.



Lawson

On the Job

Valves And Their Use

There are at least eight major valve types and numerous variations of each design so that knowledge of their operation becomes an important part of engine room maintenance. The basic function of all valves of course, is to control the flow of substance through a pipe, but the varying design of individual valves depends on the type of material flowing through the valve, its location, its importance in the pipe system, the kind of warping it gives when not working and so on.

One basic valve type, called the globe valve, angle valve, needle point or one of similar construction, closes off the opening through pressing something directly down on it. The gate valve type operates in the manner of the sliding door.

In the globe valve both outlets run in a straight line and consequently it is used as a means of regulating the flow of gas or liquid. Because of the construction of the valve, however, the liquid flowing through a globe valve has to change direction going in and coming out of the valve, which sometimes drops liquid pressure.

For Turning Corners

The angle valve is designed for installation where pipe lines go around a corner or change direction. The opening turns a corner instead of going straight through in and out of the valve. Both the globe and angle valves will be installed so as to close against the direction of flow and the pressure. This allows for repacking of the valve when it is shut off and provides for no pressure on the packing when it is closed. If for any reason the disc were to separate from the valve stem, the valve couldn't be opened while there was pressure above the valve, which provides a definite safety advantage.

Both angle and globe valves can be used for throttling as they can function well while partly open. The gate valve on the other hand, is seldom used for this purpose since the material flowing through the pipe will nibble away at the edge of the gate. The advantage of the gate valve is that with the gate sliding across the opening instead of being pushed on or into the opening, the flow of liquid through the pipe does not have to change direction and there is no pressure drop. These valves are best used when either fully opened or closed completely.

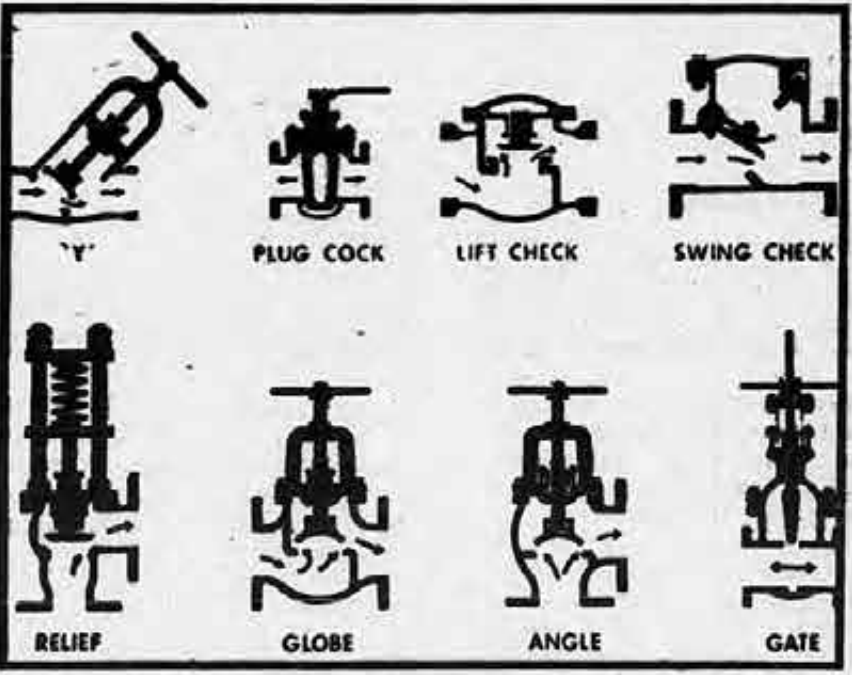
The needlepoint valve comes into play where very fine control of a small amount of gas or liquid is required. It is used as a throttling valve with the degree of throttling control being very fine as the tapered needle is inserted or withdrawn from the valve seat.

The plug valve consists of a plug with ports in it. It can be rotated so that the ports are in line with the ports of the valve seat permitting the liquid to flow through. A "Y" valve, as the name indicates, fits into the pipe at an angle. It is similar in construction to the globe valve, except that the angled mounting offers less resistance to the flow through the pipe.

Responds To Pressure

A lift check valve is so constructed as to provide for a free-floating disk which moves up and down with increase or decrease of pressure behind it. A swing check valve hinges the disc to an arm and allows it to swing open and closed in accordance with the pressure in the pipe.

Relief valves are installed as safety devices on pipe lines and pumps. The disc is held against the seat of the valve by spring pressure which can be adjusted to suit. If the pressure in the pipe exceeds safety limits, the relief valve disc will give way, allowing for pressure reduction before the pipe will burst.



Outline drawing shows several different valve types. Arrows indicate the direction of flow in the material.

Burly

Orders Is Orders

By Bernard Seaman





An AFL-ILA member appears on a television program to appeal for votes just before election day for the longshore workers.

AFL Rolls Up Big Tally In Dock Vote

(Continued From Page 2)

the less surely, into the hands of those evil elements which have reduced this port to its present sorry state."

The shipowners had hoped to follow up the election results by rapid signing of an agreement with the old ILA. It's expected now though that signing of the agreement may be delayed for some time and a strike on the docks is a possibility anyway.

Continue Drive

Prior to the election, however, the trustees of the AFL-ILA, George Meany, AFL president; Dave Beck, head of the International Brotherhood of Teamsters; Al Hayes, Machinists Union; W. C. Doherty, Letter Carriers; and Paul Hall, SIU A&G District, met in Washington and agreed to continue the campaign to free the longshoremen from racket control. They have at their disposal a solid nucleus of 130 locals in the Great Lakes, Puerto Rico, the West Coast, Alaska and on the rivers on which to build the new organization.

Intimidation On Docks

Under the circumstances, waterfront observers agreed that the AFL-ILA did extremely well to roll up the sizable vote it did in the face of the iron curtain of fear and intimidation surrounding the dockworkers. This atmosphere prevented the AFL organizers from contacting many thousands of them in the few short weeks preceding the election.

When the new union was first chartered at the AFL convention last September 22, it existed only on paper. There was a need for trained organizers to get the whole organization started from scratch, and the AFL turned to the SIU as the union closest to the situation, to help get the AFL-ILA on its feet.

Within days, the machinery of organizing was set into motion. Organizing offices and temporary headquarters were established in Brooklyn, Manhattan, Staten Island and New Jersey. Thousands of longshoremen submitted signed pledge cards. Several locals in the area held secret ballot elections and swung over to the new union, giving it a nucleus to begin operations. A steady flow of leaflets and a regular newspaper, the "New York Longshoreman" aided the drive.

ILA Camped Down

Once it became apparent to the leaders of the racket-ridden ILA that the men would vote if given

the chance, they quickly clamped down. Longshoremen of various locals who had been scheduled to take secret ballots on the affiliation question found when they arrived at meetings that the mob was in full control. A series of "Ja" votes stopped the defection of the local unions.

Nevertheless, as the days passed it became apparent that the AFL-ILA was gaining strength steadily. A series of meetings was scheduled regularly in all areas each week. Longshoremen found that they could hit the deck for the first time and voice their grievances. More and more men started coming in to the new union when they became convinced that they could do so without harm.

Lack Of Time

However, in the few weeks that the new union had begun functioning it had not been able to contact many longshoremen in various sections of the harbor, due to the lack of time and manpower to reach 22,000 men and the curtain of fear surrounding dockworkers. While steady progress was being made by the organizers, reinforced by the efforts of dozens of SIU volunteers, it seemed that many more weeks of work were necessary before the new union could command the allegiance of a solid majority of dock workers.

In this situation, the shipowners stepped into the breach to save the old ILA. The old ILA's contract had run out in October and a strike had been called, but an 80-day Taft-Hartley injunction had temporarily suspended strike action. The injunction ran out on December 25 and the shipowners were fearful that the strike would be renewed.

Immediate Election

Consequently, they prevailed on the National Labor Relations Board to order an immediate election, knowing full well that such an election would favor the old ILA. The knowledge that the AFL was demanding a 20-cent hourly increase, an eight hour day guarantee and other gains, was considered no small factor in the shipowners' anxiety for an early election.

The NLRB decision to hold a quick election was subject to much official and unofficial criticism in Government quarters and elsewhere. It was pointed out that the shipowners could have averted a strike by putting into effect the AFL-ILA's demands without the formality of signing a contract. Nevertheless they preferred to hold an election in the hope, no doubt, of getting in sight to a cent contract with the old ILA.

Real 'Piruts' Captured By British Navy

It used to be that a seaman was safe in his own bunk at night, but you can't tell about anything on the high seas these days.

So it would seem according to a story released by the British Admiralty concerning piracy on the high seas, midnight boarding parties, pirates armed to the teeth with cutlasses, and dates. Arabian dates, that is. The pirates were not so identified.

The Admiralty told the tale of dhow lost and dhow regained this way:

A party of Indian seamen staggered into the Arabian town of Muscat and frenziedly reported that their dhow, the Naram Passa, had been boarded by 20 pirates, armed to the scuppers, and the crew was put ashore while a prize crew manned the floating loot—a cargo of dates. It seems the pirates came from a smaller boat, luring the dhow within boarding distance before breaking out the hardware and getting their dates. Captured, the dhow was last seen heading southward before the British Admiralty came upon the scene with gun mounts oiled and ready.

Her Majesty's frigate, Flamingo, was ordered to search for the ship while enroute from Aden, to Arabia, to the Persian Gulf. The captain was tipped off that the pirates had a hideout in the village of Jadhil. Under cover of darkness, a boarding party from the frigate went aboard the dhow at midnight in the Arabian Sea and captured the pirate gang. From there it was a short trip to the brig and leg irons for the usurpers.

The admiralty statement winds up the story this way:

"Village and dhow were approached during that night and some of the crew surprised in their bunks.

"Later next day the whole crew was apprehended.

"HMS Flamingo now has the Naram Passa in tow and is proceeding to Aden with her pirate crew."

Some nights it isn't safe in your own bed.



Seafarer Dominick Chirichella and his wife smile proudly over their first born, Joseph, the 1,000 SIU maternity benefit.

Welfare Plan Pays Out 1,000th Baby Benefit

(Continued from page 2)

grounds that only a limited number of the membership would receive such benefits. However, experience has shown that a very large number of the membership could use this benefit to great advantage, since a great many men are at the age when they are beginning to raise families.

Easy Qualification

The SIU benefit is unique both in the size of the benefits given and the liberal qualification provisions. Most maternity benefits require that the family be covered for at least a year before they can become eligible for payment. Under the SIU benefit, one day on an SIU ship prior to the birth of the baby is sufficient to qualify a Seafarer.

The average maternity benefit paid by group insurance plans runs from \$80 to \$90. By contrast, the SIU \$200 benefit is sufficient to cover most if not all the ex-

penses of delivery and hospitalization. For many Seafarers it has made the difference between having to ship out to meet the medical expense, or staying home with their family when the new arrival came.

SIU maternity benefits, like all other SIU welfare payments, come from the SIU Welfare Plan which is unique for its direct operation through a board of Union-employer trustees, instead of through an insurance company. The consequent savings enable the Plan to exceed benefits paid by most other group insurance systems.

US Yields On Shore Leave Ban

(Continued from page 3)

senting various Government departments to draft a new set of regulations that will apply to all ports everywhere. The new regulations will permit seamen to land with a reasonable degree of freedom.

Attending the meeting as members of the joint Union-shipowner committee were Algina; Ray Murdoch, Washington counsel; Max Harrison, Waterman SS Company; Milton Williams, Bull SS Company. Government representatives present included Assistant Secretary of Defense Fanning, Samuel Silver of the Defense office, General F. A. Helleman, Director of Transportation and Communications in the Department of Defense, plus a variety of other men from MSTs, the National Shipping Authority, the Maritime Administration and various military departments.

Be Sure to Get Dues Receipts

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

SIU Resumes Atlantic Drive As Vote Favors Company

(Continued from page 3)

but that the Union saw it through to eventual victory.

In analyzing the outcome of the election, organizers pointed to two key factors—a scare campaign in the closing weeks in which the company itself intervened heavily to bolster its sagging puppet union, and the betrayal of the SIU oath of obligation by Atlantic tanker men who had received SIU membership books. These men had received their membership upon wholeheartedly pledging their support to the SIU in the fleet and showing every evidence of supporting the SIU drive. They had taken the oath to support the Union, but played turncoat in the voting booth.

The company's heavy participation came when it became apparent that the AMEU was sagging badly in the face of the SIU organizing drive. Under the cloak of a "voluntary contribution" drive in the fleet by the AMEU, Atlantic apparently pumped large sums into the empty company union treasury. The AMEU was then able to hire a staff of experts who embarked upon a scare campaign to frighten tankermen into sticking by the company at all costs.

the AMEU had been thoroughly discredited as a company puppet and that the men had voted for the employer, not the company union. The company's participation in the campaign in behalf of the AMEU was taken as further evidence of this fact by the tankermen.

An example of the company's complete disregard of the company-sponsored union was its action in denying emergency leave to a tankerman whose wife was seriously ill. The tankerman in question had been one of the company union's staunchest supporters and had even acted as an observer during the voting for the company union.

As a result, he has been forced to quit the company. He now agrees that his biggest mistake was in believing the company's promises of job security and the AMEU's claim of protection for the tankermen.

SIU organizers are confident that resumption of the organizing drive would bring eventual victory. As one organizer put it, "We started 15 months ago from scratch with just a handful of men in the fleet. Now we have 376 solid SIU book-members in there to serve as a rallying point. We intend to go back in there and stick with it until we win."

SIU organizers need too, that

Steel Inventor Seafarers Brew Cup Of Tea With Fishy Flavor

Pleasure is where you find it according to the Seafarer's code, and when things die down aboard ship or in town, it is up to the crew to brew their own dish of tea. That's what six crewmembers aboard the Steel Inventor (Isthmian) did last month when their ship pulled into Karachi, Pakistan, on a Far Eastern run.

It wasn't exactly their own cup of tea that they brewed, but due to the high cost of another liquid resembling tea only in its fluidity, the men set out on another task. It was a sort of busman's holiday. In short, the men decided to get up a fishing party and a half dozen hearty Isaac Waltons made up the crew.



Bedell

Renting one of the Indian sailboats frequenting the harbor and lying around the anchored vessel, the party set out at 7 PM, getting underway with the aid of a spanking breeze which had sprung up. Shipping along on this piscatory cruise was Brose, the steward; Hazen, chief cook; Willie and Fowler, oilers; the radio operator and Charles Bedell, all of whom were set for a night of fishing outside the confines of the harbor.

Sails full in the wind, the vessel reached the spot within a comparatively short time as the air was full of festive roistering. With anchor dropped and baited hooks, the men waited patiently until the first fish was landed by Fowler. Casting tradition before pride, stout-hearted Fowler tossed it back into the briny deep for good luck—besides it was only three inches long.

There followed another waiting

Throw In For A Meeting Job

Under the rules of the SIU, any member can nominate himself for meeting chairman, reading clerk or any other post that may be up for election before the membership, including committees, such as the tallying committees, financial committees, auditing committees and other groups named by the membership.

Since SIU membership meeting officers are elected at the start of each meeting, those who wish to run for those meeting offices can do so.

The Union also welcomes discussions, suggestions and motions on the business before the meeting.

period which seemed as if all the fish in the Indian Ocean had gone out to lunch elsewhere, Hazen landed two fish of fair size and promptly decided he had done enough. Feeling his part in the expedition was fulfilled, Hazen dozed off into slumberland at 9:30 PM and left the rest of the fishing to his colleagues. The men quickly filled the breach.

Breeze Sprung Leak

After increasing the catch in a few more hours, the boys decided they had had enough and thought it the better part of valor to head back for the ship rather than face the darkness in an open sailboat any longer. But lo, the breeze which suddenly had sprung up upon leaving the harbor, had just as suddenly sprung down. Calling upon all the native seamanship

aboard, as well as tacking and rowing the vessel intermittently, they made it back to the breakwater about midnight. Then the natives waded ashore and towed the vessel into the dock.

Upon disposing of the fish by giving them to the natives for their OT, the men headed back to the vessel and logged aboard at 2 AM. Next morning the rest of the crew demanded evidence of the caught fish, but the boys were caught with their scales down, having disposed of their catch. Everyone claimed to have made the haul of the season, including Bedell and the radio operator, who, in fact, had only fed the little fishes from their barbed hooks. The chief cook, incidentally, was still sleeping when the boys hauled him aboard.

Daring Seaman Saves Lives, Ships, By Putting Out Blaze

In an example of heroism aboard the tanker Seathunder (Colonial), Seafarer Oscar Larson, AB, displayed courage above and beyond the call of duty when another seaman made an almost fatal mistake.

It all happened in the early hours of August 1, 1953, with the tanker moored to her berth in Carteret, NJ, at the General American tank storage terminal. At 3 AM on said morning, Larson, a school teacher in the winter months, and AB on the 4-8, noticed a burning mattress dangerously near the high octane valves of the ship.



Larson

Taking the situation in a glance, Larson told Jack Morgan, OS on the 4-8, to get some water on deck. Immediately thereafter Larson swung into action, diving underneath the dock and smothering the blaze with his body. He was, all the while, all too aware of the proximity of the high octane valves, but he decided the best course of action was a swift one in order to save himself, the ship, the surrounding town and all the people in it. It all could have gone up the flue if the flames hit the high octane gas.

A little detective work, called for after the excitement died down,

turned up the cause and the culprit. It seems one of the men was under the weather and, compounding the crime by smoking in bed, was careless enough to allow the mattress to catch fire. An old freighter hand, the seaman decided it would be best to jettison the flaming mattress rather than have it around at that searing time. There could have been no graver mistake with all that high octane gas around, but Larson, though burned in the process, came to the rescue at just the right time.

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.

Did You Know . . .

That the two points farthest apart in the United States are Cape Flattery, Washington, and a point on the Florida coast south of Miami? These two points lie about 2,835 miles apart. The distance between West Quoddy, Maine, and Cape Alva, Washington, is 2,607 miles. Contrary to popular conception, neither Washington nor Maine is farthest north of the 48 states. Minnesota is.

That Robinson Crusoe was actually taken from a story of a shipwrecked seafarer? Daniel Defoe, author of the classic adventure tale, got the idea for the story after reading of the adventures of the sailor and adventurer, Alexander Selkirk. Selkirk, a Scotsman, joined a buccaneering expedition under William Dampier. Selkirk quarreled with the captain and at his own request was put ashore on an island off the coast of Chile, with a few necessities of life. This seems to have been a case of talking first and thinking second. After realizing his predicament, Selkirk begged to be taken back aboard, but the captain refused. He lived alone on the island for four years before being rescued.

That the Leaning Tower of Pisa was planned in the 12th Century and that actual construction began in 1174? The tower was originally planned as a perpendicular struc-

ture. The pilings that the tower rested upon began to sink in the subsoil of sand and clay. As a result of this, construction of the remainder of the tower was delayed for about 60 years. Over the years, the tower has continued to sink and lean. Engineers estimate that if this condition is not corrected, the tower will not last another 300 years.

That there are more than twice as many people living in New York today than in all of the 13 colonies at the time of the American revolution? The population of the original 13 colonies was a little over three million compared to the nearly eight million people now living in New York City. Immigration from Europe was the major reason for the city's and the nation's growth from earliest times.

That the SIU has always made it a policy to settle beefs at the point of production? The key to the Union's representation of Seafarers has been on-the-spot settlement of disputes wherever possible so that Seafarers do not have to wait weeks or months for their disputed overtime.

That one issue of a leading Sunday newspaper consumes newsprint from only 190 acres of trees? Much newsprint is imported from Canada; the rest from Scandinavia, particularly from the forests of Finland.

Has Cake And Eats It, Too



Seafarer Luis Ramirez, left, receives a cake in celebration of his birthday from Voss, chief baker, aboard the Northwestern Victory. It went around to all hands, who showed their appreciation of the cook's ability by polishing the platter.

Seafarer Rags - The Case Of The Unredeemed Camera

By E. Reyes



The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

The telephoto lens, or long lens as it is known, has been used by photographers with great success for quite some time now in certain specialized types of photo work. A lens that is longer than normal size is preferred in doing portrait work since it gives the appearance of more "normal" perspective in the finished print than a lens of standard length. And of course, many people, both amateur and professional, use the telephoto when photographing distant scenery and objects.

Good For Scenery

One of the obvious purposes an average camera user can put the telephoto to work on is on mountain scenery or, if you happen to be on a ship, for photographing a passing vessel or other equally distant objects. In order to get a distant object to look anywhere near what it looks like to the eye, the telephoto lens must be employed. Sporting events, photos of cities from great distances and other "long" shots are regularly taken by telephoto.

Some really dramatic and interesting shots have been taken with the use of this lens. All Seafarers at one time or another have seen photos of baby birds in their nests, wild animals in their native habitat and the like, all of which have been taken at long range.

Obviously, the telephoto is not just another gadget for specialized use. With it the photographer not only can use his camera to greater advantage than the average camera user, but he can also get quite a few kicks out of using the lens.

Real Candid Works

For example, at a meeting a long lens will give you an opportunity to get facial expressions without getting up close to the speaker where he will be conscious of the camera pointing at him. That way the telephoto lens can be used for real candid camera work of the kind that other camera users often strive for but don't always achieve. The same thing can be done on a ship when taking a photo of a shipmate who is some distance away.

For a 35mm camera, the telephoto lens will be 100mm, or just about twice the size of the normal lens. Consequently, the 100mm lens will give an image twice the size of the 50mm lens when taken at the same distance. Or you can shoot from twice the distance and get the same sized object as with a camera half again as close to the shot.

You can use a telephoto lens on any camera where the regular lens can be removed. The important thing to remember of course, is that the telephoto lens for one camera is not a telephoto for another. What makes a lens a telephoto is its size in relation to the size of the film you are using, since the average camera lens is equal to the diagonal of the film.

Be Careful to Avoid Blurs

The one thing to be careful with in using a telephoto lens is to avoid blurring because movement becomes more apparent with the increase in the focal length of the lens. Therefore, the exposure should be as short as possible.

Another thing to take note of is that telephoto lens are very expensive. So before you go out to buy one, borrow or rent one and see if the results you get justify the added expense of investing in one of the long jobs which serves as a second lens for your camera. But if you do know how to use it, the lens can give quite a lot of variety to your picture taking.

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

Recalcitrant Refrigerators Keep Meats From Being A Table Staple

Some ships and Seafarers have problems all their own, which no one else would care to have, but none so poignant as the meat situation aboard the Sunion (Kea) were it was "on again-off again" with the would-be filet mignons and the refrigerators, according to Seafarer Stephen Emerson.

It all started about two months ago after the Sunion left New Orleans bound for Pusan, Korea, and Far Eastern points. The ice boxes acted up like skittish colts all the way across the Pacific, with the meats removed from the boxes and allowed to thaw out at various periods. This caused a large quantity of meats to be lost, and when the ship was restocked in Pusan, the steward had to use his own judgment because no meat graders were available.



Emerson

After repairs to the freeze boxes were made by reefer engineers, the ship sailed to Kure, Japan, where upon arrival, the ice boxes went on the fritz again. This

called for a staff of expert technicians, so the ship was sent to a Hiroshima shipyard for reefer resuscitation. All the meats had turned soft once more in the interim, and had been removed for placement in cold storage.

Out, Out, Brief Reefer

Eight days later, repairs completed, the ship got underway once more after a change of meats under the calculating eye of a food inspector for the Australian Navy. Back to Kure for additional bunkers went the ship, when, lo and behold, the boxes went on the blink once more. This called for a return to Hiroshima for another two weeks with the meats getting moved to cold storage for the third time. The steward, to add insult to injury, daily was forced to commute 15 miles for ship's stores.

When the meats were finally brought back to the ship, and

Kenya Government Progresses With Mau-Mau; Looks For Unity

With all the hubbub going on about the Mau Mau situation in Kenya, writes Seafarer Harry Kronmel, no one is giving enough credit to the Kenya government for all the good it is doing in the crisis.

When the trouble started some two years ago, the African correspondent notes, the Europeans and loyal native population were unable to cope with the terrorist group. However, the Malayan campaign has taught many Englishmen how to fight modern jungle warfare. Moreover, other methods have come into use whereby the terrorists are being brought under control.

As a result of the new tactics employed by the government, hope is rampant in certain circles that peace will finally come to Kenya some day and that the European population will be welcome.

Martial law exists today in most

parts of the Kenya Colony. A "starve them out" campaign started a few months ago and it has achieved satisfactory results. The African laundryman, he says, the Asian merchant and the Indian curio dealer



Kronmel

agree that Kenya must be completely independent someday, when the people are ready for separate control. A radical step in this direction has been taken with the opening of the first inter-racial

school in Kenya's history. The color line has been abolished and requirements for admission will vary according to the student's previous schooling.

The training of Africans is past the blue-print stage; the actual work has begun. New schools are being built in Mombasa, Nairobi, Kilindini and in surrounding areas. The government is looking for funds to start an East African University, hoping to make it the leading school on the continent.

Not much is heard of Mau Mau in Mombasa, Kronmel notes, although having seen a sign in a shop window which showed a vicious-looking African with lunging hands. The caption read, "The Mau Mau wants your gun. Don't give it to them!" It seems, says the Seafarer, that his shipmates on board the Robin Locksley are the only ones who talk about them.

Well-Run Town

In the estimate of most American Seafarers, he continues, Mombasa is a very well-run town. The African runs his own police force, and the dock area is in good security hands. The post office also has come into its own, with mail taking only five days to and from the states, and they have their own fire department.

Mombasa is another melting pot of the world, with Mohammedans, Christians, Hindus, Jews and others living in the town in peace and harmony. There were some unkind words said in the past between all factions, but there seems to have been a closing of ranks and a closer relationship among these people, including the ever-present Europeans. With the Christmas spirit in the air, the people seem to be getting along much better, which is as it should be.

Working On Deck



Seafarer J. Suarez, OS, top, and A. Wojcicki, DM, work on deck on the Del Norte on recent run.

LOG-A-RHYTHM:

Santa Visits A Ship

By M. Dwyer

'Twas the night before Christmas
And all through the ship
We were all squared away
For a nice pleasant trip,
Our seabags were hung
In the messhall with care
In the hopes that Saint Nick
Soon would be there.

The skipper was snoring
And set in his sack,
Dreaming of a crap game
And the dough he'd won back.

When all of a sudden
There arose such a clatter
We sprang from our bunks
To see what was the matter,
We ran to the bulkhead,
The porthole threw open,
And were all so amazed
Not one word was spoken.

For riding o'er the waves
There came old Santa Claus
In a dory pulled on by

Eight tiny seahorses.
"No reindeer," we wondered,
"What's wrong with him?"
But then we remembered
That reindeer can't swim.

Then he sprang from the dory,
Caught hold of the mast,
Slid down to the deck
And made himself fast.
Down the companionway
Sneaked we, quiet as mice,
And watched with surprise
And the feeling was nice.

He proceeded at once
To fill each seaman's sack
With the load of good things
That were strapped to his back.
It was great he remembered,
Though so far from home,
He had not forgotten,
Though rough seas we roam.

We may yearn for mistletoe,
Or a tinsel tree,
Or to hold a loved one,
Her sweet face to see,
But that visit he paid us
Sure helped our morale,
As we thought of our homes
And each of his gal.

He finished his work
And sprang up the mast,
Wishing us a safe voyage
On a wind that was fast.

I'll never forget
The look on the crew
To think that Saint Nick
Should visit them, too.

Quiz Corner

1. Which former Stanford football star and Olympic champion is now in the United States Marine Corps at Quantico, Virginia?
2. Who was the Republican Senator who demanded the resignation of Agriculture Secretary Ezra Taft Benson?
3. Which of the 48 is the Pinetree State?
4. Name the recently deposed prime minister of British Guiana?
5. Which Senator is married to a former member of Congress?
6. What professional boxers had the following nicknames: The Toy Bulldog; The Fargo Express; Perpetual Motion?
7. Who was the late Ernst Reuter?
8. There are two Maliks who are delegates to the United Nations. Who are they?
9. What former American Secretary of State is an American delegate to the UN?
10. Where is Mont Blanc?

(Quiz Answers On Page 25.)

Christmas Gift Shopping, Space Plans On Campbell's Schedule

As 1953 draws nearer to its end, so, too, does Red Campbell's stay aboard the Suzanne (Bull), according to his latest communique from the mirth front. Here is what he has to say, in his own indescribable style:

As usual, the past five months on the Island run have been filled with rhythm, rum, romance and a tinge of space mania. Several crewmembers are planning an outer-space trip under the able supervision of Tony Skillman. No one could be more adept

to the task than Brother Skillman. He's been out of this world ever since I've known him. For several months now he's been dicking with Mingo, the Mad Martian, the used rocket ship dealer. In another scientific field, the chlorophyllanolin phobia has taken a foothold on board. In time we'll be looking like Green Hornets with a woolly



Campbell

odor. In some cases this will be a noticeable improvement.

As for myself, I'm interested in the latest innovations from the film capitol, Cinemascope and 3D. Cinemascope is the new medium you see without glasses. I'd like to see it without paying. As you know, 3D brings the screen image right to your seat. As a forewarning, may I suggest that if you're watching a sea epic and there is a ship heading your way, head out of the theater. That 3D ship might be the "John B." While we're on the subject of Waterman, have you heard about the mate they hired a while back? This guy hadn't been to sea for five years. I don't know where he came from, but everytime he fired the lyle gun he wiped off his fingerprints.

Bulb Missing

Meanwhile, things around the islands are of a happier nature. We were supposed to play a night ball game last trip, but somebody took the bulb. However, there were adequate nocturnal substitutes. There aren't many changes down here in San Juan, but the Bayview is moving to a new location. I suggested the Sahara, but opposite Pier 7 was decided upon by higher authorities. I'm sorry I won't be around for the

grand opening, because the last time I grabbed for the check I won.

Christmas Sundry

There's another reason as well; I need my money for Christmas gifts. I know what to buy Pete Larsen, but how do you wrap up a saloon? Our own Sea Chest has a wide selection of gifts and I'll probably give them a run for my money. I hope I win, place and show. Lou Busch, Sea Chest boss, sold me two very fine shirts and told me, "these will laugh at laundries." He was right; yesterday they came back with their sides split. As for shoes, he's got everything from cowhide to formaldehyde. I'm thinking of getting Frank Moran an electric blanket. That's about the only way he'll ever get a "hot horse." If anyone is interested in a cheap diamond, call Forbes Field, Pittsburgh, and ask for Mr. Rickey. As a concluding suggestion for some of the brothers in the market for a toupee, I've just come up with a terrific gadget. This hair-do will never blow off. It's a large, hairy thumbtack.

I hate to cut this short and run along, but there's a big monster sale in San Juan today and I've always wanted one.

The SPORTS LINE

By Spike Marlin

Winter is usually the time when the fight business gets active because customers can be lured into smoke-laden arenas only when the weather's cool. But examining the boxing picture from top to bottom it looks like a bleak season ahead for the sport.

In the heavyweight division Rocky Marciano has run out of competition after finishing off Roland LaStarza. He's now on a world tour hoping to keep in porkchops and in shape by picking up a few bucks in exhibitions. For a while there was talk about matching him with Dan Bucceroni, an overgrown light-heavyweight with a thin waistline whom LaStarza dumped half a dozen times when they last met. If Bucceroni lasted more than two heats it would be a miracle.

Then somebody dreamed one up about Marciano fighting Danny Nardico. The Tubber is nothing more than a fatted-up middleweight who has been campaigning as a light-heavy with singular lack of success. Offhand, we would say Nardico, a wild-armed swinger, would stay on his feet about 45 seconds if such a mismatch were to be made.

Ezzard Back Again

The only other heavy talking about meeting Marciano (through his manager of course) is Ezzard Charles now making another in a series of "comebacks." Two years ago, we thought Charles would have had a very good chance of boxing Marciano dizzy. But since his surprise loss to Walcott he's

gone down-hill faster than a free-wheeling trailer truck without brakes.

The light heavyweight picture is equally dreary. Champion Archie Moore has been sitting on his title since beating Maxim. Now the word is that the two of them will meet in a re-match. It should prove a perfect cure for insomnia. Moore is staying far, far away from Harold Johnson who is skilled enough to box with him and young enough to run old Archie into the ground.

Some Life Here

The middleweight picture is the only one with any kind of promise in it, which is usually the case. Rocky Castellani, who could be a really good middleweight if he showed some more steam and aggressiveness, is finally making a real bid. Kid Gavilan, the flashy and highly-skilled welterweight champion is moving up into the middleweight ranks. Both of them can offer plenty of competition to Bobo Olson.

In the rest of the division there's absolutely nothin' doin'. Although Gavilan may vacate his title, nobody's making a mad scramble for it. The lightweights have been the dreariest around since Jimmie Carter became head man, while Sandy Saddler has the featherweight crown in deep freeze until he gets out of the Army.

All in all, if you want to see a good scrap, our advice is to catch a hockey game. Not so scientific maybe, but the boys are better matched.

LOG Welcomes Stories, Pics

With the LOG now containing 28 pages in all regular editions, there is plenty of room for stories, photos and letters sent in by the Seafarers. Several pages of each issue are devoted to the experiences of Seafarers and the ships they sail as they describe them themselves.

If you run across anything of interest on your voyages, or just want to let your friends know how you're getting along, drop a few lines to the LOG. Don't worry too much about literary style. We'll patch it up if it needs patching. And of course, photos illustrating the incidents you describe make them more interesting for the readers.

Send your stuff to the LOG at 675 Fourth Avenue, Brooklyn, NY. If you want anything returned after we use it, we'll do that too.

Balky Autos Set Up Road Block For Seafarer

Seafarers around Headquarters will stick close by their ships as their chief means of transportation, and possibly their only reliable one, if a report from an anonymous Seafarer holds any water. His letter to the LOG told of the sad saga of two reluctant automobiles, and how Seafarer ingenuity stood aside for patience.

Blame it on the freezing New York weather, he began in his letter, for that started the whole morning of misactivity. The Seafarer in question started out for the hall in time for the 9 AM job call, bright and shiny as a minted dollar, ready to ship out at a moment's notice. How he chose to get there, though, was the fly in the ointment, or the clog in the fuel line, as the case may be.

When he stepped out of the house in the morning, and turned the key in the ignition of his car, all the trouble started, but the motor didn't. After ten exasperating minutes of trying to coax a wheezing motor to turn over, the Seafarer gave up in disgust and sought other means of transportation.

Not learning a lesson he had just been taught in the freezing north, he reentered the house and exited a few minutes later with keys to another car, his brother's. He thought he'd give Henry Ford's gadget another try, little realizing that the fates were aligned against him. Getting this car started was no problem, but keeping it running safely was. After driving a block, the Seafarer knew that he had better give up the ghost and the automobile idea at the same time.

With the motor whining like a banshee, as if the fan belt propeller was playing a rasping rhapsody against the radiator, the Seafarer got out to see what went, or didn't, with this latest excuse for a car. Examination disclosed that the car was down to its last gasp, as far as water was concerned. The radiator was bone dry.

Back to the house went the weary Seafarer, bent on an automotive version of Gunga Din's water-carrying art. Five quarts of water satisfied the thirsty radiator, but the Seafarer had not yet given up hope on his own vehicle. A mixture of patience, key-manuevering and reawakened spark-plug activity sent the first motor roaring. In a sputtering sort of way. Taking no chances, the Seafarer pulled the throttle out to its full length and pulled the car out of its parking space to make room for the second reluctant vehicle.

Back to the borrowed car went

the seaman, eager to complete matters and get underway. He reckoned without the motor and the weather, for now the second engine would not turn over.

Summons Strength
Summoning up his waning strength, the indomitable Seafarer attempted to push the stalled car against the curb. About half-way to the appointed spot he decided to bring more horsepower into

play and so backed his car into position, the better to push the reluctant auto. With the maneuver almost completed, he gave the engine one more chance and lo and take hold, it did.

With both engines working at full capacity, the Seafarer parked the borrowed vehicle and drove off to the hall in his own, wondering all the while whether or not he would make the 11 AM job call.

GALLEY CLEANINGS

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

A welcome change of pace from the conventional kind of baked stuff that is usually put out at coffee time or for breakfast are the French crullers, or French doughnuts as they are known, as made by Seafarer Richard Geiling.

Geiling, who just got off the French Creek (Cities Service) after a three months' trip, has been working as a baker both on ship and ashore for past 12 years. He finds this recipe a successful one. It is also adaptable for making the dough for eclairs or cream puffs. To turn out about 16 dozen crullers (more or less, depending on the size) you need the following ingredients: 1½ quarts of water, 1½ pounds of lard, two pounds of flour, 1½ quarts' whole eggs, one ounce of salt.

Put the lard in the water and bring the mixture to a boil, then adding the salt and flour. Mix the

contents until they are well blended and then pour into a mixing bowl.

Add the eggs gradually while the batter is being mixed, and after it is thoroughly stirred up, pour into a pastry bag with a Number 25 star-tube fitting. Tube the batter out on a well-greased piece of heavy paper.

Invert the paper with the crullers on the underside into very hot grease in a deep fat fryer. Let them rest for a minute in the grease and pull the paper off.

Fry them on one side until the backs begin to split, then turn and fry on the other side until they are of uniform color. Remove from the fryer, drain well and ice with a very thin icing while the crullers are still warm.

Serve them with coffee at coffee-time or at breakfast instead of the standard breakfast doughnuts, as something different for the crew.

Seafarer Sam Says



Set To Sail, He Ties The Knot

To the Editor:

Just a line to let you know I sure appreciated getting the LOG all during training. It sure is a wonderful paper and it makes you feel good to read about your former shipmates and ships. Please discontinue sending me the LOG at this address till I get settled again. I am being sent to Korea and will send my address from there.



Anderson

I would also like to inform my former shipmates that I finally tied the knot of matrimony on November 20th. I wish to thank them for all their letters and would appreciate it if they would keep on writing when I send my new address.

So far I haven't run into any ex-SIU men in khaki, but I am still looking. I'm looking forward to running into some over in the land of "on no nay."

Pvt. Jack D. Anderson

(Ed. note: We have stopped sending the LOG to you at your present address, as you requested.)

Steel King Crew Suffering Rash

To the Editor:

We would like to call to your attention a rash which the crewmembers of the Steel King are suffering from. It resembles a severe heat rash, and covers the entire body, affecting the eyes as well.

This rash first broke out in Chalna, Pakistan, and a doctor, who is a passenger aboard, said he believed it was caused by jute, which was loaded aboard in Pakistan, entering the pores of the skin. He said this rash, when it was contracted in hot weather, could last for as long as six months, which is the length of time that it takes the dust to work its way out of the pores. So far, most of us have scratched ourselves raw and have had many sleepless nights because of this.

Should Be Repaid

We were not provided with any medical attention.

We feel there is remuneration due each of us for the suffering we have been enduring since first loading the jute three weeks ago. We also sincerely wish that something could be done to protect all SIU crews that may encounter this same problem.

Crew of Steel King

Peace Reigns On Julesburg Now

To the Editor:

Our shipmate, Harry Dunlop, was killed in Kure, Japan. At the request of his mother he was cremated and his ashes spread at sea. Captain Rachal read a very dignified funeral service which was attended reverently by all the crew.

Peace has broken out on board the Julesburg and beefs were at a minimum as the ship pulled into Japan after another shuttle to the Persian Gulf. But the peace and harmony now reigning on board are a sharp contrast to the hostilities which prevailed during our initial voyage to Japan. Opinions vary as to the causes of the various hatreds and hostilities which marred our voyage over from the States. But the more level heads admit that there has been too much drinking and performing.

However, since the Julesburg called in Sasebo last trip, a better spirit has prevailed on board. We found Sasebo to be a fine place in every respect, and a good time was had by all. All hands now have a fine collection of binoculars, fish-

LETTERS

All Serene On Alcoa Runner

To the Editor:

Everything's shipshape and running smooth aboard the Alcoa Runner. We are here in Porto Cabello, Venezuela, where we are trying to beat the heat, though I suppose almost everyone is trying to beat the cold back in the States.

A few of the gang on here are Jack Kennedy, ship's delegate; Roy Gulle, steward, and yours truly, deck delegate. There is also not-to-be-forgotten Yak-ity-yak Tommy Wilkins, DM.



Yates

I would like to put in a few good words for our steward, Frank De Gado, who always runs good menus. Our Thanksgiving Day menu was one of the things we had to be thankful for, and this is just one of the many reasons why I will always belong to and be proud of the SIU.

I would like to wish the entire membership a Merry Christmas.

Eddie Yates

Feels Pride In Union's Progress

To the Editor:

I have recently had the privilege of reading your timely and interesting paper for the first time.

It was with much interest that I read about the progress that your great Union is making. I am sure that it is an indisputable fact that you have one of the greatest organizations in the world.

If possible I should like to receive the SEAFARERS LOG. Again, I would like to say that as an outsider of your industry I am proud of the progress and the gains that you have made in the past and wish you success and good wishes for the future.

Charles M. Nelson

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

Icebound Member To Receive LOG

To the Editor:

Here goes for few lines from the icebox in Korea. I would like to say hello to the guys I sailed with in the black gang from 1951 until the Army sent me greetings in 1953. I sailed as oiler, and after nine months carrying a rifle I would like to be back sailing one of those good SIU ships. The Army seems to like me, but it doesn't agree with me like the salty air does.

I would like to receive the LOG, as I have lost track of the SIU

ing rods, gaudy sport shirts, and ship's models. Joe Nigro, the BR, went shopping in Sasebo and came back with a fine photo enlarger and promises to send some pictures to the LOG. All hands seem happy. Apparently, calling at a good port gave the ship a terrific lift in morale, and our present voyage seems likely to have a happy ending for most of the crew, with a good payoff and a minimum number of beefs.

Crewmembers are looking forward to an SIU library on their next voyage. The library here consists of old, donated out-of-date books.

Morris Horton

Union Assists Member To Marry

To the Editor:

L. T. "Scribby" Everett and his wife, Florence, want to thank the boys down Norfolk for the courtesy they extended us.

We came down from Baltimore to get married, and ran into every difficulty in Virginia. I finally went to the hall and explained things to Jimmy Bullock and Tiny "Bosun" Sawyer. It seems as though everybody tried to help me. Joe, the dispatcher, did what he could, Ben Rees gave me what legal advice I needed.

But Jimmy Bullock and Tiny Sawyer said, "Come on, we're going to get you married if we have to take you to North Carolina." And, believe me, they had us married in an hour.

I don't know who is in charge of the welfare office, but I take my cap off to the whole gang. Everybody tried to do his part, which is the SIU way. Things like this make a man proud to be SIU.

Scribby Everett

Hotel Plays Host On Turkey Day

To the Editor:

For some time now the Rand Hotel, at 820-822 Walnut Street in Philadelphia, Pa., has catered to merchant seamen. The owners and operators—Morris Simpson and Raymond Steinhart—gave a swell Thanksgiving Day dinner for the boys, more than half of whom were SIU. The picture which we are enclosing of the group will speak for itself of our happy Thanksgiving spent away from home.

Unfortunately, there is no picture of Raymond Steinhart, but all of us think he is a wonderful person to all Seafarers.

Would you please send a copy of the LOG to the Rand Hotel. Thank you.

Harry Bishop

(Ed. note: We have added the Rand Hotel to our mailing list; a copy of the LOG will be sent there every two weeks as published.)



Seafarers in Philadelphia join in a toast with Morris Simpson one of the owners of the Rand Hotel, who threw the turkey party for the men on the beach.

advancements during the past nine months.

I would like to wish all landlubbers a smooth voyage.

Monty Moser

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

SIU Family Sails In Stwd. Dept.

To the Editor:

Please add my name to the LOG's mailing list. My husband sails in the steward department on SIU ships and thinks it's a grand Union. We all enjoy the LOG very much. My brother-in-law also sails in the steward department of your ships.

I am enclosing a snapshot of my husband, J. D. Dambrino and our two daughters, Patricia Dale, age 3 years and Margaret Elizabeth, age 2 years. I hope to see it printed in your grand paper, the LOG before long.

Mrs. J. D. Dambrino

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

Calmar Claims Best Cooking

To the Editor:

The crewmembers of the Calmar would like to say that we have never had better food on any other ship or with any other company. We have one of the best chief stewards of the SIU aboard, as well as a very good chief cook and baker.

The chief steward is Charles L. Stevens, the chief cook is Edward Seeley and James Oliver is the baker. We want these names printed in the LOG to show who is turning out the best food in the SIU for Calmar.

Crew of the Calmar

Wants Son To Join Union Too

To the Editor:

I am on the Steel Advocate, which just got back from India and the Far East. I would deeply appreciate it if you would send my son the LOG, so he can keep in touch with the SIU. I haven't seen him for four years, since he was 13 years old, but expect to see him soon, and when I do I hope to get him to join the Union and sail merchant ships. He is now working on a small fishing boat.

This is all I have to say, and I hope you can take care of this for me.

Thomas H. Byers

(Ed. note: We have added your son's name to our mailing list.)

Helped Brother Left Homeless

To the Editor:

I wish to express my most sincere and humble thanks to the members of the New Orleans hall, who took up a collection for me at a meeting, when they learned that my house had burned down.

I will remember this for the rest of my life. Again, I offer my thanks for this generous gift and I want to say that it has been a privilege and an honor to work and associate with such gentlemen.

Eunis J. Barrios

Thanks 3 More Blood Donors

To the Editor:

In the last letter I sent to the LOG, I wrote you that four blood donors saved my life. I would like to correct this. There were seven donors whom I want to thank.

I would like to hear from all crewmembers of the Schuyler Otis Bland, who sailed on the vessel's last trip.

Daniel (Blackie) Boyce

SIU Tops List Of Blessings

To the Editor:

We, the crewmembers and the officers of the Royal Oak surely have something to be thankful for on this Thanksgiving Day. First, we have our SIU and all it stands for, and the many benefits we have gained in the last 10 years. We have the finest crew aboard the Royal Oak that I have ever sailed with. Special thanks go to the steward department, from the steward down. They were tops, not only in food but in service. Special credit goes to the steward, Clyde E. Mills, chief cook Earl Harrison and the baker, Cedric Francis, for a wonderful dinner.

Ed Dacey

Seafarer Goes Back To School

To the Editor:

I have been sailing on SIU-contracted vessels for a year and a half. My last trip was on the Portmar (Calmar), terminating November 5th.

I've started back to school now and plan to keep my dues paid up. Could you please send me the SEAFARERS LOG regularly, because I'm very proud of the Union's activities. Thank you.

Jack A. Morgan

(Ed. note: We will send the LOG to you regularly, from now on, as you requested.)

Topa Topa Crew Attends Rally

To the Editor:

We the crew of the Topa Topa were asked if we could attend an AFL longshoremen's rally. All of us were broke and as our ship was at the port of Newark, we voted to charter a bus. We used \$50 out of our ship's fund, which fortunately totaled \$62.77 at the time. With every member attending, we were ready to assist in any duties assigned us, and believe us, we would not have missed it for dozens or more ship's funds.

We are now rebuilding our ship's fund for such emergencies, and any others that may turn up in the AFL.

Crew of Topa Topa

Thanks Members For Their Help

To the Editor:

You are never alone when you belong to the SIU. For your kind and full-hearted response to my plea, many, many thanks. My father died on November 5th in spite of all the blood he received and I want to thank you for imparting this news to my husband.

I shall always be grateful to the wonderful crew of the City of Alma for their kind sympathy.

Mrs. Robert F. Grant

Injured Member Landed Safely

To the Editor:

We wish to take this opportunity to express our appreciation to Captain Olsen of the Council Grove for the concern he showed to our shipmate, George C. Murphy, OS-DM, who was injured aboard this vessel while at sea.

Due to weather conditions, we consider landing this brother ashore at Miami, Fla., the night of September 24, 1953, was a job well done.

Crew of Council Grove

Brothers Sent Floral Tribute

To the Editor:

I wish to thank the crew of the Seamar for their kindness, and for the flowers they sent at the death of my father.

Lewis J. Williams

In The Army And Under The Fence

To the Editor:

Will you please take my name off the LOG mailing list, as I am being shipped to the Fifth Armored Division, Camp Chaffee, Ark. I have just completed eight



weeks of basic training at Camp Gordon, Ga.

I am enclosing a picture of myself after crawling under barbed wire fences. My friend, Pvt. Privett, is on the right.

Here's wishing the membership a Merry Christmas and a Happy New Year.

Pvt. Macon Welch

(Ed. note: We have taken your name off our mailing list, as you requested.)

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Bucko Skipper Is Foe Of SIU Crew

To the Editor:

I am the ship's delegate on the Strathport and therefore I feel it is my duty to write this letter regarding the master who is very anti-Union in his dealings with the crew. I'm writing this so he will be exposed to the membership for what he is.

After leaving Portland, Me., I had an OT beef to straighten out with the master, so I took the bosun along. In the course of the argument, the master turned to me and said, "your contract with this company has expired." I took it to mean that he had no intention of living up to the agreement, which he hasn't. He also made the remark that the SIU needed the Greek outfits to keep it going. As a matter of fact, he has made statements of this character on numerous occasions during the voyage.

When this ship was ready to depart from Portland, the crew was turned to to batten down. When we got to the hatches we found that a considerable number of hatchboards were missing; then we had to take dunnage to fill up the gaps in the hatch. After this was done we started to cover the hatches with the covers. We found these to be too short and full of holes, with the exception of one. When we knocked off, the old man sent for the bosun to come up to his cabin. He told the bosun that the crew sure screwed around batten down, and since they did that, he wanted him, the bosun, to work them bell to bell. If he didn't he would log him. This was said even though the crew had at all times been working bell to bell.

While in transit in the Suez Canal on October 30, the watch below and the watch on deck was turned to to tie up the ship to the shore bits so that a convoy passing in the opposite direction could pass. At 5:20 PM the deck department was knocked off, with lines turned on the winches. At 7 PM the pilot notified the old man that the ship was ready to move. The old man then told the pilot that the ship wasn't moving until 7:30 as it involved 14 hours of overtime.

On November 14, while in Kara-

chi, Pakistan, we had the good fortune to meet some shipmates from the Steel Inventor. They came on board to visit with their shipmates and shoot the breeze. The master sent below for me and the deck delegate. When I got up to his cabin he told me that no visitors were allowed on board. I went below and informed the men from the Steel Inventor about this and they left. Later, on November 14, 15 and 16, the mates and engineers had female visitors on board and had drinking parties in their cabins. I then went to see the chief mate to ask him what the score was. He told me that he would take care of topside and that I should take care of below. In other words, he was telling me that it was none of my business what the officers did.

On November 19, on leaving Karachi for Bombay, India, at 2 AM, all the master did was to lift the gangway and take off. At this time we also swung in the booms, but away we went with a ship that wasn't secured and with all the hatches wide open. By this I mean there wasn't a hatch board put in place or a tarp put over the holes. This went on for two-and-one-half days, after which I went up to see the captain about the dangerous situation. He said that he was the master of this ship and that he'd run it as he saw fit—that if he wanted to secure for sea that was his business and that if he didn't that also was his business.

Usurp Bosun's Duties

Two days later, after arrival in Bombay, the chief and second mates went to the bosun's locker and broke out crowbars, shovels, brooms and cluster lights for the workers, even though the bosun was aboard the ship. It is the bosun's duty to issue these tools to the longshoremen and no one else's. Then they proceeded to go down into the holds with the shoring and work with them sweeping and cleaning the holds. This same thing happens in the engine room.

On December 1, in Bombay, the second mate got himself a wire brush and scraper while he was on watch at 9:30 PM, went up to the bridge, and chipped and scraped the blinker lights. Next day he painted the same lights and other things in the wheelhouse, from 3-7 AM. These two mates have been doing this all during the trip, mostly at night while the crew was ashore, but there have been eyes to see them.

Avoids Agreement

This master doesn't seem to want to observe the agreement. He seems to think that once he gets away from the dock, that's the end of the agreement and then he can make his own working rules. In Bombay, on November 23, the wiper asked for a slip to go to the dentist for an abscessed tooth, but he was informed by the master that he would have to pay for it out of his own pocket. The wiper then came to me and asked what the score was on this. I told him he didn't have to pay for any medical attention. I then went to the master and asked about this situation. The master said that he told the wiper he would have to pay for the extraction and that was the way it was going to be.

This old man would turn the mates and engineers to wash this filthy rust bucket down if he thought he could get away with it. This ship has unloaded wheat and loaded ore, and as yet has to be washed down. The last time it was done was two-and-one-half months ago. I realize that an SIU ship should be a clean ship and that all of us would like to live on a clean ship, but on this one we feel ashamed.

Mike Sikorsky

LETTERS

Baton Rouge Bar Will Get LOGs

To the Editor:

I would like to ask you to send the LOG regularly to the Marine Bar at 3908 Scenic Highway, Baton Rouge, La. This bar is just outside of the main gate of the Standard Oil Company, and many of the SIU crewmembers stop in there asking for the LOG. The proprietor would be more than glad to pass the LOG on to them.

R. K. Brieden

(Ed. Note: The Marine Bar has been added to our mailing list as you requested.)

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Mementos Sent To Member's Kin

To the Editor:

I want to thank you from the bottom of my heart for sending the flag that was used and the photographs that were taken at the funeral service held for my uncle, Lester E. Mack.

It was thoughtful of you to do this and I really do appreciate it. Again, thanks to you, Mr. Shepard and all of the crewmembers for their kindness.

Mrs. Eva Martin

~ ~ ~

Send Flowers For Funeral

To the Editor:

Shortly after a ship's meeting aboard the Seatrain Texas was adjourned, Mike Kicko received news of his father's death. When the crew learned of Mike's misfortune, they instructed Charles Cothran, the ship's delegate, to send a wreath in token of their deep sympathy.

Mike is well liked aboard ship, and the crew wishes to take this opportunity to express its respect to him and his family.

Crew of Seatrain Texas

~ ~ ~

Sick Seafarer Gets Quick Aid

To the Editor:

When the Queenston Heights arrived at Puerto La Cruz, Bob Matthews, assistant secretary-treasurer, hearing that Brother J. Halpin was very ill, made all efforts to see that he was hospitalized as quickly as possible.

After contacting the captain, he overcame some of the handicaps in a fast and diplomatic way. These difficulties often happen in ports where there is no Union representation, and the crew of this vessel appreciates the service he rendered.

Crew of Queenston Heights

~ ~ ~

Another Crew Claims Top Ship

To the Editor:

We on the Ragnar Naess were out 112 days—49 days in a bonus



area. We work all the overtime we can stand, and lost no cargo

Yule Greetings To All SIU Men

To the Editor:

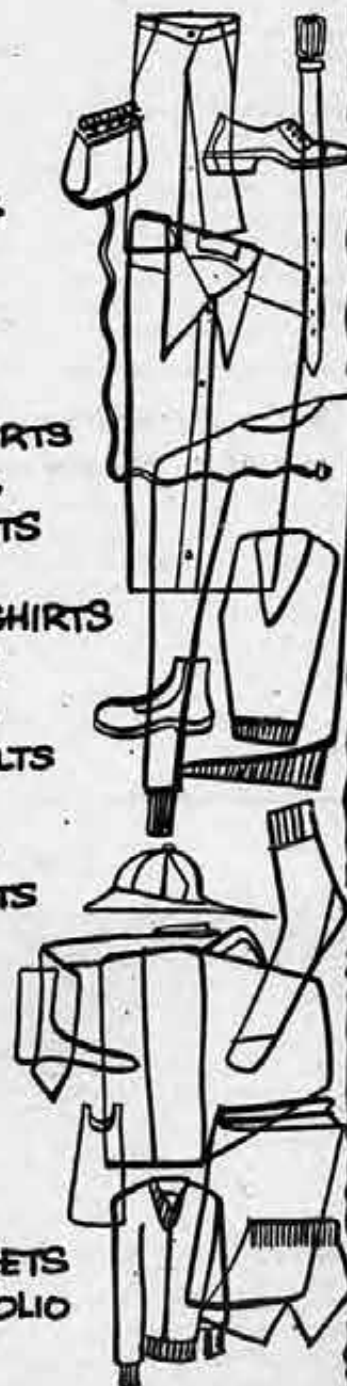
To our genial and very dynamic secretary-treasurer, Brother Paul Hall, to all the officials, our very able editor and his staff, our good negotiating committee, and last if not least, to the membership in general, I extend greetings and salutations for the Yuletide and a bigger, better and more powerful SIU for the coming new year.

We have been through many beefs and have come through them all in fine style. We'll do the same in 1954.

George H. Seeberger

What do you need?

- SUITS
- SPORT COATS
- SLACKS
- TOPCOATS
- DRESS SHOES
- WORK SHOES
- DUNGAREES
- KHAKI PANTS
- KHAKI SHIRTS
- BLUE WORK SHIRTS
- FRISKO JEENS
- HICKORY SHIRTS
- C.P.O. SHIRTS
- WHITE DRESS SHIRTS
- SPORT SHIRTS
- DRESS BELTS
- KHAKI WEB BELTS
- TIES
- SWEAT SHIRTS
- ATHLETIC SHIRTS
- T-SHIRTS
- SHORTS
- BRIEFS
- SWEATERS
- LUGGAGE
- WORK SOCKS
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- LEATHER JACKETS
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- SOU'WESTERS
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Hard Luck Whaler At Sea 3 Years

When a seafarer these days has been out four or five months it seems like a pretty long trip, even with several ports of call during the voyage.

But back in 1868 when the whaling bark Minnesota sailed from New Bedford for the whaling grounds a voyage was really a "vy'ge," as the old Yankees called it.

Skippers said goodbye to their families well knowing that they probably wouldn't see them again for a year at least—more likely two. And crews gathered for a last rum at some waterfront bar with no illusions about the long, hard and lonely trip that lay ahead.

They sailed with hearts almost as heavy as those of the wives and sweethearts left behind.

A typical voyage of these fargone days is dramatically told in the log of the Minnesota, one of many whaling ship records preserved at the New Bedford whaling museum.

Capt. Clothier Pierce, Jr., of New Bedford, was master of this bark when she let go her lines on June 25, 1868, and beat out of the bay against a southwest wind. Her destination was the South Pacific and the Indian Ocean, although destinations in those days were pretty general and a skipper decided on the grounds to work as the trip progressed and as he "spoke" other whalers to see if they had found fish.

The Minnesota's master was a pessimist if there ever was one and when they sighted blackfish

but no whales on the 29th of June, he made this sad entry in the log: "Saw grampus . . . no sign of whale . . . wind dead ahead and blowing hard against this unfortunate ship."

His dire pessimism so early in the voyage was a foreboding of things to come, for on the fourth of July, he lamented in the log the perversity of the winds. "This," said Capt. Peirce, "is a day of rejoicing with people at home. But a sad day it is for us. No whales in the ocean that we can find. And a head wind . . . no chance to do anything."

A week later there were still no whales and while discouragement should not have set in so early on a long voyage, the Captain was bound to see the worst of things and recounted in the log: "The ocean is barren. Oh, there are no whales!"

The Minnesota's men stood lookout high on the mainmast but nary a whale did they see for a long time. On August 23rd they "spoke" the bark Elizabeth Swift "to windward after whales," but still no mammals of the deep blew spume for the Minnesota.

November came on with strong gales—and still no whales. They stove in the gangway, carried away some sail and, when they finally did spot a fluke, the boats were lowered and the harpooner struck his lance in blubber only to have the wounded giant get free away.

On February 1, 1869, Captain Peirce had reason for his pessimism, for the Minnesota had still not taken a single barrel of oil. For this day he recorded in the log: "Lowered for sperm but could not strike. Such is our hard luck!"

By March of 1869 they were in the South Pacific, where several men took the opportunity to desert when the bark anchored to fill its water casks at a tropical island.

More whales were seen and chased soon after this, but the Minnesota still found no luck.

When, on June 26th, they had been away from New Bedford all of a year, the skipper entered in his log this lamentable comment: "One year out and we have nothing."

The crew got mean when no luck developed and an unexplained incident on deck one day ended in the skipper being hit over the head with a fid or belaying pin and being confined for some days to his bunk. But nothing came of the affair, for a whaling master had to use discretion as well as a strong arm.

After a few more months of rolling and idling upon the empty seas, the "poor old Minnesota" came upon a few whales—just enough to provide some ballast but not enough for a good trip.

On June 3, 1871, the Minnesota sailed up Buzzards Bay, took on a pilot, and dropped her rusted hook near Palmers Island. In her hold was 1,000 barrels of sperm. Captain Peirce had reason to lament, for a fair trip could be expected to return 1,000 barrels a year. The Minnesota was gone for slightly less than three years!

Sign Name On LOG Letters

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



Although the vessel had been out for a full year, a constant watch had failed to reveal a single whale.

Captain Sailed Schooner 17 Days Single-Handed

The mutiny aboard the Schooner Eliza is the story of how a courageous American shipmaster, by strength, alertness and almost superhuman endurance, overcame the mutineers, and saved his command.

If you turn away from the causes for a moment—harsh captains, crude officers and bad ships, on the one hand, or greed for loot, on the other—all mutinies are pretty much alike. They take one of two courses. Either the mutineers butcher the captain and the officers, terrorize the rest of the crew, and seize the ship, or the officers and other crewmen fight off the mutineers, killing them in a bloody battle, or putting them in irons and taking them back to land where they are tried and hanged.

In the case of the Schooner Eliza the mutiny followed the second course, except that the Captain himself captured the mutineers and sailed the ship alone to port.

Here's how it all came about. The Schooner Eliza, under the command of Captain William Wheland, sailed from Philadelphia en route to St. Thomas. On September 12, 1799, when the ship was 14 days out of the Delaware Capes, three men mutinied. That night they stole up on the mate as he slept quietly on deck, and crushed his head with an ax. Then they tossed his hacked and bloody corpse over the side.

That deed done, they went below to kill the captain. One of the mutineers stabbed him as he slept in his bunk, but the wound wasn't fatal and the captain drove them off with his pistols.

Retreating up the ladder, the mutineers came across the supercargo and killed him. They also murdered the only American sailor aboard.

At this point, apparently, the mutineers remembered they couldn't navigate and offered to spare the Captain's life if he would

agree to keep the ship on course and take it to a Spanish Main port. Captain Wheland agreed.

Nine days later, the Captain saw two of the three mutineers go into the hold for food. Turning on the third man, who by this time had become somewhat careless about guarding him, Captain Wheland knocked him down with a belaying pin, and battened down the hold.

Returning to the man he had knocked down, Wheland tied him to the ringbolt on the deck. Then he sailed the ship alone for 17 days to St. Bartholemews, where he hailed the Brig Eagle, and turned over his prisoners.

They were brought to trial. One of the mutineers carried papers describing him as the Captain of a French privateer, and at the trial, he said that the mutiny was an "act of war." The judges thought otherwise, and ordered the mutineers hanged.

Olde Photos Wanted by LOG

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

Famous San Francisco Landmark



The Mile Rocks Lighthouse stands one-half mile off Landsend, in the Golden Gate, and within view of San Francisco. It was completed in 1906, after considerable difficulty caused by the heavy seas and strong currents occurring at this point. The rock upon which the lighthouse stands measures only 40 by 36 feet at high water.

... DIGEST of SHIPS' MEETINGS ...

GOLDEN CITY (Waterman), no date—Chairman, Andy Cecil; Secretary, Francis R. Napoli. Steward will leave cleanser in the laundry so that each member can clean it. There should be a little less noise while crewmembers of watch are sleeping. Vote of thanks went to the steward department for a job well done and for the good Thanksgiving Day dinner.

COE VICTORY (Victory Carriers), November 6—Chairman, John Thompson; Secretary, Louis E. Meyers. F. England was elected ship's delegate by acclamation.

GEORGE A. LAWSON (Pan-Oceanic), November 30—Chairman, William C. Sink; Secretary, Al R. Smith. Ship should be fumigated. Vote of thanks went to the chief steward and his department for a very well done job. A vote of thanks and appreciation went to the ship's delegate for conscientiously having done a good job in the interest of the crew.

QUEENSTON HEIGHTS (Mar-Trade), November 29—Chairman, Jerry O'Byrne; Secretary, Charles A. Moss. There is \$23.50 in the ship's fund. Action will be taken on any future performers. Chairs in the crew's messroom need repairing. Delegates will make out separate repair lists to turn over to the patrolman. Clocks should be reset daily by the deck officer in charge.

NORTHWESTERN VICTORY (Victory Carriers), November 22—Chairman, Frank



Gearia; Secretary, Ronald A. Swaynes. Linen will be taken care of. Continued cooperation from all departments was asked by the ship's delegate; up to this time, conditions have been excellent. Water cooler needs repairs, and the chief engineer has said he will do all in his power to replace or repair it. The steward has done a wonderful job in trying to make the holidays the most pleasant possible.

STRATHBAY (Strathmore), November 21—Chairman, G. D. Reagan; Secretary, J. D. Farr. J. C. Lewallen was elected ship's delegate by acclamation. All repairs are being made as quickly as possible. Ship's delegate will write to the agent in Galveston as to why the steward missed ship at Port Everglades, Fla. Entire crew was asked to cooperate by placing their dirty dishes and cups in the sink after snacking in the recreation room. Pantryman should be given a hand in keeping the pantry clean.

CHILORE (Ore), November 22—Chairman, Ralph Tyree; Secretary, Bill Hendershot. Discussion was held on wind scoops, patrolman will be asked to try and get new ones. Vote of thanks went to the steward department, and especially to the chief cook, for the food this trip.

SEATRAN NEW YORK (Seatrains), November 25—Chairman, W. E. Brightwell; Secretary, A. Goncalves. The man who missed ship was reported to the Savannah agent. Several beefs on the chief will be turned over to the patrolman after arrival in New York. Richard McCarthy was elected ship's delegate by acclamation. Members were asked to return the iron to the messhall. Members were asked not to throw cigarette butts on the laundry room deck.

DEL ALBA (Mississippi), November 26—Chairman, G. Braux; Secretary, L. O. Billek. Question about who brings the slopchest aboard will be taken up with the New Orleans patrolman. Brother Ramsey was elected ship's delegate by acclamation. Steward said that we are getting fresh milk three times daily to avoid spoilage, but he will serve fruit juice if it is wanted. Laundry is being kept very clean and neat.

BINGHAMTON VICTORY (Bull), November 27—Chairman, L. A. Williams; Secretary, T. Zielinski. Repairs from the last voyage were not completed. Washing machines and drains need fixing. Laundry and recreation room should be kept clean. There is not enough canned fruit at suppertime. Steward was warned to put out better chow and night lunch. Messman should keep the tables, bulkheads and garbage cans cleaned. Steward said he would see that the messroom is sougeed. A vote of thanks went to the purser for the good work he has done.

DEL RIO (Mississippi), November 29—Chairman, C. Frey; Secretary, A. Dumas. There is a \$40 balance in the ship's fund. A beef about switching men on jobs will be turned over to the boarding patrolman. Repair list was read and added to. The need for a bigger and better slopchest was discussed; medical supplies should be checked. There have been complaints about the purser, especially the way he has dispensed medical aid. One officer was refused medical attention.

WILD RANGER (Waterman), November 8—Chairman, Joe Bracht; Secretary, McAleer. Chief says repairs were not completed because we were not in port long enough. Money return will be checked by the patrolman. Carlos was elected ship's delegate. A new delegate will be elected at the sign-on and will be rotated to a different department each trip.

November 29—Chairman, J. Bracht; Secretary, McAleer. Two new crewmembers came aboard in Germany. New washing machine should be obtained. Motion was passed to buy a Christmas tree and lights. There is no variety in the night lunch. Steward asked for suggestions. The ship should be left clean; messhall and pantry should be kept

clean. A vote of thanks went to the steward department.

BEATRICE (Bull), November 28—Chairman, Tom J. Tipaldos; Secretary, A. Melendez. A few beefs will be settled in port. Repair list will be checked to see what has been done. A Melendez was elected ship's delegate. Several matters were discussed and settled to the satisfaction of all concerned.

GOVERNMENT CAMP (Cities Service), December 3—Chairman, A. Macdonald; Secretary, T. Clough. Motion was passed not to pay off until suitable quarters are provided. A discussion was held on the master. Practically all members took the floor and gave their opinions which were very poor. He seems to be the cause of all the discoms.

AMES VICTORY (Victory Carriers), November 1—Chairman, James Eichenberg; Secretary, Ted Wright. Steve Karovick was elected ship's delegate by acclamation; Dan O'Rourke was elected deck delegate; H. Garcia, engine delegate; Mike Michalik, steward delegate. Ship's delegate will see the first assistant about fixing the leak in the washing machine. Crewmembers should remove dry clothes from the lower passageway as soon as possible. Recreation room is not as clean as it should be; steward will post cleaning list. Recreation room should be locked in port.

November 3—Chairman, L. Curry; Secretary, Ted Wright. Every crewmember should attend all meetings and be on time. Those who fail will be reported to the patrolman. If the washing machine breaks down this should be reported to the first assistant. Most of the crew agreed that the meat and vegetables were good but that the baking could be improved. Steward will see the captain about the milk since some of the crew think we should have a doctor's slip saying that it is pasturized. Beefs should be taken up first with department delegates.

November 22—Chairman, M. Machel; Secretary, Ted Wright. Captain said he would not log the performer if he paid the men who did his work. Two members missed ship in Yokohama. Repair list will be made out by each department delegate tomorrow and turned over to the ship's delegate. Those that can be done at sea will be taken care of as soon as possible; the rest will be attended to in port. Bosun asked the crew to help keep the deck clean outside the messroom by not throwing orange and apple peelings on the deck.

LIBERTY BELL (Tramp Cargo), November 29—Chairman, O. K. Jones; Secretary, Dick Palmer. \$30 was spent from the ship's fund to cable the hall about bonus pay. One man missed ship in Sasebo. Ship needs fumigation, as rats have been found. (four-legged ones). Bedsprings will be fixed. The captain was asked about sougeing deck department fo'les and nothing was done. Current time in Pusan and travel pay was discussed. Captain has been very cooperative with the crew. Draws were given whenever anyone wanted money.

OCEAN LOTTE (Ocean Trans.), September 13—Chairman, Robert McCulloch; Secretary, Vincent D'Amato. Woodrow Pozen was elected ship's delegate; ship's fund of 11,000 yen was turned over to him. W. L. Robinson was elected deck delegate; A. Rocha, engine delegate; Robert McCulloch, steward delegate. Last standby on each watch will wash all coffee cups and clean messroom tables. Ship's delegate will prepare a laundry and recreation room cleaning schedule. Ship's delegate will see about having fresh water tanks cleaned. There is no cooperation from the chief engineer. Delegates will make out a repair list. Proper clothing is to be worn in the messroom during meal hours. Discussion will be held on raising a ship's fund and buying new recreation gear. Ship's delegate has an electric iron which the crew may use at any time.

September 26—Chairman, L. Leidig; Secretary, Vincent D'Amato. Captain



agreed to all items except a fan for the dry stores. First assistant engineer gave the ship's delegate a hard time about cleaning the fresh water tanks. This character comes up from watch every morning to do jobs outside the engine room. The weevils are getting into the ship's stores. Motion was passed to increase the ship's fund by 500 yen or \$2 per man. Discussion was held on buying new recreation gear. Separate switch will be installed for the washing machine. Engine department first-aid kits will be refilled. Steward department got a vote of thanks for good chow and service.

October 20—Chairman, W. L. Robinson; Secretary, Vincent D'Amato. One AB went to the hospital. His gear was packed as he is to be flown home. Master refused to allow the steward department to clean the vegetable box on OT before taking on new stores. Steward department will clean the box and let him dispute it for the crew's welfare. A sick man was refused treatment by the chief mate and told to wait until the next day.

INES (Bull), November 21—Chairman, May; Secretary, Manchester. There is \$32.35 in the ship's fund. One man is paying off in New York. No one is satisfied with the food and sanitary conditions. Delegates, steward and port steward will get together with the patrolman on this, and no commercial meat is to be accepted. Vote of thanks went to chips and the electrician for doing good jobs. Discussion was held on the steward's attitude to conditions. There were many beefs on condition of the pantry. No milk and coffee is left out at night.

Get New Books Through Agents

Seafarers who applied for new membership books in New York but are now sailing from outports don't have to come to this city to get their new books.

If the men involved will write to headquarters and tell the Union which port they are sailing out of, the Union will forward the book in care of the port agent.

Under no circumstances however, will the books be sent through the mails to any private addresses.

Tables and chairs are to be kept clean. Messroom and recreation room need painting.

DEL MUNDO (Mississippi), no date—Chairman, L. Handley; Secretary, John S. Burke. Patrolman will be contacted on arrival about beef between the chief mate and carpenter. Left-over cold drinks should be placed in the ice box after supper and not thrown out. This goes for cooked meat too. All hands agreed to help keep the pantry clean and wash all used glasses. Hot water tank should be added to the repair list. Chief engineer has said it is not large enough for the whole ship. Cooks must wait from one to three hours after working for hot water. Patrolman will be contacted on straightening out the mail situation. In 58 days we hit four different countries—France, Holland, Denmark, Norway—and didn't get any mail.

HASTINGS (Waterman), December 6—Chairman, John E. Wells; Secretary, S. C. Alu. William Lowe was elected ship's delegate by acclamation. Pantry will be locked up and key left with the gangway watch in port. Repair list will be turned over to the San Francisco patrolman. Messhall and recreation room clocks will be repaired.

EDITH (Bull), December 6—Chairman, Jake Levin; Secretary, Louis Rizzo. Re-



pair list will be made up. Discussion was held on purchasing a television set. Ship's fund will be used. List of pledges was made for the set. There is a \$17 balance in the ship's fund.

STEELORE (Ore), December 4—Chairman, Kas Hansen; Secretary, Guy Nealls. Three men missed ship in Baltimore. A new library came aboard. There is a balance of \$15.66 in the ship's fund. Steward promised to give out the linen as before. Ship's delegate will see the chief engineer about the shower heads. Discussion was held on keeping the messhall and pantry clean. Wiper's fo'les has been kept locked at sea. Delegates will see the boarding patrolman about this. Captain will be contacted about painting fo'les. Steward was asked to put out more fruit at night. Steward claims that he is putting out all that he has aboard.

STEEL EXECUTIVE (Isthmian), November 22—Chairman, Thomas F. Hill; Secretary, Alexander D. Brodie. Members were asked to come into the messhall properly attired. Night lunch should be put back in the ice box after using. Glasses and cups should be returned to the messhall, not left on deck. Men should not hold bull sessions in the passageway while men are sleeping. Delegates should check with their departments for any repairs. Messhall should be left clean at night. Butts should not be thrown on deck.

MAE (Bull), December 5—Chairman, Ed Tesko; Secretary, J. A. Shea. There is \$39.10 in the ship's fund. Ship's delegate will find out if cargo is penalty cargo. Steward should order a new coffee urn and washing machine, since the old one is unrepairable. There is no urn on board. Steward suggests that the dog, Red, be given rabies and distemper shots at the first port where this can be done. Money will be taken from the ship's fund.

FRENCH CREEK (Cities Service), December 2—Chairman, Patrick J. Cleary; Secretary, Dan Beard. All souvenirs will be locked up midship. Captain is working on the repair list. New shot cards will be ready in Lake Charles. The boards should be removed from the messhall and individual chairs installed as in the salon. Washing machine is out of order. Discussion was held on its proper use. Several questions will be settled by the boarding patrolman. 3,900 pounds of ice were brought aboard, but there was none left on the last day.

December 7—Chairman, Mont McNabb, Jr.; Secretary, Dan Beard. The beef on the lack of fresh milk and bread at San Pedro was sent to headquarters. Washing machine was not fixed at Lake Charles. Mont McNabb, Jr. was elected ship's delegate by acclamation. Toaster needs repairing. Drinking fountains are still out of order. There was not enough milk in Lake Charles. Watertight doors are sprung. Patrolman should check the repair list and the slopchest.

WINTER HILL (Cities Service), December 4—Chairman, B. W. Spoor; Secre-

tary, J. O'Connor. There is a balance of \$58.14 in the ship's fund. After purchase of the radio the balance was \$14, which will be turned over to the new ship's delegate. Chief pumpman was elected ship's delegate by acclamation. Chief engineer will be contacted by the engine delegate about fixing the washing machine. Ship needs fumigation. Crew gave a vote of thanks to the steward department for the Thanksgiving dinner and the excellent service of the department.

ROBIN DONCASTER (Seas Shipping), November 15—Chairman, Jim Davis; Secretary, Ray White. Suggestion was made to empty all garbage cans in port. Each department should clean the laundry for a week. Crew should cooperate in keeping the messroom clean. Cups and dishes should be put under running water in the sink. All hands should refrain from slamming doors and keep everyone but ship's personnel out of the passageways.

ALAWAI (Waterman), November 29—Chairman, Thomas Jackson; Secretary, W. Cassidy. Two men missed ship in Houston, Texas and Kobe, Japan. Motion was passed to get innerpring mattresses, next trip and have the crew's quarters fumigated. Water fountain should be put in the passageway so the crew won't have to drop up to go to the messroom at night for a drink of water. Old fans in the crew's quarters should be replaced by new ones.

MOBILIAN (Waterman), December 6—



Chairman, R. Murray; Secretary, R. Pierce. Small OT beef will be taken up with the patrolman at the payoff. Ship's delegate will see the captain about a one-day discharge and also ind out when he is going to pay the men off. No one will pay off without the OK of the ship's delegate. A vote of thanks went to the steward department for a job well done, even though the baker did put chocolate on the cornbread.

SANTORE (Ore), December 6—Chairman, E. A. Boyd; Secretary, H. J. Fogarty. Ship's delegate will get the radio fixed and will be reimbursed by the crew next trip. Vote of thanks went to the steward department for their fine service. Steward reported that 24 mattresses were ordered for the next trip. Crew would like to have the blower system checked throughout the ship or additional fans installed.

JEFFERSON CITY VICTORY (Victory Carriers), December 13—Chairman, W. L. Busch; Secretary, B. Toner. Repair list was turned in and additions noted. Crackers should be disposed of, as they have weevils in them. Vote of thanks went to the steward department for a job well done. Books in the recreation room should be replaced in the lockers after they have been read.

WACOSTA (Waterman), December 3—Chairman, J. Mitchell; Secretary, P. Solazzi. One man got off ship in Baltimore at the last minute. The matter of painting the black gang fo'les will be turned over to the patrolman in New York. Washing machine should be repaired, toilets and heads painted. Ship's delegate should see about getting fresh milk between New York and Houston, and make sure there is milk waiting on the docks of New York. There was a general beef on the milk situation. Cleaning of the washing machine and laundry should be rotated each week to a different department. Washing machine should be replaced and drinking fountain repaired.

WESTERN RANCHER (Western Navigation), November 29—Chairman, Van Vlaenderen; Secretary, Red Brady. New washing machine will replace the worn-out relic now aboard. Messhall, recreation room, pantry and saloon will be painted

first thing next trip, according to the captain. Injured OS was replaced at Pedro in emergency. New crew mess refrigerator was recommended. OT was put in for washing laundry by hand, pending patrolman's decision. Repair list will be compiled and submitted. Outgoing members were asked to leave quarters clean for replacements.

ORION STAR (Orion), December 3—Chairman, O. Hadley; Secretary, J. G. Lakwyk. John D. McLemore was elected ship's delegate. Men were asked to donate to the ship's library. Sanitary man will straighten out laundry and recreation room. Steward department was thanked for good food.

ANNE BUTLER (Bloomfield), November 28—Chairman, E. Lamb; Secretary, T. Lay. Third cook was hospitalized in Yokohama. Suggestion to make a donation to the wife of William Scarlett, hospitalized third cook, was passed. Ship's delegate will also send a letter to Lindsey Williams in New Orleans, asking him to cash money orders for Mrs. Scarlett. The men pledged 100 percent to this cause in real SIU fashion. Personal travelers' checks will be sent, as we are unable to send money from Korea.

CITY OF ALMA (Waterman), November 23—Chairman, R. F. Grant; Secretary, E. Kuudasilin. All repairs were not done. Homer I. Nichols was elected ship's delegate by acclamation. Question was raised on having too much stew and not enough steak. Steward promised to fix the situation at once. Engine delegate handed the \$36.50 in the ship's fund to the new ship's delegate. Two members of the deck department did not receive sufficient funds from the company agent in Seattle for transportation to the ship in Vancouver, Washington. Receipts will be presented to the patrolman at the payoff.

ROBIN TRENT (Seas Shipping), December 13—Chairman, H. L. Meacham; Secretary, E. Apel. Draw will be given at sea, before arriving in Boston. Linen issue is still disputed as well as a small amount of OT. Ship's delegate will take a general vote of thanks to the master, for his cooperation and attitude this voyage. Crew should have a general meeting when the patrolman comes aboard to straighten out several issues. Discussion was held on whether one member was doing his work properly or not.

CALMAR (Calmar), December 12—Chairman, Stanley G. Cooper; Secretary, Peter Cakanic. One man missed ship in Baltimore; delegate will make a full report to the boarding patrolman. Charles



O. Lee was elected ship's delegate. Schedule was posted for cleaning of the recreation room and the laundry. Small repair items will be taken care of by the carpenter and deck engineer instead of waiting till the end of the voyage.

WINTER HILL (Cities Service), December 13—Chairman, James A. Phillips; Secretary, James O'Connor. The delegates talked to the patrolman about having the ship fumigated. One man missed ship in Philadelphia. There is a \$14 balance in the ship's fund. James B. Lane was elected ship's delegate. Cooks were complimented on their good work.

IBERVILLE (Waterman), December 13—Chairman, Ralph Beckinger; Secretary, David A. Mitchell. All departments are cooperating together. This isn't too much of a problem as we have a good, clean and good feeding ship. Crew would like to have the Union investigate the possibility of getting better quarters for some of the daymen—with better ventilation and more room. There is unnecessary noise aft in the crew's quarters. Crew gave a vote of thanks for a swell Thanksgiving dinner. Motion was passed (Continued on page 25)

Fit for a Seafarer!
THE FOOD AND PRICES AT OUR OWN CAFETERIA IN THE NEW YORK HALL ARE GEARED FOR SEAFARERS - THE MEMBERS OF OUR UNION. DROP IN THE NEXT TIME YOU'RE AT THE HALL.

The Seafarers Cafeteria

... DIGEST of SHIPS' MEETINGS ...

(Continued from page 24)

to buy a radio out of the ship's fund, leaving a balance of \$42.70. Repair list will be turned over to the ship's delegate before the end of the voyage.

HURRICANE (Waterman), December 9—Chairman, John R. Prescott; Secretary, R. J. Callahan. Each delegate will make out a repair list. One brother missed ship in New Orleans, another in Antwerp. Vote of thanks went to the ship's delegate. Patrolman will be asked to check medical supplies in the ship's hospital. Ship will be fumigated for roaches. Brothers who have borrowed library books were asked to return them, so that the library can be exchanged in Mobile.

BENTS FORT (Cities Service), December 10—Chairman, H. M. Connell; Secretary, P. Dalgie. Captain will be contacted about fumigation, lockers, conditions. Fireman's fo'c'sle will be painted in a few weeks.

ANNISTON CITY (Isthmian), October 4—Chairman, Cliff Weimer; Secretary, Charles P. Makariwicz. All members are 100 percent behind the drive to keep the marine hospitals open, and will write to the Union. We have a poor quality of slopchest and will be glad to get the



Sea Chest next trip, with better goods and more sizes. Members should stop banging doors when brothers are sleeping. Washing machine should be cleaned after use. Better grade of pepper will be bought. First assistant will be asked to stop using our washing machine and hanging around with crewmembers.

RAGNAR NAESS (Orlon), December 5—Chairman, J. Scott; Secretary, C. J. Quintt. Brother Quintt was elected ship's delegate. Repairs were discussed. Discussion was held on the proper storing of the ship before she leaves the States. Steward reported that he was very short of stores last trip and did not want a recurrence this trip. Suggestion was made to take up a collection to buy an iron and an automatic switch for the washing machine. New mixing machine is needed for the galley very badly.

ALICE BROWN (Bloomfield), December 13—Chairman, L. Antoine; Secretary, Lindsey. Company took care of the mattresses, so a telegram was sent about the pipe lines and drinking fountain. Ship's delegate will talk this over with the patrolman. Washing machine roller was broken, due to someone's carelessness. Bosun asked for cooperation in the painting of the passageways, so that they wouldn't get tracked up. Complaint was made that the captain opens the slopchest for a few minutes and at different times, sometimes during meal hours. Patrolman will discuss this with the captain. It should be open for a reasonable amount of time and the time should be posted. Patrolman should see the chief engineer for more pressure on the hot water in the laundry, which was not fixed last trip. Men getting off should strip their bunks and clean out fo'c'sles. Vote of thanks went to the steward department.

JOHN B. KULUKUNDIS (Martis), October 4—Chairman, Carl Lawson; Secretary, Fred Sullins. Vote of thanks to the steward department. Anyone who wants to may store baggage in the store room. Steward will clean the recreation room; deck and engine departments will clean the laundry. Motion was passed to keep the messhall clean and put cups and dirty dishes in the sink.

November 29—Chairman, Carl Lawson; Secretary, Fred Sullins. Master refused to discuss overtime. Fo'c'sles need paint-

ing. Captain said this would be done next trip. Vote of thanks went to the steward, Fred Sullins, and his department for a nice Thanksgiving dinner. Vote of thanks went to Sparks for giving radio news. Motion was passed to carry sufficient medical equipment—especially penicillin. We would like to thank Staff Sergeant Jimmy James, former SIU bookman, for keeping us well supplied with LOGs and shipping news in Pusan, Korea. Vote of thanks went to Scott, for the god jobs he did as ship's and deck delegate.

CECIL N. BEAN (Drytrans), June 4—Chairman, T. E. Foster; Secretary, F. Eldemire. Ship's delegate promised to contact the mate about new gaskets for the portholes. Sanitary men in each department will rotate the cleaning of the recreation and laundry rooms.

October 4—Chairman, A. Kessen; Secretary, M. Kramer. William Bunker was elected ship's delegate by acclamation. Each department will make up a repair list and turn a copy over to the ship's delegate and the captain.

October 25—Chairman, William Bunker; Secretary, M. F. Kramer. Washing machine and sinks should be kept clean. Deck engineer cleaned the sink drains. Captain will be contacted by the ship's delegate about putting out a draw in US money before we hit port. Chief engineer should run a fresh water tap outside to keep shoreside personnel out of passageways. Library books will be put in a box and kept in one of the fo'c'sles while the ship is in port.

November 2—Chairman, William Bunker; Secretary, M. F. Kramer. One man missed ship in Kure, Japan. Beef with the chief mate will be brought up with the patrolman. Repair list will be made up and rat traps will be put out. Men on watch should keep the messhall and galley sink clean.

December 6—Chairman, William Bunker; Secretary, M. F. Kramer. Linen allowance was checked and repair list handed in. Some repairs have already been made. Vote of thanks went to the Union for the library service. Lockers and rooms are to be left clean and keys turned in. Suggestions were made on improving library service.

BENTS FORT (Cities Service), November 17—Chairman, H. McConnelly; Secretary, M. McVay. Porthole repairs requested at the last meeting have still not been made. One brother missed ship in Baytown, Tex. A Malone was elected ship's delegate by acclamation. Letter will be written to the Wilmington patrolman about one member, about whom there has been much controversy. Ship's fund will be started, not to exceed \$50.

LIBERTY FLAG (Dover), December 12—Chairman, B. Hagar; Secretary, Joseph W. Thomley. The man who missed ship

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

In Kure will be referred to the patrolman. Repair list was turned over to the captain. Some were taken care of. Crew passageway will be painted next trip. Baker hash own lack of interest in his duties. Enough mayonnaise and some coffee mugs will be ordered. Ship is clean and in good shape and the ship's delegates asked the crew's cooperation in keeping it so. Vote of thanks went to the deck department for cleaning the ship. Chief mate will have to order moulding to complete repairs. Crew gave the steward department a vote of thanks.

ANNISTON CITY (Isthmian), December 12—Chairman, Clifford Weimer; Secretary, Charles P. Makariwicz. Repair lists were made out and handed to the department heads. Disputed OT will be straightened out by the patrolman at the payoff port. Repair list was made out and given to the ship's delegate. Crew was reminded to write to Congress about the closing of the USPHS hospital. Ship's delegate was shown the store list for Halifax and was glad to see that

all necessary items were ordered. Captain will be contacted about the few logs and the inadequate slopchest. Steward department and galley staff were thanked for the excellent Thanksgiving dinner.

ALAMAR (Calmar), October 4—Chairman, Thurston Lewis; Secretary, John A. Sullivan. Taylor was voted ship's delegate by acclamation. All men are to be properly dressed in the messroom at all times.

November 8—Chairman, John A. Sullivan; Secretary, Thurston Lewis. One man missed ship at Panama; a letter and his gear were sent to Philadelphia. The man who missed ship in San Francisco was not to blame; sailing time was advanced. Motion was passed to get a Sea Chest put aboard all Ore and Calmar ships. Chow is bad and meats are not first quality. There is a beef on one man being fired, and the delegate having to tell him. We had one member in that job who was worse, but he was allowed to ride to Frisco. There was no replacement available. New mattresses put aboard in Philadelphia are no good. Union should have the company put inner spring mattresses aboard, with the proviso that anyone damaging it should pay. Coffee cups should be returned to the sink after use. Night lunch shelf should be kept clean at all times. There was \$42.26 in the ship's fund. Ship's delegate will tell the captain about the men who will get off in New York after we leave the Panama Canal.

November 21—Chairman, John A. Sullivan; Secretary, Thurston Lewis. Captain is paying off men who want to get off in New York. Taylor was elected deck delegate. Downs, engine delegate, BR's grandmother died; collection of \$28 was donated for a funeral spray. Food aboard should be improved, and grade B meat should be forbidden. New crew should not sign on until the food beef is straightened out.

BALTORE (Ore), November 28—Chairman, Alva Gano; Secretary, E. McClung. There has been improvement in the steward department. Membership was advised to boycott the captain's slopchest if possible. Vote of thanks went to the Baltimore officials for a job well done in settling beefs. Membership should try to keep the pantry more shipshape. Mate and first assistant engineer should be contacted about keys for all rooms. Steward department got a vote of thanks for general improvement. Heads and fans need repairs.

CUBORE (Ore), December 11—Chairman, Chuck Hostetter; Secretary, George Mattair. There is \$146.80 in the ship's fund. Steward was authorized to buy 50 pounds of shrimp. Recreation room should be kept locked up in port. Steward and his department got a vote of thanks. Steward said he would issue more than five cartons next trip as he was low on cigarettes due to the new slopchest deal.

GREECE VICTORY (South Atlantic),

December 13—Chairman, Samuel Doyle; Secretary, Robert F. Black. Mobile patrolman will be consulted on the possibility of ordering fans here or in San Pedro. No smoking signs and notices should be posted in the officers' saloon and crew messhall. Cots should be checked and, if needed, ordered before the hot weather. Recreation room and messhall should be locked up in port. The department delegates should accompany the ship's delegate when he visits the captain on ship's business, so that there are witnesses. Mobile agent will be consulted on what can be done about the captain's Captain Blish attitude in dealing with crewmembers. Mobile agent will be asked about fans and parts promised by the captain in New York. There will be hot weather ahead.

SOUTHSTAR (South Atlantic), November 8—Chairman, Charles Rice; Secretary, J. B. Christy. Loyd D. Richardson was elected ship's delegate. Steward explained how linen would be passed out. Steward instructed his men to carry their own garbage aft and dump it into the cans placed there, and not to give it to the stovedores to dump on the decks.

December 6—Chairman, C. M. Rice; Secretary, J. B. Christy. Crew asked for new mattresses and that the washing machine be kept cleaner. Shoreside workers should be kept out of the recreation room. Door will be put in the main deck passageway just forward of the door to the ship's office. Repair list will be turned over to the chief engineer and chief mate.

LIBERTY FLAG (Gulf Cargo), October 2—Chairman, G. Skendelas; Secretary,



Robert M. Draker. Ship's delegate was informed by the captain that the ship wasn't seaworthy unless deck cargo was taken off. Water tanks were pumped dry and bunkers taken on. Crew agreed to back the captain not to sail the ship unless proven seaworthy by the Army.

NOTICES

Joseph F. Blotti, Jr.
Please contact Welfare Services immediately.

Joseph Czech
Pick up your papers at LOG office.

Crew Members, Ragnar Naess
All crew members who were laid off the Ragnar Naess in Seattle on November 30 are entitled to three days pay and subsistence. Contact the Orion Steamship Company immediately.

Samuel Curtis
Please pick up your Coast Guard discharge certificate in the LOG office.

Nils Lundquist
Please contact the Welfare Services.

James W. Bell
Contact the Union Welfare Services.

L. Tilley T-114
Contact the Shepard Steamship Company, 31 Milk Street, Boston. There is some money due you.

Hugh Mansfield
Pick up your papers at the LOG office.

Milledge Lee
Get in touch with the Welfare Services.

Quiz Answers

- Bob Mathias.
- Senator Milton Young of North Dakota.
- Maine.
- Dr. Cheddi Jagan.
- Senator Paul Douglas of Illinois, married to former Congresswoman Emily Taft Douglas.
- Mickey Walker; Billy Petrolle; Henry Armstrong.
- Socialist Mayor of West Berlin.
- Charles Malik is the Lebanese delegate, while Jacob Malik represents the Soviet Union.
- Governor James Byrnes of South Carolina.
- In the French Alps.

Speak Your Mind At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their mind.

PERSONALS

Harold Cortwright
Eduardo Santaromana
Claim your gear immediately at Collectors' Storage and Sales Section, 311 Appraisers Stores, 201 Varick Street, New York. If your gear is not claimed by January 21, it will be put up for sale.

Warren Frye
Please contact your family immediately or call Sheriff F. M. Cahoon, Dare County, Manteo, North Carolina, collect.

Robert Beale
Please get in touch with Doug Mackie, 485 Duplex Avenue, Toronto, Ontario.

Audley Foster
Please contact your wife immediately about some important correspondence.

Joseph Laughlin
Please get in touch with your mother at 171 Passyunk Avenue, Philadelphia, Penna.

Michael Zelack
Get in touch with Paolo Pringl, Box 2430, 25 South Street, New York.

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

Puzzle Answer

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

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

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

NAME

STREET ADDRESS

CITY ZONE STATE

Signed

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

CITY ZONE STATE

Savannah Offers Maternity Benefit Trio



Three wives of Seafarers who live in Savannah are shown in the Savannah SIU hall with their offspring and benefits. Left to right they are: Mrs. W. R. Morgan and Rose Mary; Mrs. Jack Craven and Susan Maude; and Mrs. Carl E. Hargroves and Carl E. Hargroves, Jr. Mrs. Morgan and Mrs. Craven were in the same hospital and their babies were born three minutes apart.

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.

Rose Mary Morgan, born November 8, 1953. Parents, Mr. and Mrs. William R. Morgan, 414 East Charlton Street, Savannah, Ga.

James Preston Walker, born November 18, 1953. Parents, Mr. and Mrs. Harold V. Walker, Knoxville, Tenn.

Stephen Paul Koval, born October 21, 1953. Parents, Mr. and Mrs. John T. Koval, 724 Prospect Place, Brooklyn, NY.

Georgina Felix Martinez, born October 31, 1953. Parents, Mr. and Mrs. Ernesto Felix Martinez, PO Box 5173, Pta. Tierra, San Juan, Puerto Rico.

Susan Maude Craven, born November 8, 1953. Parents, Mr. and Mrs. Jack W. Craven, 1320 East 55th Street, Savannah, Ga.

Eusebie Gherman, Jr., born October 8, 1953. Parents, Mr. and Mrs. Eusebie Gherman, 1013 Howland Square, Arbutus, Md.

Kenneth Frank Walter, born November 12, 1953. Parents, Mr. and Mrs. Frank E. Walter, 25-A Bulger Avenue, New Milford, NJ.

Stephen David Milton, born November 20, 1953. Parents, Mr. and Mrs. John D. Milton, 1421 Carsile Avenue SE, Roanoke, Va.

Kevin Hedemann Jensen, born November 17, 1953. Parents, Mr. and Mrs. Flemming Jensen, 639 51st Street, Brooklyn, NY.

Bertha Denise Farr, born October 30, 1953. Parents, Mr. and Mrs. James W. Farr, 219 Village Street, Hartford, Conn.

Gilbert Alan Savior, born October 4, 1953. Parents, Mr. and Mrs. Richard Savior, 715 North 16th Street, Philadelphia 30, Pa.

Michael Steven Parr, born August 28, 1953. Parents, Mr. and Mrs. Edward J. Parr, 2031 Anunciation Street, New Orleans, La.

Tamara Lynn Thomas, born November 18, 1953. Parents, Mr.

and Mrs. Valentine Thomas, Route 5, Box 109-A, Springhill, Ala.

Marc King Parker, born November 15, 1953. Parents, Mr. and Mrs. Bobby S. Parker, 2057 "C" South Woodlawn Drive, Mobile, Ala.

Peter Joseph Revolta, born November 11, 1953. Parents, Mr. and Mrs. Charles F. Revolta, 5130 Dauphine Street, New Orleans, La.

Sonya Jean Boutwell, born September 12, 1953. Parents, Mr. and Mrs. Robert Boutwell, 507 Dauphin Street, Mobile, Ala.

Nancy Lorenzo, born November 24, 1953. Parents, Mr. and Mrs. Mateo H. Lorenzo, 244 49th Street, Brooklyn, NY.

Laura Rita Ortiz, born November 25, 1953. Parents, Mr. and Mrs. Francisco Ortiz, 1062 Colgate Avenue, Bronx, NY.

Michael Ray Honeycut, born December 5, 1953. Parents, Mr. and Mrs. Wayne Honeycut, 226 Iona Street, Erwin, Tenn.

William Ruiz, born September 29, 1953. Parents, Mr. and Mrs. Teodoro Ruiz, Fajardo Post Office, Majardo, Puerto Rico.

James Daniel King, born November 4, 1953. Parents, Mr. and Mrs. Kevin H. King, 28 Florence Street, Somerville 45, Mass.

Paul Schwinn, born November 20, 1953. Parents, Mr. and Mrs. Joseph B. Schwinn, 690 Eastern Parkway, Brooklyn 13, NY.

Joseph Chirichella, born November 17, 1953. Parents, Mr. and Mrs. Dominick J. Chirichella, 526 Pennsylvania Avenue, Brooklyn, NY.

Michael Kulakowski, born November 3, 1953. Parents, Mr. and Mrs. Julian Kulakowski, Route 1, Box 276-A, Theodora, Ala.

Donna Lou Donovan, born December 4, 1953. Parents, Mr. and Mrs. Daniel R. Donovan, 90-10 Rockaway Boulevard, Ozone Park, NY.

Antonio DeJesus, Jr., born December 9, 1953. Parents, Mr. and Mrs. Antonio DeJesus, 1055 Rose-dale Avenue, Bronx, NY.

Michael Anthony Rushworth, born December 4, 1953. Parents,

Mr. and Mrs. William Rushworth, 524 Ray Street, Camden, NJ.

Tommy Lawrence Mouton, born September 14, 1953. Parents, Mr. and Mrs. Clifton Mouton, 346 Seventh Street, Bridge City, La.

Elizabeth Catherine Stansbury, born September 1, 1953. Parents, Mr. and Mrs. Gary W. Stansbury, 101 Jeffery Street, Baltimore 25, Md.

Suellen Ann Stepp, born November 20, 1953. Parents, Mr. and Mrs. Ralph C. Stepp, 1313 Springhill Avenue, Mobile, Ala.

Susan Renee Shirah, born December 9, 1953. Parents, Mr. and Mrs. Charles L. Shirah, 62 Item Avenue, Mobile, Ala.

Dennis Wayne Fillingim, born December 8, 1953. Parents, Mr. and Mrs. Ollice D. Fillingim, 719 Sixth Avenue, Chicksaw, Ala.

John David Holley, born November 21, 1953. Parents, Mr. and Mrs. John S. Holley, Route 8, Box 36, Whistler, Ala.

Jennifer Lynn Blevins, born October 5, 1953. Parents, Mr. and Mrs. Lewis Blevins, c/o General Delivery, Baltimore, Md.

Edwina Jo Ketschke, born November 11, 1953. Parents, Mr. and Mrs. Edward W. Ketschke, 421 East 76th Street, New York, N. Y.

John Edward Bialkowsky, born November 22, 1953. Parents, Mr. and Mrs. Edmond Bialkowsky, 96 Morgan Avenue, Brooklyn 37, N.Y.

Irene Tiniakos, born November 19, 1953. Parents, Mr. and Mrs. Nick Tiniakos, 891 Albany Avenue, Brooklyn, N.Y.

How To Get Disabled Pay
Any totally disabled Seafarer, regardless of age, who has been employed for seven years on SIU-contracted ships is eligible for the \$25 weekly disability benefit for as long as he is unable to work. Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Avenue, Brooklyn 32, NY.

in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

- USPHS HOSPITAL NEW ORLEANS, LA.**
 - T. P. Barbour
 - William Bagnone
 - Cecil Bennett
 - C. A. Bradley
 - K. M. Bymaster
 - Otto M. Callahan
 - Herman H. Casas
 - C. C. Chambers
 - Clarence W. Cobb
 - George T. Coleman
 - S. Cope
 - Adlon Cox
 - Rogelio Cruz
 - Andrew J. Dawson
 - Herman Fruge
 - James E. Gardiner
 - M. W. Gardiner
 - Claude H. Gilliam
 - Andrew J. Gindel
 - Jack H. Gleason
 - Louis J. Guarino
 - John Hane
 - Walter H. Harris
 - John L. Hinton
 - A. Isyak
 - J. H. Jones
 - Thomas F. Keller
 - E. G. Knapp
 - D. Korolia
 - Leo H. Lang
 - Theo E. Lee
 - Thomas Lind
 - Jesse Lyles
 - J. M. Mason Sr.
 - L. L. Mays
 - H. W. Minkler
 - Mitchell Mobley
 - Jack Moore
 - Stewart Packer
 - W. A. Padgett
 - Elyah Platt
 - John W. Quimby
 - W. E. Reynolds
 - Louis Roa
 - I. C. Roble
 - Luther C. Seidle
 - Alfred E. Stout
 - William Tank III
 - Tedd R. Terrington
 - Lonnie R. Tickle
 - Joseph Traxler
 - S. C. Tuberville
 - E. Velazquez
 - C. V. Welborn
 - Russell Wentworth
 - B. B. Huggins
- VA HOSPITAL NEW ORLEANS, LA.**
 - L. Bourdonnay
- USPHS HOSPITAL SEATTLE, WASH.**
 - Robert R. Barber
 - C. E. Dudley
 - Leo Dwyer
 - Linus E. Twite
 - James W. Wedda
 - Joseph E. Wells
- USPHS HOSPITAL SAN FRANCISCO, CAL.**
 - E. A. Ainsworth
 - Ho Yee Choe
 - C. B. Coburn
 - F. T. Costello
 - Wilson A. Deal
 - S. Demoleas
 - Olav Gustavsen
 - F. J. Haigney
 - George Hildreth
 - Nicholas M. Korsak
 - E. Moss
 - Edward Seseck
 - E. R. Snedeker
 - W. Timmerman
 - P. S. Yuzon
 - R. R. Richards
- USPHS HOSPITAL NORFOLK, VA.**
 - David H. Berger
 - James W. Davis
 - William H. Little
 - John M. Powers
 - Fred Refflenbuel
- VA HOSPITAL CORAL GABLES, FLA.**
 - George C. Murphy
 - J. C. Vilar
- USPHS HOSPITAL BETHESDA, MD.**
 - James H. Harker
- USPHS HOSPITAL SAVANNAH, GA.**
 - Fred U. Buckner
 - P. G. Daugherty
 - E. J. Debardeleben
 - R. A. Denmark
 - Joe B. Farrow
 - Roger E. Huggins
 - Jimmie Littleton
 - L. P. McDaniel
 - W. Y. Shierling
 - James V. Smith
 - George W. Wilson
- USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY**
 - Percy D. Allred
 - Claude F. Blanks
 - Bonar R. Cheeley
 - Julian Cuthrell
 - C. M. Davison
 - Emilio Delgado
 - John J. Driscoll
 - John T. Edwards
 - Jose G. Expinoza
 - Robert E. Gilbert
 - Bart E. Guranick
 - John B. Haas
 - Thomas Isaksen
 - John W. Keenan
 - Ludwig Kristiansen
 - Frederick Landry
 - James J. Lawlor
 - James R. Lewis
- Francis F. Lynch**
- H. F. McDonald**
- A. McGulgan**
- David McIlreath**
- J. T. McNulty**
- Vic Milazzo**
- Lloyd Miller**
- Eugene T. Nelson**
- Montford Owens**
- E. R. Smallwood**
- Henry E. Smith**
- Renato A. Villata**
- Virgil E. Wilmoth**
- Antonio M. Diaz**
- LI COLLEGE HOSPITAL BROOKLYN, NY**
 - Isabelo Garcia
- USPHS HOSPITAL STATEN ISLAND, NY**
 - Richard Anderson
 - R. V. Anderson
 - Anton Back
 - Melvin Bass
 - John Beckmann
 - Earl A. Bink
 - B. Blanchard
 - Frank Blandino
 - John E. Brady
 - Jessie C. Bryant
 - William J. Carey
 - Luis Cruz
 - Ian G. Cumming
 - C. L. DeChenne
 - John Dovak
 - R. Edmondson
 - Gilbert Eschburg
 - John Fontries
 - Eric Foreman
 - David S. Furman
 - T. C. Galouris
 - Estell Godfrey
 - Anthony Gulliano
 - Mohamed Halem
 - Michael Katrusky
 - Joseph J. Keating
 - Chang Choo Lai
 - C. McBrien
 - John MacInnes
 - Sau Mok
 - Alfred Mueller
 - Donald Peterson
 - Antoni Plaza
 - Elwood Read
 - William A. Ryan
 - Virgil Sandberg
 - Robert Sizemore
 - John Slaman
 - Warren Smith
 - Henrich Sterling
 - Harry S. Tuttle
 - Frank Walaska
 - Francis Wall
 - Peter Williams
 - Luciano Labrador
- USPHS HOSPITAL MEMPHIS, TENN.**
 - Clarence Shively
- USPHS HOSPITAL BALTIMORE, MD.**
 - Julian A. Blanco
 - Francis J. Boner
 - Jessie A. Clarke
 - C. Coats
 - F. J. Conforte
 - Harvey Cullen
 - Jeff Davis
 - James R. Dodson
 - Samuel Drury
 - Earl T. Erickson
 - C. Foster
 - L. C. Glanville
 - Mark B. Hairelson
 - James H. Hayes
 - Alfred Johnson
 - Stamatios Kazakos
 - Woody H. Kirby
 - Robert Lambert
 - Willie J. Lewis
 - W. R. McIlveen
 - Jack D. Morrison
 - James H. Penwick
 - M. Pugaczewski
 - Horace C. Sherrill
 - H. W. Sherrill
 - James T. Smith
 - G. K. Stennett
 - Larry A. Webb
 - Charles E. Barnes
 - James N. Bryant
 - Leonard Connors
- USPHS HOSPITAL BOSTON, MASS.**
 - Joseph E. Crowley
 - John Farrand
 - Ernest J. Gerace
 - Roy L. McCannon
 - Frank Mackey
 - Theodore Mastaler
 - Robert A. Rogers
 - S. J. Sbriglio
- USPHS HOSPITAL DETROIT, MICH.**
 - Adolph Pochuckl
- PROVIDENCE HOSPITAL MOBILE, ALA.**
 - Cyril Lowrey
- USPHS HOSPITAL GALVESTON, TEX.**
 - C. Barbosa
 - M. Fontenot
 - John Haynes
 - Edward C. Hill
 - Edward R. Idell
 - R. L. Jones
 - Howard E. Liles
 - J. E. Markopolo
 - Julius Parks
 - Stanley Polaso
 - Harry Reynolds
 - R. W. Seales
 - Jack E. Sloucum
 - H. Trahan
 - Albert T. Weaver
 - N. L. Gardner

GET THE BEST FOR YOUR DOUGH!

THE NATION'S TOP CONSUMER EXPERT WRITES A REGULAR COLUMN IN EACH ISSUE OF THE LOG. FOR WHAT TO BUY, WHEN TO BUY, AS WELL AS WHAT NOT TO BUY, READ "YOUR DOLLARS WORTH"

IN THE LOG, ANY QUESTIONS? SEND THEM IN!

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

Christmas time is as good a time as any to look back at the work your Welfare Services Department has been doing over the months as far as the men in the hospitals are concerned. When your Union representatives get down to the hospitals at this time of the year, they don't find things too cheerful, but they do the best they can. The \$25 hospital bonus sure does make the men a little happier and take the edge off having to spend the holidays in the drydock.

Usually, in your marine hospitals at any given time, you will find about 200 Seafarers scattered over the country in various ports. These men are getting their regular visits from the SIU representative who brings around the \$15 weekly benefit, plus taking care of a little shopping, stamps, gear, and a few other items.

Write Letters

Looking back at it now, there was one Seafarer who had his arm in a cast and wanted someone to write a few letters home from him. Your Welfare Services representative was able to take care of that problem in fine style. Or a more common type of thing we run into is getting an injured man's gear off of the ship. That kind of thing is promptly attended to as well. Or maybe it's just a matter of getting in touch with family or friends and letting them know how things are going.

The doctors tell us its mighty important for a man to have peace of mind when he's recovering from illness, so your Union through this Welfare Services set-up, is trying its best to give the doctors a helping hand. And they certainly appreciate it in the hospitals, because it means that they, the hospital staff, find it that much easier to get the man back on his feet again.

Unorganized Out Of Luck

You can tell how important that is when you run across men from unorganized outfits in the hospitals. Half of the time unless they happen to have friends and relatives in the port where they are laid up, nobody even comes to see them. The best that they can hope for is a little mail from someone they happen to know. The Seafarers, who can look forward to a visit every week and a little information on how things are on the outside, consider themselves to be pretty fortunate fellows.

Talking about the hospitals is as good a time as any to remind the brothers that the US Public Health Service doctor has the final say on whether a brother is fit for duty or not. Sometimes the men get out of the hospital and ship out, but when they hit one of the company doctors the man is liable to get turned down.

Your SIU contract says specifically on this issue, that the fit for duty slip from the USPHS is the last word. So just make sure that you have your slip in your pocket when you ship out, because you can save yourself quite a package of grief if it's not around when you need it. And if you get into any difficulty over it, just get in touch with your Union on the problem.

Brother Joseph Plutis, who has been in St. Vincent's hospital in New York City since October, has to undergo several more operations. He's had six and is still not ready to ship out again with his old shipmates. He would appreciate it very much if some of his old crewmates would write to him, or drop up to see him if they have a chance.

Seafarers Answer Blood Calls



Seafarers pile into a Sea Chest truck outside Headquarters before heading for the hospital in answer to a call for blood donors. Under the direction of a Welfare Services Representative, the men who answered the latest blood call eagerly await the start of their errand of mercy to the hospital.

One thing Seafarers and their families can be assured of when hospitalized is ample supplies of blood for medical emergencies. A common sight at headquarters is that of ten, 15 or 20 Seafarers being taken to any one of the hospitals in the New York area by a Welfare Services representative. The same is true of any of the outports.

It's a standing gag at Welfare Services that when a hospital calls for blood the question asked in return is "How many gallons do you need?" Actually, on more than one occasion, blood donations by Seafarers have run into the gallon figures.

As a result of the SIU's fast response on blood needs, hospitals in the New York area do not hesitate to give Seafarers or members of their family immediate donations in emergency needs. They have assurance that the blood will be replaced.

Blood In A Hurry

The SIU blood donations are especially valuable where city hospitals are involved. Because of their great number of patients,

these hospitals seldom have ample supplies of blood on hand and hesitate to operate in emergencies when blood is required. In such instances donations are needed in a hurry and the SIU is in a position to supply them when needed.

As far as the Staten Island USPHS is concerned, the hospital usually has enough blood on hand since many of the patients themselves donate to the hospital's blood bank before they are discharged. Here too, though, the SIU has replaced every pint of blood that has been used for Seafarers.

Speedy Service

Members of the Seafarers' immediate family, as well as Seafarers themselves can get the speedy SIU blood donor service by

calling SIU Welfare Services in New York or any SIU outport hall. The SIU has never failed to respond with sufficient blood to meet medical needs of the patients involved.

Helps Recovery

In the past, SIU blood donations have helped immeasurably in the battle for life waged by some of the Union's members and their families. No figures of this sort are available, but just the fact that members know the SIU stands behind them and is ready to help them out if they need it has bolstered many a hospital patient. Hospital personnel acknowledge that this fact makes their job easier, too. Otherwise despairing patients have taken new turns for the better with the SIU on the job to help out in every way possible.

This has often effected quick recoveries.

Not only does the Union and its members respond to calls for aid from members and their families, but Seafarers have gone out of their way to answer blood donor requests from hospitals badly in need of blood. Often, the Seafarer is unaware of the recipient of his life-giving blood, and just as often Seafarers donate it anonymously without benefit of fanfare.

Crewmembers Of French Creek Divide \$9,000 Salvage Money

Crewmembers of the French Creek, who have approximately \$9,000 in salvage benefits coming to them, are getting assistance from the Welfare Services Department to assure

speedy collection of their salvage claims. Welfare Services is tracing down members of the crew so that enough of them can be found to sign the settlement of the claim, making possible payment of the salvage benefits.

The French Creek crew's salvage claim arose from a tow that the vessel gave a disabled German freighter. The German ship had lost her propeller in heavy seas and was out of control when the French Creek came along. The Cities Service tanker put a line aboard the German ship and towed it in without dickering as to the price of the tow.

Consequently, it came under the heading of a salvage service and had to be settled between the two parties and ratified by an admiralty court. The final settlement is approximately \$35,000 of which unlicensed crewmembers will get around \$9,000 after company and officers' shares are deducted.

All crewmembers who participated in the salvage operation are asked to get in touch with Welfare Service as soon as possible so as to speed up the processing of the claims.

FINAL DISPATCH

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

Maurice Charles Brodey, 25: On September 27th of this year, Brother Brodey was being taken from the Stony Creek by a USAF air sea rescue plane for medical treatment; the plane crashed, and his body was lost at sea, somewhere in the Gulf of Oman. Brother Brodey had been a member of the SIU for eight years, joining in the port of New York. He is survived by Sara Brodey, 240 South Frazier Street, Philadelphia, Pa.

James Ashurst, 38: Since 1942, when he joined the SIU in Mobile. Brother Ashurst had sailed as fireman in the engine department. He died at Bellevue Hospital, New

York, NY, on March 11, 1953 and was buried at Cardialle Cemetery, Tallassee, Ala. He leaves his children, James L. and Mary C. Ashurst, Box 439, Troy, Ala.

How to Apply For Birth Pay

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

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

Processing of all applications can be speeded up by at least three days if photostatic copies of the three documents are sent in. Applications should be made to Union Welfare Trustees, c/o SIU headquarters, 675 Fourth Avenue, Brooklyn 32, NY.

Let us Know... if you're in trouble



YOUR PROBLEM IS OUR BUSINESS

SEE THE SIU WELFARE SERVICES DEPARTMENT

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

SIU Donates Films To Hospitals **Vacation Pay 1.8 Million 1st Year**

New Mariner To Cruise Soon, Sixth For SIU **SIU Ups Disabled Pay To \$100**

Go Balks At Pact, Blitz Strike Wins Quick Okay **\$25 Bonus Voted For Ill Seamen** **5,000-Member Union Joins Seafarers As 45th Affiliate**

Seafarer Crosses Ocean Alone **6 Victorys SIU Co's** **New Tankship Co. Defies SIU; Tamed By Solid Tie-Up**

See Co's Signing Next Week; Union Hails Wide Gains **Children Of Four Seafarers Awarded SIU Scholarships**

SIU Strike Machinery Set As CS Bows To Full Pact **Welfare Totals Million-\$ Mark On Plan's 3rd Birthday** **Union Helps Amputee Seafarer**

SIU Pushes Fight To Save Savannah Hospital From Axe **SIU Record 'Inspiring,' Sen. Kefauver Writes** **Meet On \$ Draw**

'U' Dean Praises Scholarship Plan **Art Winners Announced, Eleven Awarded Prizes**

SIU Slopchests To Sail From Gulf Ports Soon **Union To Put SIU Library On All Ships**



MFOW GOES SIU BY 2-1

Members of SIU ships will have plenty of fresh... next month