



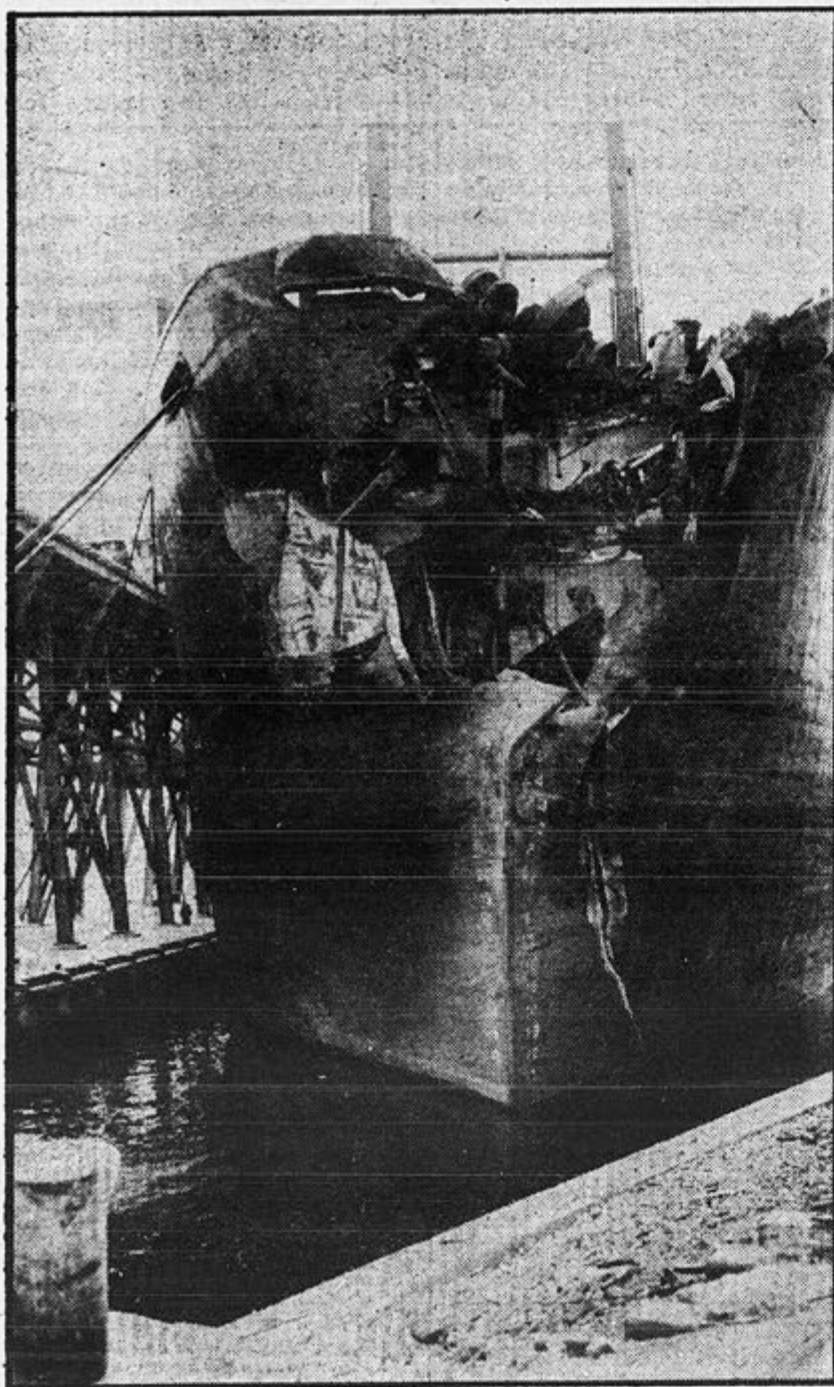
• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •

# ITF WIDENS DRIVE ON 'RUNAWAY' SHIPS

Story on Page 3

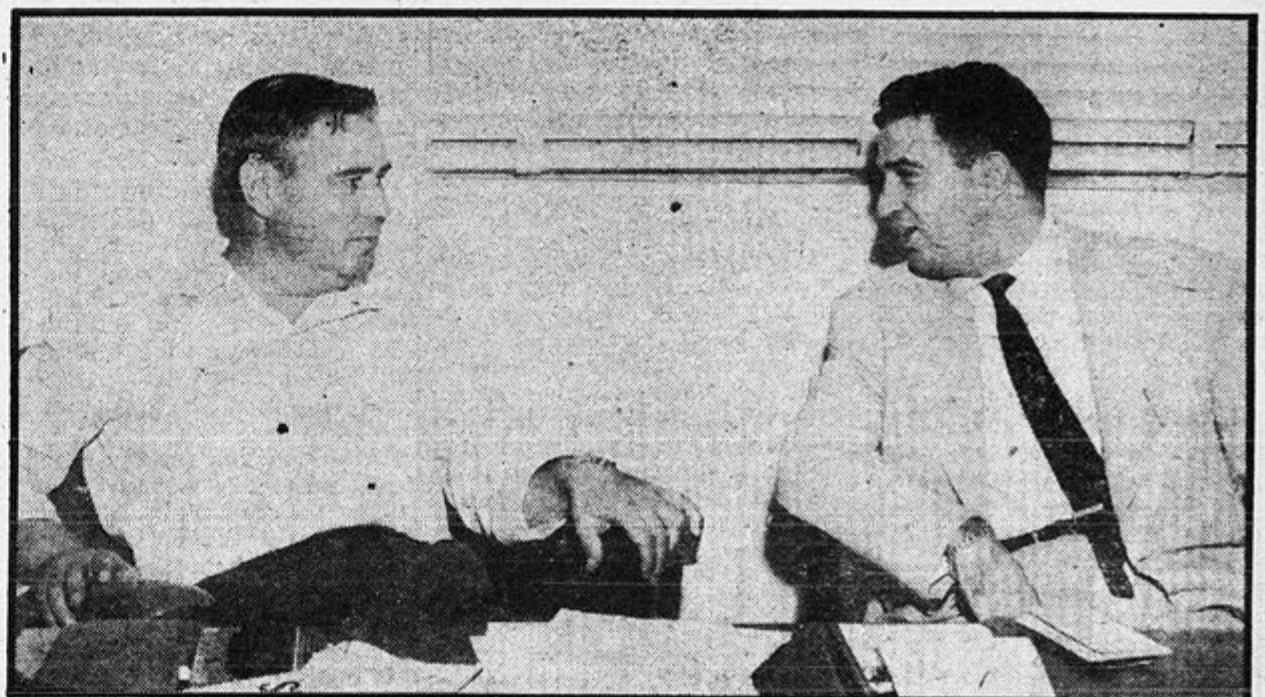
## Canadian Engineers Go SIU

Story On Page 3



**Casualty.** Victim of a head-on collision with a Swedish tanker, the SIU-manned Edith waits in Maryland Drydock at Baltimore for repairs. No one aboard either ship suffered injury, but the Edith will be out of action about three weeks.

**Welfare Cash.** On the mend after hospitalization, Mrs. Robert Guthrie receives check covering SIU hospital and surgical benefits from Charles Tannehill, Houston port agent, as her Seafarer-husband looks on. (Seafarer Benefit Story on Page 5.)



**New Job.** Cal Tanner (left), SIU Mobile port agent, has been named by Alabama Governor Jim Folsom to the Advisory Board of the Alabama State Docks in Mobile. It was the first labor appointee to the board in the 25 years of its existence. Photo above was taken when Tanner was being interviewed for national magazine article by "Business Week" bureau chief Eugene Nailler. (Story on Page 3.)



# New Govt Policy Needed To Save MM, Leaders Told

NEW ORLEANS—Unless the US Maritime Administration adopts a policy reversing the present trend "we will have no shipbuilding industry in America" in a few years, Rep. Hale Boggs of Louisiana warned the maritime industry here this week.

The US has "practically no shipbuilding program and our fleet is fast becoming obsolete," Boggs told delegates to the American Merchant Marine Conference and the convention of the Propeller Club of the United States.

### 1936 Act Ignored

"Certainly the policy of the Merchant Marine Act of 1936 is not being adhered to and obviously unless there is a change in the very near future, the industry will

be facing difficult times indeed," Boggs warned.

### Consistency Needed

If replacement of obsolete US merchant ships is to be achieved, Boggs said, and if American shipping is to be enabled to meet foreign competition, there "must be some degree of certainty and consistency" on the part of the Maritime Administration and Congress.

"To achieve certainty I believe the controversies over the allowances on construction differential subsidies must cease," Boggs suggested. "A realistic program of trade-ins must be adopted; unfair competition from MSTs must cease; there must be a consistency of policy in the payment of operating differential, and our Government must recognize the 50-50 concept as the established policy of Congress."

These sentiments were echoed later by Geoffrey Azoy, Chicago banker, who advised steamship executives attending the conference that a stable Government maritime policy is a key to financing needed ship replacements.

It is difficult to obtain financing at attractive interest rates in an industry "where the rules are constantly being changed," he said.

Boggs' complaints were answered later by Maritime Administrator Clarence G. Morse, who vigorously denied that the Maritime Administration is dragging its feet on an adequate replacement program.

# Sea Unions Govt Control Report Due

NEW ORLEANS—An early report by the House Merchant Marine and Fisheries Committee on proposals for restricting and hamstringing maritime unions was promised by Committee Chairman Herbert C. Bonner of North Carolina here this week.

The proposals, which the SIU strongly blasted in House hearings, call for a wage freeze on US ships and establishment of government controls over contract negotiations plus settlement of shipboard beefs, were referred to in an address by Representative Bonner that was sharply critical of some phases of the Republican Administration's maritime policy.

Committee hearings which "dealt principally with labor-management relations and labor costs" will be taken up in a report to be issued "in the near future," he said. This report, he added, will contain the committee's conclusions and recommendations, and will be "only interim in nature, indicating that we have not finished" with the subject.

# AFL Mails Work Forms To Dockers

A work record card which will enable longshoremen to keep track of their hours worked is being mailed to all New York dock workers by the AFL Longshore Committee. The committee has become increasingly active in the port in recent months since it announced its intention to seek a new longshore election.

Up until now, longshoremen have had no system for keeping their annual hours record. Since all welfare, vacation and pension benefits are determined by the number of hours worked per year, the dock workers were at a serious disadvantage without this information.

### Accuse ILA

In issuing the cards, the AFL accused the racket-controlled ILA of deliberately withholding all information on work hours from longshoremen so that the men would have no way of knowing what they were entitled to in contract benefits.

"The ILA," the committee said, "never wanted it known in black and white how many longshoremen lost out on welfare, vacation and pension benefits because they were a few hours short in any given year."



Members of rank and file steward department committee elected at SIU headquarters to draft preliminary report on master set of working rules for their department are shown completing work on their report and recommendations to the membership. The 15-man committee represented all ratings in the department. Chairman Allan Lake has back to camera.

# Interim Report On SIU Food Plan Goes To Ships

A comprehensive set of recommendations revamping the operations of steward departments on SIU ships has been drafted by a 15-man rank and file steward department committee. The recommendations are now being mailed to all SIU ships for study by

SIU-contracted vessels. It is already in force on a considerable number of ships. Procedure to be followed under the feeding system is incorporated in the report. The committee acted after hearing reports from Seafarer-stewards who have been supervising the program on various SIU ships.

\*That shipboard working rules be revised so as to carefully specify the duties of all ratings in the department. Included in this revision would be a change in the working hours of the chief cook.

\*That the Union itself take steps to establish a regular procedure for upgrading and testing steward department men, in the absence of such procedure at pres-

ent. The report suggests that a Union committee be established to pass upon charges of incompetence and proposes standard sea-time requirements for upgrading.

The committee also recommended that headquarters officials continue the job started by the committee of drafting a standard stores list which will establish minimum storing requirements for all SIU ships. Another committee proposal called for the Union to make up a list of foreign ship chandlers and the kinds of supplies they have which meet US feeding standards.

**All Ratings Included**  
Members of the committee consisted of three chief stewards, three chief cooks, three bakers, three 2nd cooks, and three messmen-utilitymen. Committee chairman was Allan Lake and other members were S. W. Johnson, C. Dudley, H. Marcus, N. Nomikos, DeForest Fry, George Curry, Bill Dunham, Nick Gaylord, Nelson Wood, H. W. Morris, H. Domsua, R. Mendez, E. C. Shaffer, Juan Colon.

ent. The report suggests that a Union committee be established to pass upon charges of incompetence and proposes standard sea-time requirements for upgrading.

The committee also recommended that headquarters officials continue the job started by the committee of drafting a standard stores list which will establish minimum storing requirements for all SIU ships. Another committee proposal called for the Union to make up a list of foreign ship chandlers and the kinds of supplies they have which meet US feeding standards.

**All Ratings Included**  
Members of the committee consisted of three chief stewards, three chief cooks, three bakers, three 2nd cooks, and three messmen-utilitymen. Committee chairman was Allan Lake and other members were S. W. Johnson, C. Dudley, H. Marcus, N. Nomikos, DeForest Fry, George Curry, Bill Dunham, Nick Gaylord, Nelson Wood, H. W. Morris, H. Domsua, R. Mendez, E. C. Shaffer, Juan Colon.

# Del Sud 'Transport Corps'



Success of the fourth annual picnic staged by SIU crewmembers of the Del Sud for their families and friends in New Orleans last month was credited in part to yeoman service in transporting food and drink to Audubon Park by these picnic committeemen. Pictured (kneeling, l-r) are: Seafarers Arthur Maillet and Dave Witty; standing, Frank J. Calascione, Louis Guarino, V. J. Tozel and L. B. Miller. (Other photos on back page.)

# Lack of US Ore Ships Alarms Govt

NEW ORLEANS—The Maritime Administration is deeply concerned, from the standpoint of national defense, over the fact that 89 percent of ore used in the US is brought into this country in foreign flag ships, Deputy Administrator Admiral Walter C. Ford said at the joint session of the American Merchant Marine Conference and the Propeller Club of the United States.

"Certainly, the savings in transportation cost, when measured against the percentage of final production cost, would appear to be small indeed," he pointed out.

## SEAFARERS LOG

Oct. 14, 1955 Vol. XVII, No. 21

PAUL HALL, Secretary-Treasurer  
HERBERT BRAND, Editor; RAY DENISON, Managing Editor; BERNARD SEAMAN, Art Editor; HERMAN ARTHUR, IRWIN SPIVACK, Staff Writers; BILL MOODY, Gulf Area Representative.

Editorial Cartoon	Page 10
Editorial	Page 10
Final Dispatch	Page 15
Hospitalized Men	Page 12
Inquiring Seafarer	Page 9
Labor Roundup	Page 10
Letters	Pages 12, 14
Meet The Seafarers	Page 11
Personals	Page 15
Recent Arrivals	Page 15
Seafarer In Action	Page 11
Shipping Figures	Page 4
Your Dollar's Worth	Page 6

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. HYacinth 9-6600. Entered as second class matter at the Post Office in Brooklyn, N.Y., under the Act of Aug. 24, 1912.



# Appoint Tanner To Ala. Dock Bd.

MOBILE—The important function of the trade union movement in the development of maritime industry was recognized by Gov. James E. Folsom of Alabama recently in his appointment of Cal Tanner, SIU port agent in Mobile, to the Alabama State Docks Advisory Board.

Tanner's appointment by Governor Folsom on September 30



Cal Tanner

was the first time a labor representative had been named to serve on the board since the Alabama State Docks program was set up about 25 years ago.

Past appointments to the board, an important policy-making body, have been dictated in most instances by ship operators and others from the management side of the industry. Members of the Advisory Board serve without salary. It is their duty to make recommendations to the Governor and the docks director on operating policies. It also is the responsibility of the board to plan projects for the development of the harbor and to increase shipping through the Port of Mobile.

### Honors SIU

In notifying Tanner of the appointment, Governor Folsom made it plain he was recognizing the contributions that have been made to the development of the industry by the membership of "your great organization, the Seafarers International Union."

Through his appointment of labor representation to the Advisory Board, the Governor sought to make certain that the interests of

maritime labor would be protected and given full consideration in the board's planning for future development of the Port of Mobile, Tanner said in his report to the last regular membership meeting here.

One of the major projects which the new board will take up for consideration, Tanner reported, is development of Alabama's waterways to provide for increased traffic through Mobile harbor. One plan under discussion, he said, includes extension of Mobile's deep water channel 70 miles inland to Jackson, Alabama. Completion of this project would result in more maritime jobs in the Mobile area.

In his first term as Governor, Folsom broke the monopoly held by Mobile shipping management interests on State Docks Advisory Board appointments. When Folsom had to step down after his first term, as required by the state constitution, the State Legislature, during the administration of former Governor Gordon Persons, took unlimited power of appointment to this board out of the hands of the Governor.

### Restored Power

After Folsom was elected to his present second term as Governor, the legislature restored State Docks appointive power to the state's chief executive.

Other members of the new State Docks Board are Walter C. Ernest, Mobile contractor; Henry Waugh, Tuscaloosa; Monroe Weeks, Slocomb; Hugh Steele, Center; Tom McGough, Montgomery; Tom Colley, Talladega; Dan Mobley, Guin; Dan Davis, Florence, and, Dr. Louis Friedman, Birmingham.

## Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: Oct. 19, Nov. 2, Nov. 16.

# ITF Widens Drive On Runaway Ships —Raps ILA 'Union'

OSTEND, Belgium—A strongly-worded resolution condemning the ILA's phony seamen's union for its activities among runaway flag crews was approved by the International Transportworkers Federation, SIU delegates reported. The same resolution pledged ITF to carry on vigorous action to organize crews under the Panamanian, Liberian and other runaway flags.

The action by the conference of the Seafarers section of ITF, representing legitimate maritime unions all over the world, fully supports decisions taken at the last SIU of North America convention. The SIU condemned the ILA crimp outfit in much the same terms and also offered all possible aid and support to the ITF's drive on runaways. A special ITF organizing office has been opened at 33 Whitehall Street, New York, for that purpose.

Passage of the resolution involved an implied rebuke to the National Maritime Union which had just recently won membership in ITF. The NMU had attempted to give a gloss of respectability to the phony union by an exchange of letters between NMU president Joseph Curran and ILA president William Bradley. The NMU "Pilot" gave front page prominence to Bradley's claim that the ILA outfit was not a raid on genuine unions but would work for improvement of conditions on foreign flag ships. Two NMU delegates who attended the ITF convention sat by in silence while the resolution was discussed and passed without a dissenting vote.

### Shakedown Outfit

The only result of the phony union's activities among runaway flag seamen was a whole stream of complaints to the ITF by men who were bilked by the ILA.

In its resolution, the conference



ILA President William Bradley  
His crimp rig denounced . . .



NMU President Joe Curran  
. . . Although he defended it

declared: "This conference . . . learns with deep concern of the disreputable activities of the United International Seamen's Union, sponsored by the International Longshoremen's Association (ILA) of America, among seafarers sailing in ships under the Panamanian and similar flags. It is evident that the sole purpose of these activities is to exploit the seafarers concerned . . .

"The conference condemns the International Longshoremen's Association and its subsidiary the United International Seamen's Union for these malpractices and reaffirms the determination of its constituent unions to carry on vigorous action to build up strong organization and to work for the im-

provement and stability of conditions of employment in these ships . . ."

Running the phony rig for Bradley until recently were defeated SIU Galveston Agent Keith Alsop and expelled SIU member Bill Higgs.

### Boycotts Successful

The three-day meeting heard reports of how boycotts of various runaway flag ships had been successful in winning improvements



Benjamin B. Sterling

. . . His associates get rough treatment by ITF. Here attorney Sterling is shown leaving New York police station following questioning in connection with plot to assassinate SIU secretary-treasurer Paul Hall last winter.

and getting union organization started on these vessels.

Since the problem of the runaways is of growing concern to shipowners and governments of legitimate maritime nations, as well as seamen, the conference cheered the news that the Int'l Labor Organization will meet on the question in Paris at the end of this month.

# Engineers In Canada Join SIUNA

MONTREAL — Canadian marine engineers on the Great Lakes and East Coast have joined the SIU family by voting 97 percent in favor of affiliation with the SIU of North America. Results of a referendum ballot among Canadian engineers were announced at the convention of the Great Lakes and Eastern District, National Association of Marine Engineers.

West Coast engineers have not taken any steps toward affiliation, but the action of the rest of Canada's organized engineers is expected to swing them into the SIU orbit.

### Had Been Independent

Up until now the Canadian engineers union had not been affiliated with any international union.

Hal Banks of the Canadian SIU presented the engineers with their new SIU charter on behalf of the international union. He invited other licensed officers groups to follow the engineers' lead.

The Canadian engineers are the second licensed officers union to join SIU of NA, the other being the Brotherhood of Marine Engineers here in the US.



Canadian East Coast and Lakes licensed marine engineers are welcomed as newest SIUNA affiliate by SIU Canadian District director Hal C. Banks (4th from right); presenting charter to G. J. Ellis, district pres.; Nat'l Ass'n of Marine Engineers (4th from left), in Montreal. Engineers voted for SIUNA link by 97% margin. Looking on are Frank Hall, vice-pres., AFL Rail & SS Clerks (between the two), and NAME delegates.

# Shipping Round-Up & Forecast

Sept. 21 Through Oct. 4

Port	Registered						Shipped												
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C	Total A	Total B	Total C	Total Ship.
Boston	9	3	6	1	7	6	112	30	8	69	33	16	74	31	13	255	94	37	386
New York	101	35	76	42	71	27	21	16	1	22	16	3	16	7	3	59	39	7	105
Philadelphia	41	14	18	14	11	7	51	35	9	39	31	11	23	24	16	113	90	36	239
Baltimore	50	17	38	24	30	19	8	5	9	8	1	7	3	4	5	19	10	21	50
Norfolk	15	14	14	12	10	12	12	5	7	15	8	0	5	3	0	32	16	7	55
Savannah	12	7	10	8	9	5	2	0	0	0	3	0	1	1	2	3	4	2	9
Miami	12	3	3	5	23	14	3	1	0	2	1	0	3	1	0	8	3	0	11
Tampa	7	3	3	1	9	6	16	1	0	14	6	2	16	6	0	46	13	2	61
Mobile	24	10	20	16	18	16	55	7	0	28	10	1	61	16	2	144	23	3	170
New Orleans	65	11	28	7	47	16	12	14	4	11	15	6	2	8	1	25	37	11	73
Lake Charles	27	14	13	16	10	7	20	13	1	9	5	4	10	4	0	39	22	5	66
Houston	15	5	13	10	10	2	0	1	0	0	3	1	4	0	3	4	4	4	12
Wilmington	6	2	2	2	4	4	22	10	2	13	12	5	18	7	2	53	29	9	91
San Francisco	26	7	16	14	18	56	27	24	4	17	23	3	15	19	8	59	66	15	140
Seattle	29	29	26	21	25	19	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	439	174	286	195	298	178	364	162	46	249	168	61	254	123	55	867	453	162	1482

## SIU Pursers Win Job Security



Burt Lanpher, secy-treas., of SIU-affiliated Staff Officers Association, signs new contract with five major companies as union and company negotiators look on. Seated (left to right) are: Marvin Schwartz, union attorney; Paul Tonarelli, union patrolman; Lanpher, William Mullins, AMMI chairman; Joseph Condon, Robin Line; Capt. William Twigg, Grace Line. Standing (left to right) Capt. W. H. Mills, US Line; S. P. Maher, AMMI.

A new three year contract providing job security for pursers and purser-pharmacists employed by five major steamship companies has been signed by the Staff Officers Association, AFL. The agreement also provides 85-cent daily increases in contributions to the union's welfare plan as well as additional overtime provisions. The shipowner contribution to the welfare plan now totals \$1.60 per man per day.

Burt Lanpher, secretary-treasurer of the pursers union, said a key clause in the agreement protected the pursers from action by any company to dispense with that rating. The companies agreed that they will continue to carry pursers and purser-pharmacists as part of their manning scales for the life of the agreement.

The contract, signed on September 29, has two wage reopening clauses at 12-month intervals. Companies covered by it are Robin Line, Grace Line, Farrell Line, US Line and Moore-McCormack. Negotiations were handled through the American Merchant Marine Institute.

The Staff Officers are an autonomous affiliate of the SIU of North America. By action of the last SIU of NA convention they are the only recognized pursers union in the US.

## Lake Charles Watching La. Nominee Deadline

LAKE CHARLES—Labor here is sitting tight as tonight's deadline for the filing of election petitions nears. All candidates for office have until the wind-up of business today to get under the wire and qualify for a place on the November ballot.

The fireworks can be expected to really fly after today, Leroy Clarke, SIU port agent, commented, since by then every candidate will know whom he's battling against and can break out his armaments accordingly.

Most of the real friends of labor have already filed their intentions to run for re-election, Clarke noted. The only question in some cases is where the opposition will come from. This will be known once the deadline passes and then work for the actual polling can be gotten underway in earnest.

### Shipping Holds Firm

Shipping continued to move at boom levels once again during the past two weeks, with the result that Houston had to be called on to supply some of the necessary manpower. The record activity is the best it has been in many

months, and the forecast is for more of the same.

Contributing to this condition were ten Cities Service tankwagons; that regular caller, the Val Chem (Valentine); the Michael (Carras), plus the Stony Creek (American Tramp Shipping) and the Del Campo (Mississippi). All of them were visited and found to be in good shape.

### Weather Is Hot

The hot weather and the opening of the hunting season two weeks ago have combined to keep many Seafarers shackled to shore for a while, making for excellent shipping opportunities for those wishing to get out right away.

As everywhere else, the baseball World Series added to the confusion here, as the diehards remained on the beach to await the outcome before they would ship out.

Even Yankee fans somehow showed pleasure over the results.

SIU-shipment shot upwards once again during the last two weeks, almost reaching the lofty 1500-job mark which has been topped only twice in the last 22 months.

The near-record number of men shipped totalled 1482, compared to a registration of 1570. It stacked up very favorably with the previous high of 1574, which still stands, recorded just two months ago during the summer shipping boom. The latter figure was the highest reached since the pre-Christmas boom of 1953.

Overall, ports in the Atlantic and Gulf District were evenly split across the board, with five up, five down and the same number remaining the same as the previous period.

### NY Jobs Nearly Doubled

New York racked up almost double the number of jobs shipped two weeks ago, Savannah, Mobile and Houston came back slightly and San Francisco resumed its own sprightly pace.

On the downgrade, but still shipping better than a fair amount of men, were Norfolk and New Orleans, while Boston, Tampa and Wilmington slumped further.

The other ports, such as Philadelphia, Baltimore, Lake Charles and Seattle, stayed the same—at the considerably better than average pace they have been setting all along. Miami merely continued slow with no change either way.

A breakdown of the seniority groups showed class A slightly higher than the last report, at 58½ percent; class B the same, at nearly 31 percent of the total, and class C, the group without seniority in the SIU, claimed the rest.

However, despite the near-peak shipping, the class C total was nowhere near the record 14 percent of all shipping which it snared earlier, and one port, Tampa, did not ship any men in class C at all.

In addition, class B shipped nearly three jobs for every one that went to a class C seaman. The ratio still remained almost two to one in favor of class A over class B.

This has been the case all along.

The following is the forecast port by port:

**BOSTON:** Quiet down; expected to pick up if tankers come through . . . **NEW YORK:** Booming once again; jobs going begging . . .

**PHILADELPHIA:** Holding its own at high level . . . **BALTIMORE:** Good opportunities expected to continue . . .

**NORFOLK:** Slowed up a bit; still better than normal.

**SAVANNAH:** Current period turned out better than expected; future doesn't look good. Registration low . . .

**MIAMI:** continues slow, but lift is expected . . . **TAMPA:** Still slow . . . **MOBILE:** Fair; getting better . . .

**NEW ORLEANS:** Holds fair; future looks good.

**LAKE CHARLES:** Very good; should stay that way . . . **HOUSTON:** Picked up some; should get better . . .

**WILMINGTON:** Still slow . . . **SAN FRANCISCO:** Picked up again; in-transits will help . . .

**SEATTLE:** Still going strong; pace should continue.

## More Ships Steam Past Golden Gate

SAN FRANCISCO — The predicted lift in shipping here over the past two-week period came through on schedule, as the La Salle (Waterman) arrived for payoff and took a few replacements off the beach.

Nine in-transit ships also bolstered things for a while, breaking a slump of six weeks' duration. Prior to the relative dry spell, the Golden Gate port had been a scene of feverish shipping activity for many months.

However, Leon "Blondie" Johnson, SIU port agent, reported that the drought was due to reappear, since he had no payoffs in sight for the coming two weeks. The lack of encouraging prospects is keeping all hands on the registration list close to the hall, in the event something unexpected drops in.

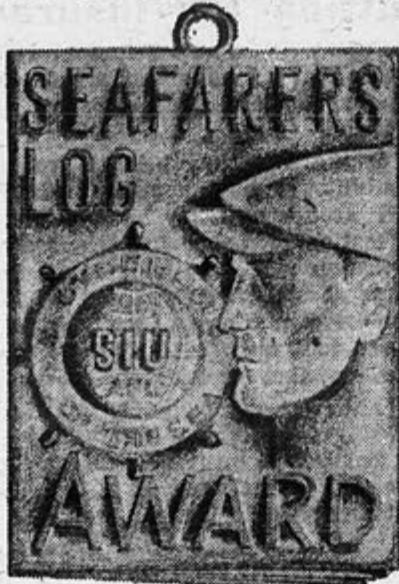


## SEAFARERS LOG AWARD

There are still five issues of the SEAFARERS LOG left for the year 1955 in which Seafarers can qualify for one of the annual LOG awards for distinguished membership contributions to the Union newspaper. The award program announced early this year will cover four categories — letters, photographs, poetry and drawings—submitted by any Seafarer to the newspaper and appearing in the calendar year 1955.

The awards will consist of medallions, suitably inscribed. No particular entry form is needed. As long as the Seafarer's material appears in the LOG it automatically qualifies for the prizes.

Standards that will govern selection of winners in the four categories are: for letters—one offering a constructive proposal or best expressing a Seafarer's feeling on any given issue; photography—for the best photograph, or photographs of Seafarers at work or play or other material of strong interest to Seafarers; poetry—literary mer-



it and subject matter in the tradition of the sea; drawings—quality and originality plus subject matter based on maritime or related experience.

## Job Boom Again Sparks NY Amid Series Fever

NEW YORK—Despite a week in which the World Series dominated everything going on in town, shipping at SIU headquarters once again edged upwards almost to the 400-mark during the last period.

"The boom is back on in the Port of New York," Assistant Secretary-Treasurer Claude Simmons, port agent, revealed, with 386 men shipped over the two-week period. Simmons also pointed to the largest number of payoffs in three years here as typical of the way headquarters activity has been growing.

Although beefs were routine and at a minimum, the patrolmen still had their hands full covering a total of 55 ships, including 31 payoffs. Eight ships signed on and 16 more arrived in transit.

The favorable beef situation, Simmons commented, "points up the good relations existing today between the SIU and its contracted operators. Everything is running smoothly, with no hitches in sight. We hope things remain this way," he added.

### World Series

One of the main reasons for the lack of Seafarers ready to ship was the annual baseball classic and the reluctance of most men to quit the beach until the last out was made.

Three television sets were kept going throughout the series to accommodate the membership which jammed headquarters facilities to watch the progress of the games. One was in the shipping hall, another in the recreation hall, and the third was available in the Port O'Call bar below, where those who liked a cool drink with their entertainment could be accommodated.

In addition, throughout the series, a daily drawing was held

right after the 10 AM job call for free tickets to most of the games. While only a small portion of the Seafarers who threw in for these tickets were able to win a seat at the ball park, the drawing provided a popular diversion each morning.

By the time of the seventh and final game, which obviously had to be the payoff on the whole series, the excitement at each ticket drawn was pretty high. About 50 tickets were distributed in this way to Seafarers and members of the Sailors Union whose cards were drawn during the week-long competition.

Simmons also repeated that copies of the clarifications to the standard tanker agreement were ready and available at all SIU halls for the asking. They have already been put aboard most SIU-contracted tankers.

# SIU Family Benefits Hit \$\$ Peak In September

Fifty-one Seafarers collected close to \$8,000 in family hospital and surgical benefits in the month of September under the Seafarers Welfare Plan. The month also saw the largest single benefit paid so far, with \$660 going to one Seafarer for hospital and surgical expenses. In this instance the Plan paid the maximum \$300 allowed for surgery and the maximum \$360 for hospital room and board and hospital extras.

All told, 136 benefits have been paid out in the first four months with several Seafarers receiving more than one family benefit. Another 42 cases were being processed by the Welfare Plan at the month's end.

Examination of individual cases shows that hospital room and board charges are amply covered in most cases by the \$10 daily benefit allowed under the Plan. In a number of instances, the hospital room and board charge has been less than \$10 a day.

### Hosp. Extras Important

The value of the hospital extras allowance of \$100 has also been demonstrated. In most surgical cases there are charges for operating room, lab tests, operating room assistants, x-rays and often blood donations which would be a considerable burden were it not for the \$100 extras allowance.

The greatest variation in charges has been in surgical fees. As pointed out in the last issue of the SEAFARERS LOG, some surgeons have been charging fees well in excess of normal standards.

In order to give Seafarers an idea of the variety of benefits paid and a view of typical cases, a breakdown has been made of a few of September's 51 cases:

A typical case involving an appendicitis operation was that of a Seafarer's son, which broke down as follows:

Surgeon's fee .....	\$100.00
Hospital 6 days @ \$8.50..	51.50
Hospital extras .....	40.95

Total charge .....

SIU Plan paid for this type operation .....	\$100.00
Seafarers Plan paid hosp. room and extras less \$50 .....	42.45

Seafarers Plan paid .....	\$142.45
Seafarer paid only .....	50.00

In another instance, a heavier



Houston port agent Charles "Whitey" Tannehill presents second SIU maternity benefit to Mrs. Stokes Harrison for new arrival Jane. Older daughter, Gail, also was occasion for \$200 benefit, plus \$25 US bond. Looking on is Mrs. Harrison's mother.

surgical fee plus larger than usual hospital extras added to the bill. The surgeon charged the Seafarer \$50 more than the portwide average; hospital extra costs were boosted by x-ray charges and the use of two anesthesia technicians instead of one.

Surgeon's fee .....	\$150.00
Hospital 7 days @ \$10..	70.00
Hospital extras .....	122.75

Total charge .....

Seafarers Plan paid for this type operation ..	\$100.00
SIU Plan paid room and extras less \$50 and less excess of \$100 in extras	\$120.00

SIU Plan paid .....	\$220.00
Seafarer paid .....	122.75

A common operation which most families face at one time or another is a tonsillectomy. In the case of this Seafarer's youngster,

the hospital and surgical charges were within the Plan's limits so the entire case cost the Seafarer only the \$50 minimum while the SIU Plan picked up \$60, the remainder of the bill.

In many tonsillectomies, it isn't necessary for the patient to stay in the hospital more than a few hours. In those cases, the Plan paid the surgeon's cost and all the Seafarer had to pay were extras which were well below the \$50 minimum.

Surgeon's fee .....	\$ 50.00
Hospital 2 days @ \$10 ..	20.00
Hospital extras .....	40.00

Total charges .....

Seafarers Plan paid for this type operation ..	\$ 50.00
SIU Plan paid hosp. room and extras less \$50 ..	10.00

SIU Plan paid .....	\$ 60.00
Seafarer paid only .....	50.00

Where no surgery is involved, the benefit allows a doctor \$4 a day for each visit he pays to the hospital. In this typical case the doctor's visits were fully covered by the Plan, but hospital room charges were higher than the \$10 per day. The expenses were:

10 doctor visits @ \$4..	\$ 40.00
Hospital 10 days @ \$13..	130.00
Hospital extras .....	34.00

Total charges .....

SIU Plan paid \$4 per visit	\$ 40.00
SIU Plan paid \$10 per day hosp. room and extras less \$50 .....	84.00

SIU Plan paid .....	\$124.00
Seafarer paid only .....	80.00

The Welfare Plan covers surgery whether or not it is performed in a hospital. There have been some cases of surgery in the doctor's office which have been paid for by the Plan. One recent instance involved minor surgery for which the Plan allows \$30. The surgeon charged \$50 for this office operation, again well above the average surgical fee in major port cities in the US, so that the cost to the Seafarer was \$20.

## SIU Sea Chest Display Hit Of Union Label Show



Visitors look over display of Sea Chest merchandise at AFL union label show in Baltimore. Show sponsored by Union Label Trades Council and Baltimore Federation of Labor was held in SIU Baltimore hall. Council thanked SIU for "splendid cooperation" in conducting show.

### Make Checks To 'SIU-A&G'

Seafarers mailing in checks or money orders to the Union to cover dues payments are urged to be sure to make all of them payable to the SIU-A&G District.

Some Seafarers have sent in checks and money orders in the names of individual headquarters officials. This makes for a problem in bookkeeping which can be avoided if checks are made out to the Union directly.

# Bay Line Still Tied In Knot By Baltimore MAW Pickets

BALTIMORE — Round-the-clock picketing by the SIU-affiliated Marine Allied Workers continued to hold the Old Bay Line in check this week, as union members walked the bricks in answer to the company's union-busting activities.

Assisted by Seafarers in the port, MAW picketlines are keeping all ships idle in the face of the wholesale firings and discriminatory tactics resorted to by the company on the eve of a National Labor Relations Board election. The last-ditch anti-union moves by the Old Bay Line came on the day following the reaching of an agreement for the NLRB balloting.

SIU Port Agent Earl Sheppard said he expected the union would be successful in eventually winning a contract covering the company's Baltimore-Hampton Roads passenger-freight operations. The MAW effort is part of several drives aimed at non-union harbor boat operations in the area.

Similar campaigns are meeting with success in Philadelphia and New York. Sheppard added that Seafarers who have joined the MAW picketlines are doing an outstanding job. Many have put in long days and nights manning the lines.

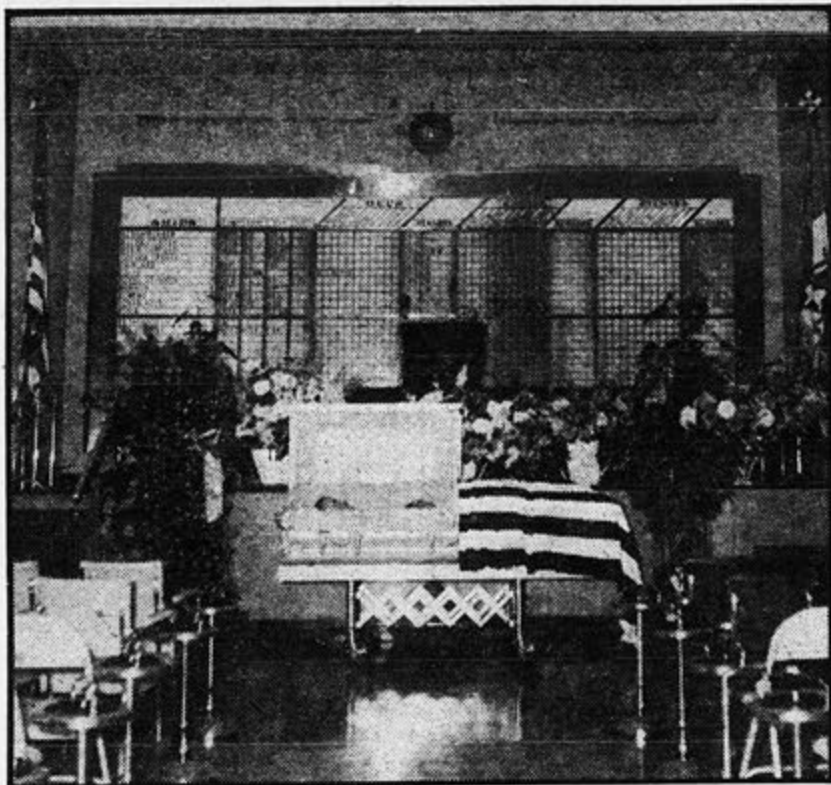
### Oldtimer Mourned

He also reported on special funeral services for Seafarer William H. "Heavy" McVey, an oldtime member of the SIU, which were held Sept. 30 in the SIU hiring hall here, in keeping with McVey's often-expressed wishes. Services were attended by some 200 members and former shipmates of the veteran Seafarer. He passed away at the hospital here two days earlier.

Shipping, meanwhile, "has been coming along mightily," Sheppard reported. The total number of men shipped topped the total registration once again, assuring any man who wants to get out that he can do so without trouble.

The heavy activity was, accounted for by 13 payoffs, 11 sign-ons and 19 ships stopping over in transit.

## A Seafarer's Final Dispatch



SIU shipping hall in Baltimore is banked with flowers and wreaths sent in tribute to Seafarer William H. McVey, 47, who passed away at local hospital last month. Funeral services attended by some 200 friends and former shipmates were held right in the hall, with Seafarers acting as pallbearers. Burial by his Union brothers was final wish expressed by McVey.

# Boston Cool To Soviet Visitors On US Junket

BOSTON—Public housing experts from the USSR, who visited this port city recently were treated to a chilly welcome here by demonstrators, many of whom come to the US from Lithuania and Latvia and had not forgotten by Soviet tyranny suffered by their own countries.

The Russian visitors are on a tour of the US similar to the one made by a Soviet agricultural delegation a few weeks ago. They were greeted both at the airport and at their hotel by jeers.

Arrival of the Soviet group served to heighten the personal enthusiasm of Seafarer Jose Leston, who has been one of the happiest men in the SIU since he received his US citizenship last month.

Leston, who generally ships as steward or chief cook, has been sailing on SIU ships for four years and is busy these days flashing his citizenship papers around for all his friends and shipmates to see.

### Spurt Ended

Shipping, meanwhile, slowed down here once again, after a brief spurt of heavier-than-usual activity. The outlook for future shipping is just fair.

Port Agent James Sheehan also reported that three more "Texas tower" radar manning posts are now under construction for location between Portland, Me., and New York. The first one is now stationed off Cape Cod.

When those under construction and others to be built are completed, the towers will provide a network of radar warning stations along the entire Atlantic coast which can give early warning of any enemy approaching the US.

Seafarers here are manning the tug which supplies the tower off Cape Cod and construction of more towers may mean additional job opportunities in the port.

# YOUR DOLLAR'S WORTH

## SEAFARERS GUIDE TO BETTER BUYING

By Sidney Margolius

### Cutting Car-Insurance Cost

In many areas, auto-insurance rates went up again this year, notably in the growing suburban areas. But there are new trends that can help car owners stave off some of the high insurance costs levied on them.

For the first time a large group of consumers is investigating the possibility of buying auto insurance on a group basis as labor and other groups now buy hospital and life insurance. The Oregon State Federation of Labor has proposed that each large group within the federation make available to its members auto insurance which may be purchased directly from an insurance company—or labor could form its own concern. Each group would receive dividends based on its accident record. If a group is able to reduce accidents among its members, they would receive a substantial dividend.

While one company (Nationwide Mutual, formerly Farm Bureau) and several individual agents have been exploring possibilities of offering group auto insurance, this is the first time buyers themselves have taken the initiative to cut costs and solve some of the present bitterness between car owners and insurers.

### High Overhead

The fact is, almost half the price you pay for auto insurance goes to selling and administration expenses and profit, and only slightly over 50 cents of your premium dollar is used to pay claims. This is the real reason rates have jumped so high in recent years. The companies have blamed the number of accidents and the increased size of claims (it now costs more to repair damaged cars). But every time actual payouts go up, premium rates have increased approximately twice as much to take care of the industry's expenses. A dollar of increased payout means two bucks more on your insurance bill.

In contrast, group buying of sickness and life insurance has reduced costs as much as 50 percent below individual policies.

Because of high rates, more buyers have been seeking auto insurance from "direct writers," who sell through their own agents, over the counter or by mail, rather than through brokers. As a result, more insurers, including some full-rate companies, have launched cut-rate subsidiary companies who sell directly at lower rates. The news that a large group like the Oregon State Federation is studying group buying is certain to hasten the industry's efforts to bring down costs.

With this column is an expanded list of low-cost auto insurers, listed in approximate order of ascending cost, with the lowest-cost companies listed first. The order is approximate, because some companies have noticeably lower rates on some types of auto insurance than on other.

Company	Home Office
Factory Mutual Liability Ins. Co.	Providence, RI
California Casualty Indemnity Exchange	San Francisco
Auto Club of Southern California	Los Angeles
State Farm Mutual Auto Ins. Co.	Bloomington, Ill.
Mutual Service Casualty Co.	St. Paul, Minn.
Nationwide Mutual Auto Ins. Co.	Columbus, Ohio
National Farmers Prop. & Casualty Ins. Co.	Denver
Government Employees Ins. Co.	Washington, DC
SAFECO Ins. Co.	Seattle, Wash.
Federated Mutual Implement & Hardware Dealers Ins. Co.	Owatonna, Minn.
Farmers Mutuals	Madison, Wis.
California State Auto Association	San Francisco
Allstate Insurance Co.	Chicago
Liberty Mutual Ins. Co.	Boston
Farmers Insurance Exchange	Los Angeles
Hardware Mutual Casualty Co.	Stevens Point, Wis.
American Mutual Liability Ins. Co.	Boston
Keystone Auto Club Casualty Co.	Philadelphia
Employers Mutual Liability Ins. Co.	Wausau, Wis.
Lumbermen's Mutual Casualty Co.	Chicago
Michigan Mutual Liability Ins. Co.	Detroit
Penn. Threshermen's & Farmers's Mutual	Harrisburg, Pa.
Shelby Mutual Casualty Co.	Shelby, Ohio
State Auto Mutual Ins. Co.	Columbus, Ohio
Detroit Auto Inter-Ins. Exchange	Detroit
State Auto Ins. Association	Indianapolis
Utica Mutual Ins. Co.	Utica, NY
Employers Mutual Casualty Co.	Des Moines
American Motorist Ins. Co.	Chicago
California Compensation Ins. Co.	San Francisco
Auto Owners Ins. Co.	Lansing, Mich.
Merchants Mutual Casualty Co.	Buffalo, NY
United Pacific Ins. Co.	Tacoma

(In addition, there are a growing number of cut-rate companies organized by old-line stock companies who themselves generally charge full standard rates. These include Boston Indemnity Co., Merit Plan Ins. Co. affiliated with the Pacific Employers Ins. Co., and the Casualty Co. of Connecticut.)

Some readers have legitimate gripes against various companies listed here because some companies from time to time have engaged in sprees of discontinuing insurance for policy-holders who put in a series of claims, which, even if small, are expensive to handle. The companies argue that these drivers raise rates for more careful ones. But the companies have been quite wrong in this approach, have failed to educate their policy-holders in the need for care, have in some cases gotten panicky over an outbreak of claims that soon ironed themselves out, and have not realized that the real trouble is their own traditionally high-cost business methods. However, some companies have since ameliorated their abrupt approach.

Liability insurance is a car-owner's real need; not collision insurance. Liability insurance protects you against ruinous damage suits, while collision insurance protects only up to the market value of your car, and is costly for this comparatively small protection. Note that Uncle Sam in any case provides part collision insurance, since non-reimbursed accident damage is tax deductible.

You may not be able to get insurance from all companies on this list but use it as a comparative shopping list to help you get insurance at whatever saving is possible.

## Where You Can Find The SEAFARERS LOG

### In . . . Middle & Far East

Seamen's Canteen  
c/o Amer. Arabian Oil Co.  
Ras Tanura,  
Saudi, Arabia

The Log  
10 Hanamal St.  
Haifa, Israel

Titanic Bar  
Beirut, Lebanon

United Seamens Service  
Iskenderun, Turkey

United Seamen Serv.  
Abadan, Iran

Palace Bar  
407 Jalan Besar  
Singapore 8, Malaya

Seamen's Institute  
Wauchi District  
Hongkong, China

Marine Club  
2 Nimakmsall Road  
Kidderpore, Calcutta,  
India

Maritime Union of India  
204 Hornby Rd.  
Bombay, India

Ms Cherry & Co.  
2, Annes Chambers  
3, Carnac Road  
Bombay, India

Merchant Navy Club  
Willingdon Island  
Cochin, So. India

Seamen's Welfare Directerato  
Dept. of Commerce  
9B Talkatora Rd.  
New Delhi, India

Merchant Navy Club  
China Creek Bridge  
Karachi, Pakistan

Bar Marseille  
No. 156 Yamashita Cho  
Naka-Ku  
Yokohama, Japan

Bar Sea Hawk  
No. 32-7 Chome  
Sannomiya-Cho, Ikutaku  
Kobe, Japan

The Club Rose  
43-3-Chome Shimoyamate-  
Dori Ikuta Ku, Japan

United Seaman's Club  
No. 8, 1 Chome Bentendo  
Nakaku, Yokohama, Japan

**GEORGE A. LAWSON (Pan-Oceanic), July 13—Chairman, Woodruff; Secretary, Greenwald.** One brother went to hospital and steward is back on ship after brief hospitalization. No beefs. Delegates to check on draws and travelers checks. Messman's case to be thoroughly checked by patrolman in States.

**July 29—Chairman, R. Barker; Secretary, J. Long.** Suggestion made to take care of washing machine. One brother paid off because of an injury. Some disputed overtime. Letter to be sent to headquarters regarding the rationing of cigarettes. Letter sent to San Francisco regarding the behavior of chief engineer towards several brothers. New fans needed. More shrimp and more milk needed.

**HURRICANE (Waterman), May 29—Chairman, U. Sanders; Secretary, D.**

## Digest of ships' Meetings

**Marine.** Ship's delegate elected. Motion made and carried to take letter to NY regarding steward department. Motion made and carried to back up steward department on overtime. Discussion on aforementioned letter.

**STEEL ROVER (Isthmian), July 24—Chairman, J. Morris; Secretary, T. Gaspar.** Ship's delegate elected. One member missed ship. No beefs. Suggestion made to check with headquarters to contact former ship's delegate.

**SOUTHLAND (South Atlantic), July 20—Chairman, A. Grover; Secretary, T. Brown.** Repair list turned in. No beefs. Ship's fund—\$87. Motion made and carried to accept and concur with headquarters communications.

**STEEL NAVIGATOR (Isthmian), July 17—Chairman, H. McQuage; Secretary, J. Evans.** All beefs straightened out. Headquarters communications read and accepted unanimously. Enrollment cards to be completed and mailed as soon as possible. Motion made and carried to have deck delegate get an oil skin locker for the department.

**SANDCAPTAIN (Const. Aggreg.), August 14—Chairman, P. Cemashko; Secretary, B. D'Ornellas.** Letter from steward of Chester Harding relative to slopchest. There have been results from headquarters regarding the Sea Chest. One man in hospital. Motion made and carried to accept and concur with communications from headquarters unanimously. Motion made and carried that entire crew support pleas of Brother Cemashko that proper ventilation be installed in the engine spaces.

**STONY CREEK (Amer. Tramp), July 20—Chairman, W. Kehrweider; Secretary, F. Miller.** Saw captain about repairs. Repair list to be made up.

**ALEXANDRA (Carras), August 9—Chairman, W. Hand; Secretary, J. Schilling.** Report given on lifeboats. Lifeboats to be checked by Coast Guard. Suggestion made to have patrolman check log and see if doctor came aboard in Panama Canal.

**BETHCOASTER (Calmar), August 3—Chairman, P. McNabb; Secretary, R. Tyree.** No beefs. Discussion about replacing old refrigerator and about getting cots aboard ship. To see patrolman about checking on milk to make round trip to New Haven.

**ELIZABETH (Bull), August 6—Chairman, J. Murphy; Secretary, R. Vellinga.** Crewmembers are running to the hall with beefs instead of going to department delegates. Members should go to the department delegate with beefs and let him handle same. If he can't handle it, he will take it up to ship's delegate. Then, if ship's delegate cannot handle same he will take it to Union hall. Under no condition should a crewmember take a beef to Union hall without first letting the delegates try to square it away.

**ALCOA ROAMER (Alcoa), August 2—Chairman, J. Long; Secretary, J. Doris.** Crew mess will be painted after leaving Boca Grande. No beefs. Repair list to be made up.

**SEATRAN LOUISIANA (Seatrains), July 25—Chairman, R. Connors; Secretary, J. McGoldrick.** Ship's treasury—\$24.95. Some overtime beefs to be taken up with patrolman. Motion made and carried to accept and concur with communications from headquarters. Ship's delegate elected. Steward asked crew to turn in all excess linen. Vote of thanks to steward department.

**STEEL SEAFARER (Isthmian), July 28—Chairman, R. Darville; Secretary, F. Puglisi.** Ship's treasury—\$10.17. No beefs. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried that SIU vessels on the Persian Gulf run be air-conditioned, linens changed twice a week, deck and engine department working hours should be changed so that these gangs do not work during the hours of 12 noon and 4 PM. Ship's delegate reported that he saw master about passes being written in different language and crewmembers are unable to determine what time their passes expire.

**DEL ORO (Mississippi), July 29—Chairman, J. Allen; Secretary, J. Baxter.** Ship's fund—\$30. Everything running smooth. Motion made and carried that electrician's dispute be handled in New Orleans. Messhall to be kept clean. Steward said stores will not run out this trip.

**ALCOA RUNNER (Alcoa), August 7—Chairman, B. Friedman; Secretary, W. Rheme.** Ship's delegate elected. Motion made and carried to check and see if available space can be made for library. Suggested that galley smoke exhaust fans be checked to operate properly. Suggested that ship's delegate request the captain to post slopchest prices.

**SUZANNE (Bull), July 24—Chairman, H. Orlando; Secretary, H. Orlando.** Motion made and carried that men contribute to ship's fund. Motion made and carried to have company put at least 10 days surplus stores aboard for long trips. Discussion held on food, dishes not properly cleaned, however it was pointed out that same was due to bad water taken on in Spain and it wasn't the pantryman's fault.

**SWEETWATER (Metro), August 6—Chairman, C. Hill; Secretary, P. Franco.** Steward rooms to be painted. Ship's treasury contains \$3 in stamps and \$14 in cash. Some disputed overtime. No beefs. Motion made and carried to accept and concur with communications from headquarters.

**YOUNG AMERICA (Waterman), August 10—Chairman, Sellers; Secretary, Singer.** Repairs list turned in. No disputed overtime and no beefs. Everything running okay this voyage. Motion made and carried to accept and concur with communication from headquarters. Slopchest to have more of a variety.

**COEUR D'ALENE VICTORY (Victory Carriers), August 3—Chairman, W. Zaleski; Secretary, C. Taylor.** Ship's delegate to see patrolman about men being logged. Ship's fund contains \$19.65. Few hours disputed overtime. Donation requested from each crewmember of \$1 to keep up recreation room. Crew mess and pantry locked at all times. Turn in linen and leave rooms clean for new men.

**August 14—Chairman, W. Fernwood; Secretary, C. Gedra.** Ship paid off in Seattle and it was a clean payoff, no beefs. New ship's delegate elected. Suggestion to have washing machine checked and discussion held on whether crewmembers will collect lodging while ship is in shipyard.

**ELIZABETH (Bull), August 21—Chairman, J. Murphy; Secretary, L. Gooch.** Everything running okay, no beefs. Motion made and carried to accept and concur with recent communication from headquarters. Motion made and carried to hold meetings at night instead of the daytime. Bulletins to be left posted on board. Steward to see about change in soap.

**NORTHWESTERN VICTORY (Victory Carriers), August 18—Chairman, Thompson; Secretary, Bause.** Ship's delegate, secretary, reporter, and treasurer elected. Ship's delegate to see captain regarding purchase of beer. Vote of thanks to steward department. Discussion on library.

**SANDCAPTAIN (Const. Aggreg.), July 31—Chairman, A. Ferraras; Secretary, G. Champlin.** Chester Harding slopchest to be posted so that members may order from same. If anyone recommended that safety lights be installed on Zapara I dock it will be done if possible. Ship's treasury contains Bs. 97. No beefs. Two electric irons aboard, one for forward and one for aft. Ten cases of lava soap obtained. New washing machine needed. Men going ashore were asked to donate blood to Joe Barron. Three men have already done so. LOG to be sent to Sister Superior at Coromoto Hospital, Maracaibo and pocket books, for other brothers in hospital.

**SEATRAN NEW YORK (Seatrains), August 14—Chairman, D. Molina; Secretary, J. Meyer.** Man who was put off ship in Key West sent in letter of thanks to all men who helped him. He was taken off because of an appendicitis attack. Ship's fund \$47.80. Brothers were cautioned to collect proper overtime for penalty time. Motion made and carried to accept and concur with communications from headquarters. It was explained by deck delegate that Bosun had a job to do and he did not do it, therefore Skipper took care of it.

**ALCOA RANGER (Alcoa), August 21—Chairman, R. Stahl; Secretary, R. Principe.** One man missed ship in Puerto Rico. Attention was called to the brothers who ask for payoff in Baltimore to be sure that they want the payoff in that port.

**ALCOA PURITAN (Alcoa), August 26—Chairman, J. Pacheco; Secretary, G. Parker.** A report from headquarters was read to the crew and all present accepted 100 percent.

**STEEL SEAFARER (Isthmian), August 14—Chairman, R. Darville; Secretary, P. Howe.** Reported that all departments turn in one hour overtime for replacing lifeboat equipment at lifeboat drill. The findings of the ship's committee was read. Total of \$5.74 in the ship's fund. Suggestion made to donate ship's fund at payoff.

**ALCOA PEGASUS (Alcoa), August 28—Chairman, A. Szornson; Secretary, E. Ray.** Ship's fund—\$20.25. Communications from headquarters read, accepted and concurred. Vote of thanks to crew messman and pantryman. Steward has letter with orders not to order vegetables and fruit, until vessel arrives in NY.

## Sailing Knocks Him Out



Visit with ships and sailing men proved a little too exciting for young Ian Sorel, 20 months old, who naps in arms of his dad as Seafarer John Sorel, AB, shows the missus around SIU headquarters. The couple live in Brooklyn.

## Laud Advocate Crew In Air Crash Rescue

Details of the rescue of two shark-bitten flyers from Pacific waters by the Steel Advocate have been submitted to the SEAFARERS LOG by Seafarer John De Leonardo. The Coast Guard, the Isthmian

Steamship Company and the skipper have all applauded the crew for their alertness and skill in saving the two survivors of a commercial cargo plane.

The rescue took place about 1,100 miles west of Honolulu two days after the Advocate got word that a Flying Tiger cargo plane had gone down with five men aboard. De Leonardo reported the ship hastened to the scene of the accident while members of all three departments voluntarily stood lookout watches during their off hours to help out.



De Leonardo

Two of the survivors were sighted on Sunday, September 25, at 1,500 hours and a lifeboat was launched in a heavy swell. The lifeboat picked up the men who were suffering from shock, exposure and shark bites. Medical treatment began as soon as the men were in the boat, De Leonardo reported, and the boat was brought aboard in a matter of minutes.

The Advocate then rendezvoused with a Coast Guard cutter six hours later. The cutter put a doctor aboard to give the survivors further treatment. "The following day," De Leonardo reported, "having recovered enough from their ordeal the survivors ate supper with the crew to express their thanks for

the attention received upon coming aboard."

Captain H. K. Toepel, skipper of the Advocate, warmly applauded the crew "for the splendid cooperation of all hands . . . their unselfish sacrifices of time and energy and the seamanlike way in which the rescue was accomplished and boat retrieved despite unfavorable weather conditions." The Captain noted too that some crewmembers might be in line for their own reward as the Associated Press called the ship by radiotelephone and offered up to \$50 for photographs of the rescue.

The Coast Guard at Honolulu also radioed a message of appreciation as did Admiral Glenn R. Davis, president of Isthmian.

De Leonardo is steward department delegate and passenger BR on the ship.

## Miss. Labor Seeks 'Wreck' Law Repeal

JACKSON, Miss.—Repeal of Mississippi's anti-union shop law was urged in a resolution adopted by the Mississippi Federation of Labor (AFL) in its annual convention here.

The law's "right to work" title was blasted by W. L. Hines, president of the Mississippi Federation, and E. L. Williams, president of the Louisiana Federation of Labor, as a hoax imposed on Southern working men in an attempt to deprive them of their right to union security.

The law was passed, Hines said, as part of a scheme to "destroy organized labor" and to permit unscrupulous employers to "bring sweatshops down from the North and exploit labor here."

### United Effort

Trade unionists can meet this threat to union security and conditions in the South, Hines said, through a united and vigorous effort to organize workers who have been employed by "these greedy

## 'Bust Union' Team Lists New Plans

On the heels of last issue's SEAFARERS LOG story revealing the union-busting plans of the self-styled National Small Business Men's Association, more anti-union outfits are girding for an assault on the union shop. The Committee for Constitutional Government, a well-lubricated reactionary lobby, is also passing the hat for an all out anti-union drive to convince the nation that AFL-CIO merger is a threat to the economy.

The LOG story in the September 30 issue told how the National Small Business Men's Association was attempting to squeeze \$15 contributions out of merchants and other small employers by boasting of its ability to influence Congress against unions. The organization, a Washington lobby, claimed credit for passage of the Taft-Hartley Act and said its next objective was to outlaw the union shop, a move which would threaten the SIU and all other unions operating under Federal law.

### Anti-Union Ally

The Committee for Constitutional Government is also for outlawing the union shop and is trying to shake businessmen for \$50,000 a month to push what it calls its "program for action." Aside from the union shop issue the committee is also interested in the "millionaire's amendment" which would put a 25 percent limit on income taxes, no matter how big the income.

Such an amendment would be a boon to big businessmen and large corporations.

In the past the committee has been active in state "right to work" drives to outlaw the union shop on the state level and has distributed about 1½ million pieces of literature assailing unions. All this is done with contributions which are considered tax deductible as "a legitimate corporate expense."

A third organization called the "Campaign for the 48 States" is out to raise \$18 million which will be used along the lines of the National Small Business Men's Association and the Committee for Constitutional Government.

North seeking a paradise of big profits from the sweat and toil of the laboring people of our communities."

The title of the bill itself was labeled a "hoax" by Williams.

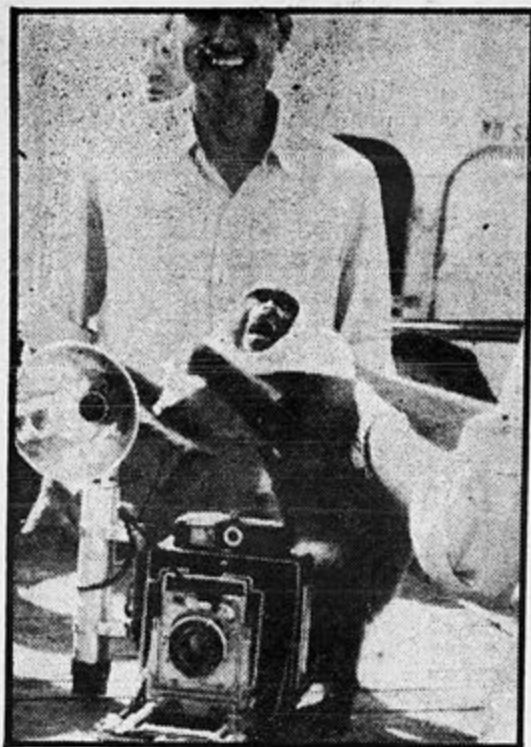
The act was imposed upon the people of Louisiana in the guise of guaranteeing the "right to work" and promoting harmonious relations between labor and management in the neighboring Pelican State, he recalled.

"Our brief experience with this infamous law proves it works to the contrary," he said. "This law has not created one job for any Louisiana worker. On the other hand, it is operating to break down Louisiana wage scales by permitting the importation of labor from low-wage areas to take away the jobs of resident Louisiana workers. Instead of promoting harmony in labor-management relations, it has resulted in a sharp increase in the incidence and seriousness of disputes between employer and employee."

## Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.

Also, a Seafarer who uses the incorrect Social Security number is crediting his tax deductions to some other US worker.



One of several monkeys in shipment of wild animals which Steel Surveyor was carting to the US, this fellow already shows talent at mugging.

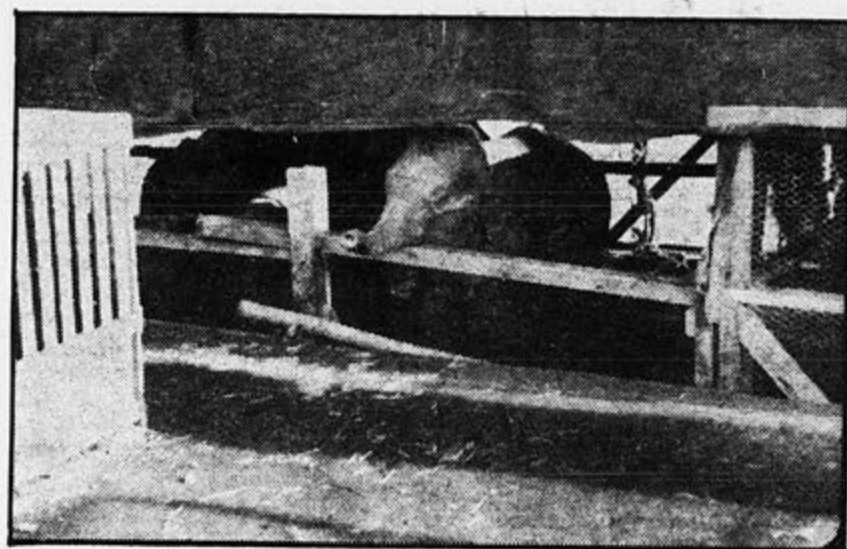
# ZOO PARADE



## on the Steel Surveyor



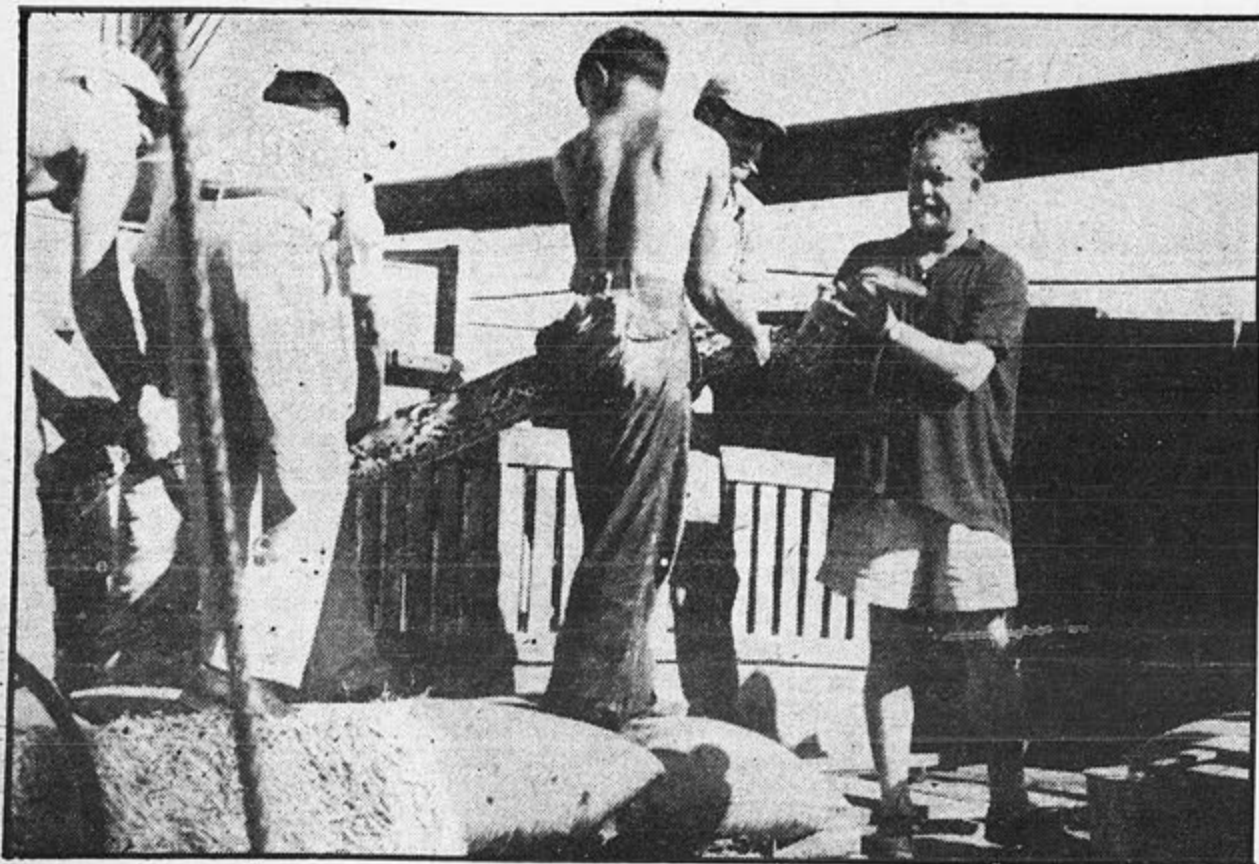
Eighteen-month-old tiger snoozes in sunshine after lunch on long crossing from India to the US. Animals were bound for zoos and circuses in different parts of the country. Tiger's mate never made it; she jumped over the side during the voyage.



Forever popular, elephants provided amusement throughout voyage. This inquisitive baby pachyderm just peers out from corral which was erected on port side of number 5 hatch.



Closeup of python's armament shows the reptile's menacing jaws as it displays displeasure over handling. Crewmembers reported snakes an unpopular cargo.



Animal tenders and crewmembers carefully remove 30-foot python from crate for a little airing. The 30 feet of snake required handling by several men, led by the trapper (wearing shorts) who gripped the reptile at the jaws to avoid possible trouble. Powerful snake is dangerous to humans.



Main deck of the Surveyor was nicknamed "Elephant Walk" because of frequent strolls taken by the young ones. Member of trapper's party follows close behind during exercising to keep mischief at minimum.



# Inquiring Seafarer

Question: Do you think the Kings Point academy should be kept open?

**Anthony Pinhook, AB:** I don't see where it makes any difference to the merchant marine if there is a Kings Point Academy or not. You don't run into many Kings Point men on the ships so it's pretty hard to tell whether or not they do a decent job.

**John Rivera, pumpman:** There are enough merchant marine officers around to handle all the ships so I don't see the need for a school like that. I never ran into any officer who would admit he comes from there. Men who come out of the foc'sle know the score.

**Stanley Johnson, steward:** There isn't much use in the academy when the men coming out of it don't go to sea. The great majority of officers came up the hard way. They are better officers for it because they have the feel of the industry. The King's Point men go by the book and don't know how to be flexible.

**John Sweeney, AB:** I think it ought to be closed. Very few of the graduates ever go to sea so it's a rare thing to run into a Kings Point man on a ship. Most ships' officers resent Kings Point because the officers had to get their licenses the hard way up from the foc'sle.

**Fred Ryder, AB:** Definitely not. As it is there's a surplus of officers and the school only adds to it. There are no jobs for these men so why go to the trouble of keeping an academy? Kings Point men make it tough for regular seamen who want to sail with a license.

**Mike Goins, chief elec.:** The Government gives these men an opportunity to learn everything free. They can use it any time they want, but meanwhile they are in the Navy or ashore. There are very few jobs on ships for them and they wouldn't take the jobs anyway.

# Plan For Int'l '50-50' Parley Fails

WASHINGTON—Renewal of the foreign attack on the "50-50" law, number one factor in jobs for thousands of US seaman, is certain now, following failure of a proposal to hold an international conference on the issue.

The conference had been suggested by Representative Frank Boykin (Dem.-Ala.) who said that "50-50" has been widely misunderstood in other countries. Although industry representatives supported the idea, the proposal met with a cold shoulder in the State Department and other quarters. It was believed that foreign nations would only enter such a conference if the US indicated in advance it was ready to weaken the "50-50" law.

Developments in the nation's farm belt also point to a vigorous renewal of the domestic attack on "50-50." With farm prices falling and surpluses piling up month by month on such basic items as wheat and hogs, pressure is growing for an expanded US export program.

Foreign shipping lobbyists have sold US farm representatives on the questionable prospect of large-scale farm product purchases if the Congressional farm bloc will cooperate by dumping "50-50." If that were to happen it would mean that many hundreds of millions in US cargoes would be lost to foreign flag operations and the jobs of thousands of seamen would go by the boards.

## Two Gals And A Sailor



Seafarer Tony Meshefsky casts a protective glance at his two nieces, Joann, 4 (left), and Patricia Sue, 3, as he shepherds them around SIU headquarters on a visit to the hall in New York. The girls weren't too keen on the cameraman.

## USPHS Has Last Say On Duty Slip

Under the SIU contract, US Public Health Service doctors have the final say on whether or not a man is fit for duty. If there is any question about your fitness to sail, check with the nearest USPHS hospital or out-patient clinic for a ruling.

# Mattress Beefs Stir Seattle

SEATTLE—Membership concern with the current Union effort to work out a master set of working rules and procedures for the steward department so as to make feeding and serving conditions as nearly uniform as possible on all ships has been duplicated here in recent beefs about the quality of the mattresses on some ships.

Since good feeding and decent sleeping accommodations are of A-1 importance to any hard-working sailor, the mattress situation is of more than routine concern to the Seafarers raising the issue upon arrival here.

Crews which have beefed about the mattresses aboard ship include personnel on Calmar, Waterman, Bloomfield and Ocean Transport vessels passing through this port. The Seafarers maintain that the quality of the mattresses used vary considerably from ship to ship, so that crewmembers can only hope for the best when they shift ships and are confronted with a different mattress each time. The consensus appears to be that mattresses aboard Waterman ships are the best of the four companies mentioned.

### Laundry Beefs

Similar interest is focused on the variety of washing machines available on SIU ships, some always affording more trouble than others because they are not commercial-type machines geared to heavy use. On both points, Seafarers seem in agreement that some effort could be made to have a uniform standard for each item furnished to the ships.

### Shipping Good

The shipping picture here is booming again and is expected to remain good for the future. Three payoffs are due during the current two-week period, which should

keep the job activity at high levels in the next report.

Port Agent Jeff Gillette also pointed out that getting enough manpower to fill the available jobs is always a problem. Registration is barely keeping pace with shipping so the beach is slowly being emptied out of all ratings in all departments.

He reported that the Seattle branch made arrangements for the final homecoming of Brother Robert A. Darley, Sr., who died aboard the Ocean Joyce while the ship

was only six hours from Keelung, Formosa, and returned with her to Portland, Ore.

Arrangements were made to send him home to Bonifay, Fla., for final services. He was accompanied by his son, Robert, Jr., who was on the same watch with his father at the time of his death. Crewmembers of the Ocean Joyce took a collection to purchase a funeral wreath for the services of their departed brother. Darley, Jr., is one of three brothers, all of whom are sailing in the SIU.

# Directory Of SIU Branches

**SIU, A&G District**

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

BOSTON.....276 State St. James Sheehan, Agent Richmond 2-0140

HOUSTON.....4202 Canal St. C. Tannehill, Acting Agent Capital 7-6558

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

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

NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113

NEW YORK.....675 4th Ave., Brooklyn HYacinth 9-6600

NORFOLK.....127-129 Bank St. Ben Rees, Agent MADison 2-9834

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

SAN FRANCISCO.....450 Harrison St. Leon Johnson, Agent Douglas 2-5475

Marty Breithoff, West Coast Representative

PUERTA DE TIERRA, PR. Pelayo 51-La # Sal Colla, Agent Phone 2-5999

SAVANNAH.....2 Abercorn St. E. B. McAuley, Acting Agent Phone 3-1728

SEATTLE.....2505 1st Ave. Jeff Gillette, Agent Elliott 4334

TAMPA.....1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323

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

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

ASST. SECRETARY-TREASURERS J. Algina, Deck C. Simmons, Joint J. Volpian, Eng. W. Hall, Joint E. Mooney, Std. R. Matthews, Joint

**SUP**

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

PORTLAND.....211 SW Clay St. CAPITAL 3-4336

RICHMOND, CALIF.....257 5th St. Phone 2599

SAN FRANCISCO.....450 Harrison St. Douglas 2-8363

SEATTLE.....2505 1st Ave. Main 0290

WILMINGTON.....505 Marine Ave. Terminal 4-3131

NEW YORK.....675 4th Ave., Brooklyn HYacinth 9-6600

**Canadian District**

HALIFAX, N.S.....128 1/2 Hollis St. Phone: 3-8911

MONTREAL.....634 St. James St. West PLateau 8161

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

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

TORONTO, Ontario.....272 King St. E. EMpire 4-5719

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

VANCOUVER, BC.....298 Main St. Pacific 7824

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

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

THOROLD, Ontario.....52 St. Davids St. CANal 7-3202

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

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

**Great Lakes District**

ALPENA.....133 W. Fletcher Phone: 1238W

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

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

DETROIT.....1038 3rd St. Headquarters Phone: Woodward 1-6857

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

SOUTH CHICAGO.....3261 E. 92nd St. Phone: Essex 8-2419

# ILA Lawlessness Threat To All Bonafide Unions

MIAMI—Irresponsible actions by the AFL-expelled International Longshoremen's Association have brought threats of new restrictive legislation against all maritime unions. Ben H. Guill, member of the three-man Federal Maritime

Board, told an American Legion convention that legislative steps may be considered to hamstring maritime labor as an outgrowth of the ILA's recent political strike in New York.

Without mentioning the ILA by name, Guill denounced the ILA tie-up in New York harbor and its call for a general East and Gulf Coast strikes as jeopardizing "the very existence of America's seaborne trade and commerce." He then spoke of considering legislative-methods to control "irresponsible" labor "because Uncle Sam pays 75 percent of seamen's wages."

Seamen's unions took no part in the ILA's recent political demonstration, which tied up New York harbor for eight days and other ports for lesser periods. Since the ILA was expelled from the AFL for failure to function as a trade union and eliminate control by mobsters and racketeers, it no longer has union status in the eyes of the labor movement.

Outside the labor movement, however, the ILA's activities are identified with all maritime labor.

## New Lobby Completes Mobile Face-Lift Job

MOBILE—Remodeling of the Mobile SIU hall was completed last week with opening of a beautiful new lobby just off the main entrance on the Dauphine Street side of the building.

The large room is attractively decorated and tastefully

furnished with floor-to-ceiling drapes, comfortable lounge chairs and sofas, tables for reading, writing and coffee sipping and a handsome new television set.

In announcing completion of the lobby, Cal Tanner, Mobile SIU agent, reminded Seafarers at the last regular membership meeting that the lobby was for the use and comfort of members and their invited guests.

The lobby provides a comfortable place for Seafarers to relax between job calls. It also is an attractive and impressive room in which Seafarers' wives, children, or friends can wait while members transact such necessary union business as registering for jobs, applying for vacation payments and taking up various welfare problems with the SIU welfare representative on the second floor of the new hall.

### Completely Redone

The completed new Union facilities include the lobby, snack bar, recreation room, barber shop and Andrew Furuseth Training School classroom on the first floor. The hiring hall, administrative and welfare offices, television room and library are located on the second floor. A dormitory, showers and laundry facilities are provided on the third floor of the new annex.

### Shipping Remains Slow

On the shipping side, activity for the last couple of weeks was considered slow, with approximately 60 men shipped to deepsea jobs and another 90 dispatched to various relief jobs in and around the harbor.

All of the ships coming in were in good shape, and prospects for the coming period look a little better. Twelve ships are already scheduled as payoffs or in-transits during the two weeks.

The Mobile Branch wishes to extend its sympathy to the family of Seafarer Leslie Courtney, who died recently near his home at Atmore, Ala. Brother Courtney had sailed steadily out of the Gulf in the rating of FWT and is survived by his wife. He was buried in Atmore cemetery near his home.

## Tampa Aids Final Drive To Tug Vote

TAMPA—Slow shipping is giving Seafarers on the beach here a chance to pitch in with the SIU-affiliated Marine Allied Workers on their wind-up drive to organize the Blue Stack Towing Company.

The campaign is being pushed along and is reported making good headway among the tug workers contacted. A petition for a National Labor Relations Board election on the six tugs involved was filed some time ago.

MAW organizers expect no trouble in making a good showing when the actual balloting takes place.

The quiet on the shipping front, with no payoffs or sign-ons during the past period and nothing much in sight, is still presenting problems, however, Tom Banning, port agent, reported.

### Fishing, Weather Good

Good fishing and weather to match makes it tough to find someone willing to move off the beach, even with the few jobs that are available, Banning noted. Only five in-transits came around and they accounted for the 11 jobs dispatched during the two-week period.

The SIU port agent also urged the membership on the beach to take advantage of the opportunity to play a more active role in Union meetings ashore by running for and serving in the meeting posts to be filled at every meeting. He offered full information to any Seafarer interested in taking part in the meetings merely for the asking.

## LABOR ROUND-UP

His automobile agency strike-bound for four months, Secretary of the Interior Douglas McKay announced he is selling the business to his daughter and son-in-law. The International Association of Machinists struck the agency after McKay sought to cancel major contract benefits and cut earnings 25 cents an hour. Subsequently, McKay advertised for strikebreakers for the agency.

Two news distribution strikes in New York came to an end. Newsstand clerks settled a strike against one newsstand operator on the basis of a three hour reduction in work weeks, while news and magazine delivery employees returned with a \$5 weekly wage increase at the American News Company.

A leading southern industrialist has seconded AFL and CIO attacks on "runaway" firms that go south to escape contracts and get cheap labor. John C. Whitaker, chairman of the board of R. J. Reynolds Tobacco Company, denounced the practice as "reverse carpetbagging."

Telephone workers in Michigan struck for just 1½ hours and won a new contract calling for \$2.50 to \$5 weekly increase and upgrading in some classifications. Over 16,000 Bell Telephone employees were involved.

The nation's major railroads and the Brotherhood of Railroad Trainmen have agreed on 10½-cent an hour across-the-board increases for most hands. Yardmen will receive additional increases when they go on a five day week. The rail union said 175,000 members were covered by the contract.

Feelings were running high in New Castle, Indiana, and the National Guard was called out after a pitched battle between strikebreakers and strikers at the Perfect Circle piston ring plant. Eight men were wounded, most of them pickets. The United Automobile Workers charged that pistol permits were being issued wholesale to the strikebreakers. Meanwhile, Lothair Teetor, former chairman of the board at Perfect Circle, was reported ready to resign as Assistant Secretary of Commerce.

## 'In Every Port O'Call!'



Thousands of copies of this issue of the SEAFARERS LOG will be airmailed to innumerable ports of call around the world. Agents of US shipping companies, seamen's clubs, hotels, bars and other facilities will receive these airmail copies shortly after the LOG comes out, for distribution to Seafarers when they hit port.

For years now, the SIU has airmailed copies of the LOG direct to all ships' next port as well as regular mailings to places where Seafarers congregate ashore. The SIU has pioneered in this method of distribution, despite the heavy expense and labor involved, because the Union feels it is the only satisfactory way of maintaining regular communication with the membership.

The result is that Seafarers in far-away places are accustomed to finding the LOG waiting for them wherever they may be. They are as well-informed on Union and industry developments as the man on the beach back home. These air-mailings constitute the best solution to the unique problem

## Mealtime 'New Look'

Steward department men on SIU ships are now receiving copies of a report drafted by a rank and file steward department committee which proposes important changes in the department's operations. These changes are designed to establish high-level standards of feeding and storing on all ships and at the same time improve working arrangements within the department. The report also proposes that a regular upgrading procedure be established for the first time in maritime.

This program is of considerable

importance to stewards and all Seafarers. That is why every SIU shipboard steward department is being given the fullest opportunity to discuss, make suggestions and vote on the contents of the report, section by section. The report itself is the product of lengthy discussion and study by the rank and file in all SIU ports.

The Union hopes every steward department man will give the report the full consideration it deserves and that all ships will inform headquarters of their feelings on it.

Beginning in this issue the LOG will start publishing the list of locations throughout the world to which LOGs are mailed each week in addition to the copies sent to the ships. Seafarers going to any part of the world will find where the nearest supply of LOGs can be obtained by consulting the list in this and subsequent issues. They can help assure better distribution of the paper by notifying headquarters of additional locations where LOGs are not available at present so that they can be placed on the mailing list.

# MEET THE SEAFARERS

## OLIN C. BOURNE, carp.

After 32 years, most of which were spent working at sea, Olin Bourne calls himself an "old homebody." But this veteran Seafarer has no intention of living up to his description as he continues to sail regularly on SIU ships.

Now a grandfather with five grandchildren, Bourne first started sailing back in May, 1923, at the age of 19. He left his South Carolina home for Baltimore and caught the Bay steamer, Mary Weems, operated by the old Baltimore-Carolina Steamship Line. While a sailor's life was not much to brag about then, Bourne found shipping fun in the 20's and 30's because his younger brother shipped with him until he died in the armed forces in World War II. Bourne's son also sailed a while before settling down shore-side.

Bourne's narrowest escape as a seaman came in 1931 when he fell overboard in baracuda-infested waters off Costa Rica. In 20 minutes though he was in a lifeboat safe from the dreaded fish.

He was in Norfolk in 1938 when the SIU was first organized. Being hospitalized at the time he just missed out becoming a charter member "of the most wonderful organization in the world."

Since the end of World War II, Bourne has been shipping mostly on Robin, Bull and Isthmian ships.

Family ties are important to this Seafarer who is the father of seven. Four of them were born while he was out to sea, but he was home just in time in 1941 when his wife gave birth to a set of twins, "a real homecoming gift."

"I love to go to sea," he concludes, "but I love to get back to the United States and my family."

## CLARK INMAN, AB

Seafarer Clark Inman had a mild disappointment when he first headed for deep water and all those romantic, faraway places. His ship didn't pull away from the dock for 40 days. When he finally got out to sea, all he saw of the world his first time out was the Persian Gulf. By that time though he had enough of a taste of SIU shipboard conditions to want to keep at it. He has been sailing SIU for a dozen years now, undoubtedly to more attractive places.



Inman

The 32-year-old Seafarer grew up along the Jersey shore, where he had plenty of opportunity as a boy to watch ships berth and handle cargo. His early interests in ships and seafaring was translated into action when he signed on as wiper on the Hillsboro Inlet, a seagoing tug, in 1943.

For 40 days he waited impatiently while the mooring lines stayed put. Finally the tug headed for the Persian Gulf where he came down with a fever and had to be hospitalized. When it came time to go home, he had to be repatriated on an Isthmian ship, the George Read, when Isthmian was still a non-union outfit.

By that time, he was a confirmed SIU man and did his part to sell the Union to the crew. "I did a lot of talking about the pay, the food and the all-around good points of the SIU," he recalls.

Shipping regularly off the East Coast, mostly out of Baltimore, Inman finds life on SIU ships too attractive to give up at the moment.

"As long as we have the SIU," he feels, "I'll love every minute of anything to do with a ship."

# Bobbing Buoys, Bells Are Navigators' Best Friends

Any master or mate will tell you the most difficult part of navigating a ship is not at sea on the trackless trade routes, but when the vessel has made a landfall and must depend upon fathometer, radar, charts, lighthouses, buoys and other aids to navigation.

Of all aids to navigation, buoys are those upon which the navigator relies most to bring his ship safely in from the sea.

There are now close to 40,000 aids to navigation of all kinds along the waterways of the United States and of these more than 20,000 are buoys.

Buoys were used in the Thames River, England, over 300 years ago. Buoyage of waterways in this country was started before the Revolution, when spars and barrel-type channel markers were placed in the Delaware River to warn ships away from mud banks and shoals.

## Fog Cannon

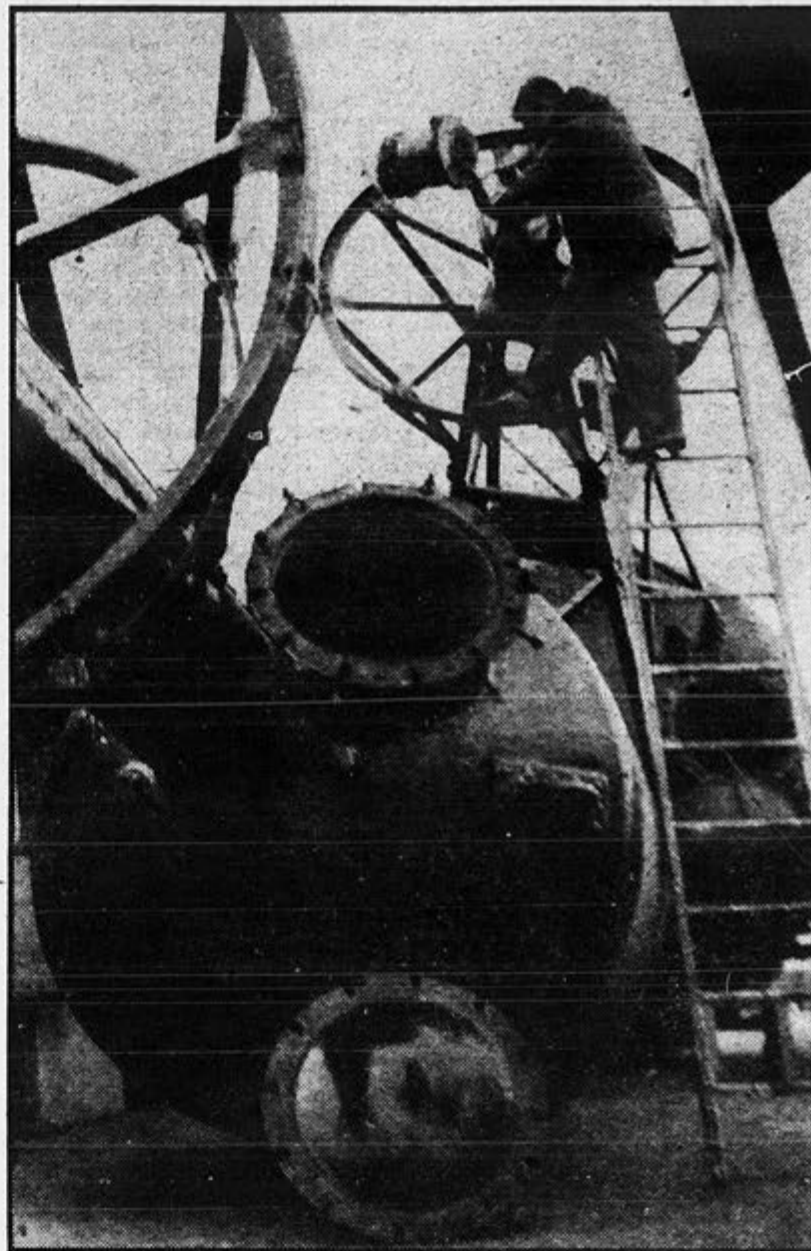
The first fog signal was a cannon installed at Boston Light in 1719. Boats with small bells were anchored near rocks and ledges about this time to help keep the navigator from coming to grief in fogs and darkness.

Shortly before this, the first lighted buoy, which burned oil gas, was anchored in New York harbor. Electricity was used for aids to navigation in New York harbor in 1888, with power being run out to the buoys by cables from shore.

Bell buoys have been in use since 1885, the first type being those on which the clapper was struck by the movement of the waves. Later, bell buoys were mechanized, the clapper being struck by compressed gas.

Plans are now underway to standardize buoys, replacing eleven different classes of markers with only five as a means of making navigation simpler along the bays, rivers and coastal waterways.

Buoys help the mariner steer a safe course by day, by night, and



Man-made space satellites may look like this some day, but these happen to be channel buoys under repair at the Coast Guard base in Boston.

in times of fog and low visibility. By day, the navigator can determine the proper course by the color and numbering of buoys; by night he steers by the sequence of flashing lights on the lighted buoys and, since the introduction of radar, channel markers help him proceed through narrow waterways even when the channel cannot be seen.

## Direction Markers

As most seamen know, red buoys with even numbers are kept on the right when entering from the sea and black buoys with odd numbers on the left. Buoys with black and white vertical stripes indicate mid-channel markers and are kept close aboard when passing.

Buoys with red and black horizontal stripes are placed on obstructions, with the channel on either side.

The mariner uses these aids to navigation in connection with the Light Lists published by the Navy Hydrographic Office for all foreign coasts and by the Coast Guard for the coasts of the United States.

The United States coastal Light Lists give the exact position of every lighthouse, lightship, radio-beacon, and unlighted fixed aids such as buoys. A mariner coming into unfamiliar coastal, bay or harbor waters can check the position of any buoy or other aid about which he is in doubt by referring to "the light list." They are also given on the charts.

For the San Francisco Bay area of the Pacific coast, for instance, the Light List specifies every buoy which the navigator would meet from the time he makes the lighted bell buoy number one at the San Francisco bar.

The Light List gives the name and number of the buoy, the depth of water so it can be checked against the fathometer; latitude

and longitude (for the major buoys); height above sea level; its range of visibility; type of structure, and other descriptive details.

No matter whether the navigator is bound for Tacoma or Calcutta, he can obtain a Light List whereby buoys and channel markers all over the world will assist him to reach his destination safely.

He will find, for instance, that at Sungai Barito, Borneo, in latitude 3 degrees, 32 minutes and longitude 113 degrees, 31 minutes, there is a buoy with a light that appears every 10 seconds; that the light is 19 feet above sea level and can be seen seven miles out at sea.

No part of the world is untouched.

## Seek Standardization

Since 1889, when an international conference was held in Washington, DC. by the major maritime nations, an attempt has been made to standardize the buoyage systems of the world. Considerable progress has been made along this line, but there are still numerous variations.

In American waters the Coast Guard maintains a fleet of tenders to service buoys and other aids to navigation; to move out those which need repair, replace empty gas tanks, clean off barnacles, and keep them painted. After heavy storms, the tenders are kept busy for weeks checking buoys.

# SEAFARERS IN ACTION

That old problem of the ever-running washing machine has been solved aboard the Ocean Nimet with the expenditure of \$10 out of the ship's fund. Ship's treasurer George Mott picked up a timer for the ten spot so that crewmembers can set it for an appropriate wash period instead of letting the machine go on and on. Here's hoping the bell rings loud and clear for all crewmembers to hear.

Seafarer Mott just recently celebrated his 20th birthday. He has been sailing with the SIU for the past two years, starting in the Port of New York.



Mott

The steward department on the Government Camp pulled a switch on the usual procedure when it passed a vote of thanks for the deck gang. Normally it's the other two departments who make this notation when the feeding is good. In this case the galley department was well pleased with the "excellent painting in steward department foc'sles," as the minutes read.

At the last Norfolk membership meeting, Seafarer William Mason

handled the chairman's duties after being elected by the Norfolk membership. He was assisted by Tom Hill, recording secretary, and F. L. Simmons, reading clerk. Rupert Pierce was in charge of the Savannah meeting where Arthur L. Fricks was the reading clerk.

Over in Miami, Seafarers H. Shaw and F. Marrero were meeting officers while V. Smith and F. E. Hagin took the Tampa assignments. Mobile's chairman was D. L. Parker, assisted by W. Wallace. In San Francisco, H. Krohn took the chair and W. Lea was reading clerk while Houston's meeting chairman was H. Hunt and Seattle's was F. England. A number of other rank and file Seafarers handled meeting jobs in these and other ports.

They are more than generous on the Alcoa Clipper when one of the crewmembers runs into a personal misfortune. One Seafarer on the ship had to go to the hospital in New Orleans, so the men came up with a \$100 bill to give him and promised there would be some more. Another brother had to fly home suddenly from Trinidad because his wife was seriously ill.

The crew came up with a \$300 donation for his benefit. Seafarer Leo Gomes is the ship's treasurer who handles all these finances, and Milt Robinson is ship's delegate and chairman of the ship's committee.

## Seafarer R. E. Hunt

is doing a top-notch job as ship's delegate on the Steel Scientist according to all accounts. Hunt had a number of shipboard problems to handle on the last trip and in the opinion of the crew took care of everything in fine style.

Hunt sails in the deck department and joined the Union in New York nine years ago.

With the SIU ships getting libraries from the SEAFARERS LOG every three of ships have a crewmember who acts as librarian to take care of these and other books aboard. Bernard Friedman takes care of the job on the Alcoa Runner and sees to it that all is kept in order.

Friedman also served as deck delegate on the Runner on its last trip. He comes from Newark and has been with the SIU since 1946.



England



Friedman





Cause of all the hubbub on the Del Sol recently, Seafarer Cecil "Scotty" Kerrigan (left), passenger utility and "friend of presidents," poses with shipmates M. L. Hatley (center), saloon pantryman, and Kenyon Parks, saloon MM. Photo by William Cameron.

## 'President's Dinner' Cools, Boils Del Sol

Coming from the US, where "royalty" waits on tables and every man (theoretically) can be President, Seafarer Cecil "Scotty" Kerrigan thought nothing of it when he invited President William V. S. Tubman of the Republic of Liberia and his staff to dinner while the Del Sol was in Monrovia recently.

After all, "Scotty" had experience with that sort of thing, since he served President Tubman last fall on a trip from Jamaica to Liberia aboard the Del Rio, and had a special letter of commendation to prove it.

### Pepped Up Ship

The Del Sol dinner, as things would go, never actually came off.

But while the hubbub lasted, it really pepped up things on the ship. It all began, William Cameron, ship's reporter, relates when Kerrigan came to him, told him President Tubman was coming down with his staff for dinner and assured that regular overtime would be paid for the work.

Thus the steward was quite surprised when asked a few minutes later by crewmen what time the party would be held and, once informed what it was all about, ran to wake the captain and let him know, too.

"Scotty," who meanwhile neglected these details, was busy handling others. He made up a new menu for the galley, got everyone to get cleaned up and polished, advised the baker to make the type of small rolls that the President liked and told the chief cook how to make the soup.

### Ready For Celebration

Through it all, Cameron said, "everyone was really polishing things up...shined their shoes...aired their pants. Oh, this was going to be big, everyone whispered around the ship.

"Kerrigan must have some pull down in Liberia," they all said, especially when the limousine came down to pick up 'Scotty' after dinner."

The only question bothering anybody was how many people there would be in the Presidents' group. Some said 25; other said 30. There was no choice but to wait until they came.

LET 'EM KNOW!  
Write TO THE LOG

## Good Feeding Eases Routine Trinity Trip

The humdrum life of the tankerman, what with generally quick turnaround in port broken up only by hasty snatches of time ashore in usually inaccessible places, can be souped up by only a few items.

One is immediately eliminated since the tankwagons don't carry stewardesses who can live up a trip just by being around. The next possibilities are what are called "wholesome forms of recreation," such as reading, checkers, an occasional movie or cribbage.

There is also food, good food and lots of it, which keeps the belly happy even while the rest of the body is thirsting for other forms of nourishment.

In this latter department, however, the good ship Trinity, which has been plowing back and forth between Paulsboro, NJ, and Texas, for almost as long as man can remember (or so it seems), has an edge.

By all accounts, "she is a home and a feeder, with steward Darry Piccerelli turning out the best in food, assisted by an able contingent in the galley department."

The assists are provided by Leo Carreon, chief cook; Bill Montsikaris, 2d cook, and "Sea Biscuit" McFarlin.

Officers of the ship's meeting at which the accolade was dished out were John A. Buzelewski, chairman; Earl Goodwin, secretary, and F. R. Clarke, reading clerk.

Officers of the ship's meeting at which the accolade was dished out were John A. Buzelewski, chairman; Earl Goodwin, secretary, and F. R. Clarke, reading clerk.

## Seafarers In The Hospitals

- |   |  |
|---|--|
| USPHS HOSPITAL<br>NEW ORLEANS, LA.<br>Ralph Armstrong<br>Merton Baxter<br>Claude F. Blanks<br>J. L. Buckelew<br>Gaetano Busciglio<br>John L. Caldwell<br>Lloyd T. Callaway<br>Albert T. Cooper<br>L. A. Dwyer<br>Clarence Graham<br>Earl T. Hardeman<br>George A. Hill<br>George F. Immel<br>Robert H. Klein<br>E. G. Knapp<br>Charles Lambert<br>Leo H. Lang<br>Theo. E. Lee<br>Tinnerman J. Lee<br>Nils Lornsen | Henry L. Lowery<br>J. Madureira<br>Edward P. Marsh<br>Mather Mullis<br>C. R. Nicholson<br>Alfonso Olaguibel<br>R. A. Ratcliff<br>Edward Samrock<br>Joseph Sauviac<br>Benjamin C. Seal<br>Walter Smith<br>Woodrow A. Snead<br>Henry S. Sosa<br>Lucien C. Theriot<br>Lionie R. Tickle<br>Dirk Visser<br>James E. Ward<br>James R. Williams<br>Clark C. Wood Jr.<br>David A. Wright |
| USPHS HOSPITAL<br>NORFOLK, VA.<br>E. A. Ainsworth<br>F. Anghelatos<br>Julius R. Cannon<br>E. E. Daniels<br>William Davey<br>John Decker<br>C. A. Dowdy  | Foster Hamilton<br>H. M. Johnson Jr.<br>Wm. G. Kieswetter<br>Claborne Massey<br>Melvin R. Massey<br>Cecil O. Saunders<br>Norman D. Wilson  |
| USPHS HOSPITAL<br>MANHATTAN BEACH<br>BROOKLYN, NY<br>Edmund Abualy<br>Eladio Aris<br>John Auslitz<br>Fortunato Bacomo<br>Frank W. Bemrick<br>Mariano Cortez<br>Walter L. Davis<br>Walter W. Denley<br>John J. Driscoll<br>Bart E. Guranick<br>Taib Hassan<br>Joseph Isisits<br>Thomas Isaksen<br>John W. Keenan<br>John R. Klemowicz<br>Ludwig Kristiansen<br>Frederick Landry<br>Kaarel Leetmaa                  | Leonard Leidig<br>Mike Lubas<br>Joseph D. McGraw<br>Archibald McGuigan<br>H. F. MacDonatd<br>Michael Machusky<br>Vic Millazzo<br>Melvin O. Moore<br>Eugene T. Nelson<br>Joseph Neubauer<br>James O'Hare<br>Ralph J. Palmer<br>D. F. Ruzgiano<br>G. E. Shumaker<br>Henry E. Smith<br>Harry S. Tuttle<br>Virgil E. Wilmoth<br>Chee K. Zai  |
| USPHS HOSPITAL<br>DETROIT, MICH.<br>Tim Burke   |  |
| USPHS HOSPITAL<br>MEMPHIS, TENN.<br>Charles Burton  |  |
| USPHS HOSPITAL<br>FORT WORTH, TEXAS<br>Benjamin Deibler<br>Joseph J. Fusella  | Albert W. Kozina<br>Rosendo Serrano  |
| USPHS HOSPITAL<br>SAVANNAH, GA.<br>Elmer Brewer<br>Wm. P. Connerty<br>Henry Gordon  | Wm. Lieberman<br>Jimmie Littleton<br>James T. Moore  |

- |  |   |
|--|---|
| Janne F. Pierson<br>Leonard H. Shaw<br>Thomas H. Bubar<br>Richard L. Kelley<br>Orville E. Abrams<br>R. J. Arsenault<br>Dargan Coker<br>Ferdinand Forte   | R. C. Shedd<br>Ernest H. Webb<br>Joseph B. Murphy<br>L. Duplissie<br>Sverre Johannessen<br>Ray O. Noack<br>Fred Morris<br>Juan Perez<br>Fred Pittman<br>Murray P. Plyer<br>Joseph R. Pullen<br>John E. Renski<br>C. Story<br>F. Thommen Jr.<br>Bernard Toner<br>A. Vazquez<br>Thomas Walecki<br>J. E. Watson Jr.<br>M. Whisenant<br>Joseph Williams<br>Luis Williams<br>Steven Zubovich |
| Manuel Antonana<br>Henry B. Arnold<br>A. R. Bliksver<br>Joseph P. Brennan<br>Paul Carter<br>Carl E. Chandler<br>Thomas Clough<br>Charles Coburn<br>Victor B. Cooper<br>Donald Forrest<br>Gorman T. Glaze<br>Albert Hawkins<br>A. Kitchings<br>O. McCann<br>Robert McCorkel<br>Earl McKendree   | USPHS HOSPITAL<br>BALTIMORE, MD.<br>Fred Morris<br>Juan Perez<br>Fred Pittman<br>Murray P. Plyer<br>Joseph R. Pullen<br>John E. Renski<br>C. Story<br>F. Thommen Jr.<br>Bernard Toner<br>A. Vazquez<br>Thomas Walecki<br>J. E. Watson Jr.<br>M. Whisenant<br>Joseph Williams<br>Luis Williams<br>Steven Zubovich  |
| Hilton Blanchard<br>Morris E. Garrett<br>Michael Henry<br>M. P. McCoskey   | USPHS HOSPITAL<br>GALVESTON, TEXAS<br>Lloyd McDonnell<br>John E. Markopolo<br>Walter J. Slade<br>Edward C. Yeamans  |
| Marcelo B. Belen<br>Robert B. Carey<br>George B. Dunn<br>Charles Dwyer<br>Benny M. Foster  | USPHS HOSPITAL<br>SAN FRANCISCO, CALIF.<br>Sung G. Wang<br>M. E. Pappadakis<br>John S. Sweeney<br>Thomas A. Trehern   |
| Hassen All<br>Joseph Arabasz<br>Ben K. Baugh<br>J. A. Blanco<br>Charles E. Brady<br>Charles Cantwell<br>George Carlson<br>John Castro<br>James Clarke<br>George T. Coleman<br>Gabriel Coloni<br>Felix E. Dayrit<br>Frederick Diekow<br>John Eaton<br>D. Eldermire<br>Eckel Godfrey<br>Louis Guellnitz<br>Halvor Holt<br>Richard B. Jones | USPHS HOSPITAL<br>STATEN ISLAND, NY<br>W. Kolodziejek<br>Robert McCulloch<br>John McWilliams<br>W. F. Manthey<br>Edward P. Matte<br>Carlos Matt<br>Thomas E. Maynes<br>John Michlek<br>J. Psathaz<br>Jose Quimera<br>Perry Roberts<br>G. H. Robinson<br>Jose Rodriguez<br>Santiago Rosario<br>Matti Ruuskaallo<br>Jack Schaffer<br>Blanco Williams<br>Frank Wohlforth<br>Joseph Wohletz |

## Raps Coast Guard Hold Over Seamen

To the Editor:

For the life of me I can't see where the Coast Guard has any right to control merchant seamen.

We are civilian workers in a civilian occupation. We are all hired by private concerns to assist them in the operation of their business, which they are conducting strictly with one object in mind: to make money.

## Letters to the Editor

As the safety and health of other employees, as well as the passengers who may be traveling with us, depends on the efficiency and ability of the individual Seafarer, it is reasonable that a system of certification and licensing is necessary.

However, there certainly is no necessity for the semi-militarization of US seamen or for having the Coast Guard act as military police over the merchant marine.

### Saved Money

Recent history proves that the certification and licensing was handled far more efficiently and at considerably less expense to the taxpayer during the years when it was handled by the competent steamboat inspectors. They were ex-seamen or officers who came up through the foc'sle and, therefore, had a far more sound basic understanding of the average seamen and his sometime "radical" point of view.

Isn't it a common concept of democratic justice that a man should be judged by his peers? Doesn't the Constitution guarantee us a trial by jury?

At present a Coast Guard officer acts as judge, jury and prosecuting attorney combined.

Don't we have a Constitutional right to a public and speedy trial and a right to be confronted with witnesses against us, as well as the right to have compulsory process for obtaining witnesses in our favor?

At present the Coast Guard is trying cases out of old log books, some several years old. They try them without the benefit of any witnesses whatsoever, neither pro nor con.

### Fitness Tests

In addition, they are still attempting to set themselves up as judges to determine whether or not we are mentally or morally suited to continue in our occupation.

It would perhaps be more fitting if we sat in judgment of the moral fitness of the accusers.

Our star witness could be the ghosts of the valiant men who went down with the Southern Districts and the Southern Isles.

Or should I mention the condition of the good ship Excello, that rusted old hulk of an LST with ballast tanks and cargo envelope rotted out completely by the poorly constructed and improperly designed stainless steel tanks which spring continuous leaks and saturate all steel decks and bulkheads with dangerous acids. The full crew of a similar type of ship had to lose their lives before the CG admitted any unsafe practices.

Are these people morally and mentally suited for their enormous responsibility? Hell no!

Let's send them back to watch for icebergs or whatever their original duties were.

We have no need of a merchant marine gestapo. Give us back the steamboat inspectors in civilian clothes, not these stunkys in brass and monkey suits.

John Wunderlich, Jr.  
Ship's delegate  
SS Southstar

## Passengers Hail Wacosta Feeding

To the Editor:

By chance we came upon the August 5, 1955, issue of your paper. Two articles were of special interest—"SIU Food Plan Popular With Waterman Crews" on page 2 and "Seastar's Crew Rates Stewards Tops In Biz" on page 14.

As passengers on the SS Wacosta from Vancouver to Inchon we would like to add our appreciation of the new plan. The meals were always delightful and the service most courteous.

We should like to "take to prose and song to shout the praise" of steward Peter Loleas and his department aboard the Wacosta. They were wonderful.

Beatrice Heath O'Connell  
Don & Alice Irwin  
Bruce & Donna Suitor

## Says SIU Years Were His Best

To the Editor:

It is my wish at this time to retire my book from active membership as I now have to stay ashore.

Sending this book in for retirement only brings to mind the thought that my years in the SIU were the most educational, inspiring and, in general, the best years of my life.

The aims of Seafarers will always be close to my heart and I wish the organization every advance and success.

Louis S. Rizzo

## Mohave Thanks Baltimore SIU

To the Editor:

The crew of the SS Mohave wishes to send a special vote of thanks to the SIU officials in the Port of Baltimore, especially to the patrolman who came aboard and settled our beefs on short notice, since we were there only a few hours.

As a result of the action, we got innerspring mattresses and a brand new washing machine. These things have helped greatly to make this a pleasant voyage.

Many thanks again to Baltimore for a job well done.

O. Gonsalves -  
Ship's delegate

## Hails Fast SIU Aid On Benefits

To the Editor:

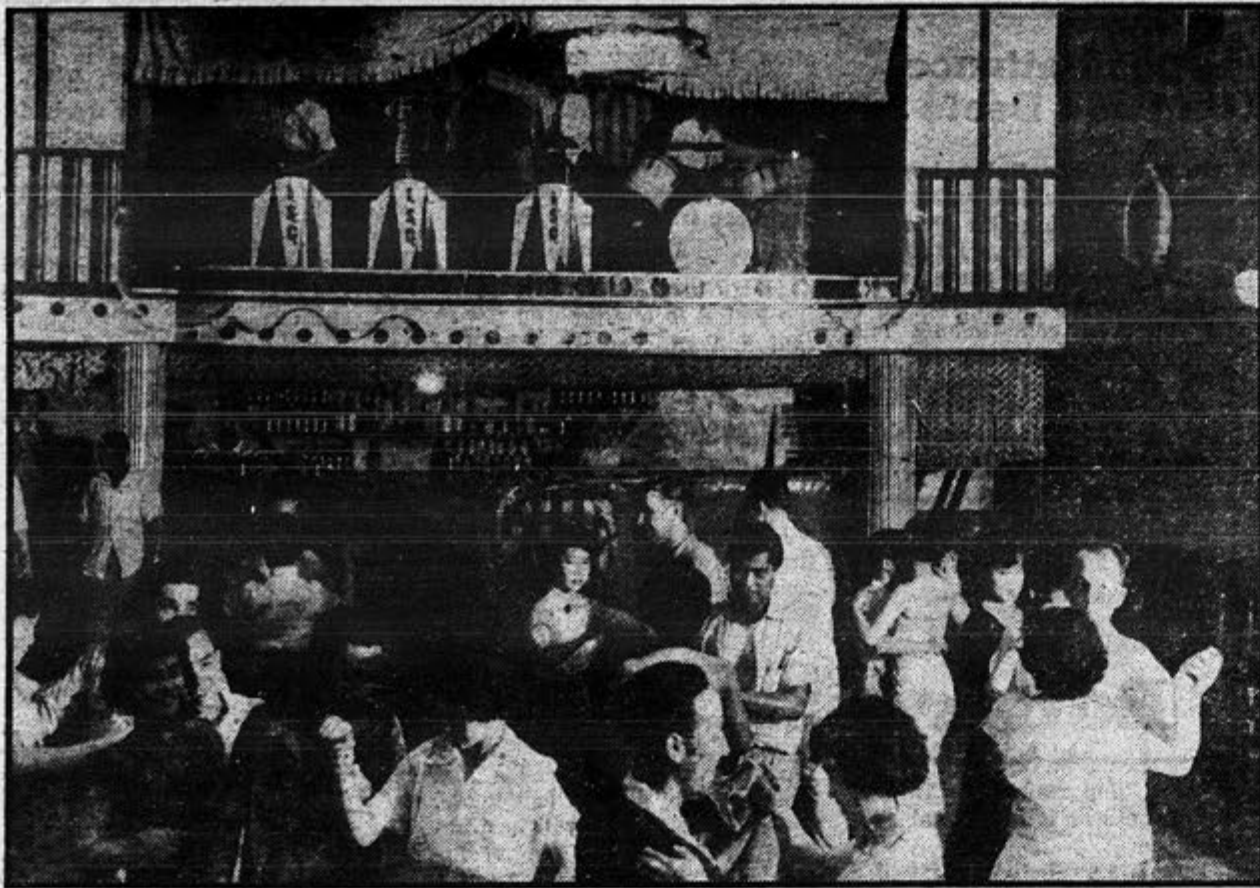
My wife and I would like to thank the Union and the Welfare Services Department for the way they helped us out when she had to be operated on recently.

The hospital was giving us a hard time about filling out the forms so that we could collect the Union benefits.

But the Union's representatives got to work and cut a lot of red tape for us. We got our money in a hurry, \$390 worth, and it sure helped.

It certainly is nice knowing that the Union takes care of its members that way.

Edward Guszczynsky



Main deck of the "International Seamen's Club" in Pusan, Korea, showing dance floor, band (above) and bar. Seafarers on the Barbara Frietchie report the new place "a good deal" for recreation while in the Korean port. Seamen of all nations, on dance floor, seem to be having a fine time. The popular nite spot is owned by an American.

LOG-A-RHYTHM:

Home Again

By Fred Shelkofsky

The life of a seaman is rough as hell;  
 Times passing by at the clang of a bell,  
 Traveling onward  
 From wave to wave,  
 Just one little slip—  
 A watery grave.

Around the earth  
 From shore to shore  
 This rugged fellow doesn't ask any more;  
 From tavern to tavern  
 Doesn't stop to think—  
 His money they take  
 When he's full of drink.

When shore leave is over,  
 Back aboard he goes,  
 Back to his chores,  
 And heave and heave-ho;  
 He battens the hatches,  
 Checks all the rig,  
 Swabs down the deck—  
 Then eats like a pig.

Lays down in his bunk,  
 At peace with the world,  
 Dreams of the ports ahead  
 And pretty girls;  
 Always he's happy,  
 Contented to roam,  
 The world yet to conquer,  
 The ship is his home.

Barbara Frietchie Crew Lauds Seamen's Nite Spot In Pusan

Feeling that one good turn deserves another, Seafarers on the Barbara Frietchie are passing out kudos about a new recreation spot in Pusan, Korea, which provided them with first-rate attention on their last visit there.

Operated by an American, Bill Ledwick, the place is called the "International Seamen's Club" and amply fills the gap caused by the closing of another club in the port, where Seafarers used to be able to get "good stuff" at reasonable prices.

Although Ledwick is "out to

make a buck like the rest of us," C. Frey, ship's delegate, points out, he is still providing a good deal for seamen who come ashore looking for decent diversion in Pusan.

"Bill struck us as a pretty nice guy with a pretty nice place," Frey commented. The attractions he mentioned range from "beautiful hostesses" to an honest exchange for your money or travelers checks. The ISC is also said to be roomy, with a "good orchestra and a nice dance floor." Reasonable prices prevail for most items, Frey adds.

The club is at No. 4 Third St., Dai Chung Dong, Pusan.

Del Valle? OK!



It must have been a fine trip on the Del Valle, if these smiles from Seafarers J. Scramuzza (left) and N. Benenate, mean anything. Both men are BRs. Photo sent in by O. H. Manifold.

Seafarer Proves SIU 'Spirit' On Traveler

"Little things mean a lot," as the saying goes, especially at sea, where the small touches can make all the difference between a good trip and a nightmare.

To prove the point, Seafarer E. Skompski, chief electrician on the Steel Traveler,

cites as an example an event that took place recently in far off Indo China.

"Every so often a thing happens that makes one proud of being a member of the SIU," says Skompski, ship's reporter. "An example of this brotherhood of the sea happened while this ship was in Saigon, and the steward of the Raphael Semmes, H. K. Pierce, offered to show us movies.



Pierce

"Despite the fact that his ship was at anchor and the equipment was bulky, he nevertheless arrived on the time agreed, and we, including the officers and passengers, enjoyed a fine movie."

Good Skipper

The report from the Traveler also noted that the ship has "a good captain, and the chief steward and his department do much to promote a happy ship with very good food and service."

In the "romance department," he confided, "the ports we hit on this 'round the world' run—Manila, Hong Kong, Bangkok, Singapore—to name a few, speak for themselves.

"The biggest complaint we had," he added, "was that the ship stayed only one day in Hong Kong."

The British colony is a relatively new port of call for Seafarers and the Traveler was one of the first SIU ships to hit it.

Royal Oak \$s Aid Family Of Sick Brother

Seafarers are always quick to respond to emergencies, either nautical or personal, and demonstrated this once again recently on the Royal Oak when a brother stricken with a possible heart attack was taken off the ship and rushed ashore for hospitalization.

The Seafarer, Theodore Guidry, MM, was removed from the ship by a Coast Guard boat and taken to the hospital in Key West, Fla. He was reported in "serious condition." Aware of the blow this can be to any man's family, SIU crewmembers wasted no time in getting together a special fund of \$62 to be sent to Guidry's family in Basile, La. The loss of their breadwinner, however temporary, will be softened quite a bit by the generosity of his shipmates.

Seafarers who served as officers of the ship's meeting at which the incident was reported, were J. Merrell, chairman; D. Beard, secretary, and J. Atchison, reading clerk.



Merrell

Rust Keeps 'Em Busy On Oceanstar



Seafarers in the deck gang of the SS Oceanstar pause during the job of scraping rust off bulkhead to give crew photographer the fish eye. Pictured (l-r) are Goodwin, AB; Fink, AB; Karatzas, OS, ad Saliva, AB. The ship was in port of Sibenik, Yugoslavia, according to Stephen Emerson, who took the photo.

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.

Burly

Over-Washed

By Bernard Seaman



### Ocean Nora Crew And Friend



Crewmembers of the Ocean Nora think they have a record with this tuna, but there are no records available on tuna caught trawling to match with this monster, which weighed 85 pounds cleaned. Facing camera is Seafarer Robert Ferrandez, a member of the steward department. The record for rod and reel varies from 265 pounds for an Allison tuna to 977 for a bluefin. Ship's reporter E. H. Kaznowsky sent in the photo.

## Gulfwater 'Like Home' —Thanks To Engineers

Despite the mileage they're piling up on their slow boat to Korea with a load of coal, Seafarers aboard the Gulfwater don't feel as if they're far from home at any time.

Although all of the fireside ingredients are missing, the engineers aboard the ship are trying hard to make the boys feel at home, says Seafarer H. G. (Call me "General") Ridgeway, ship's reporter.

"You can almost feel the wife is right behind you half the time, the

way these engineers act.

"You know how everytime you leave a light or a fan on, the little woman keeps following you around turning them off. Well, these engineers are the same way," Ridgeway points out. "They have almost got the crew believing that we have to chip in to pay the light bill."

#### Watching Water Too

The water situation seems to operate in the same fashion, he added. "I asked one of the engineers the other day how these ships made out when they carried a 12-man gun crew and he said 'Well, that was different.'"

"I've had a headache for the last ten days trying to figure out the difference and all I can see is that at least now you can go to the messhall and find something to eat in the refrigerator at 7 PM."

Otherwise, Ridgeway reports, all is well. "Slim Walker, one of the big fishermen on here hasn't caught anything yet, but his excuse is that we are going too slow. The big fish he wants to catch are going just too fast to see the lure."



Ridgeway

### Hilton Fishers Nab Barracuda

"The SS Hilton (Bull Line) Fishing Society" reports snagging an eight-pound barracuda recently on the way to Miami, making the waters in that area a bit safer for swimmers both with and without fins. The barracuda is known for his prowess at tearing a human swimmer or sea creatures to pieces in minutes.

No details were provided on the tackle used, but the record for rod and reel is 103 1/4 pounds for a barracuda caught off West End in the Bahamas in 1932. Chairman of the meeting at which the catch was disclosed was R. O'Rourke. Arturo Mariani was secretary; John Eddins was reading clerk.

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 .....

### Urges Patience On Food Beefs

To the Editor:

Now that our Union has established a new feeding system which is meeting the approval of many ships' crews I think it is only proper that the steward department be given not only its deserved compliments but continued cooperation by the deck and engine departments.

A list of instructions on the new feeding system is placed aboard all SIU ships for the

## Letters to the Editor

steward department to follow, and I believe it is a good system.

But I also believe that the list of instruction should go further, in getting the proper cooperation of the other two departments.

First of all, I think that the other departments should leave the steward department alone. They should not try to run it by telling the steward or any member of the steward department what to do. The Union has given the steward the responsibility of seeing to it that the crew is fed well and properly.

Therefore the steward should be permitted to run his department as he sees fit. If the steward is not efficient or capable, then action can be taken. He has certain rules to follow and if he doesn't follow them, then that should be the cause for his being replaced, not because certain members of the crew don't like him.

#### Asks Consideration

I'd also like the deck and engine departments to be a little patient now and then and treat us with consideration. When we are a little late or something goes wrong, name-calling or abuse won't change anything. We don't criticize the other departments if they are slow or late in their work on deck or in the engine room and we are entitled to the same consideration in the galley.

We never say how they should paint or fire, yet when they find something not to their liking they raise the roof. Of course this is the exception rather than the rule, but it occurs often enough to make living conditions aboard ship miserable when it does happen. I know from experience that some steward department men who do not deserve this type of treatment have had to get off a ship to avoid trouble. This is not as it should be.

Mario Canalejo

### Likes Service From The SIU

To the Editor:

I wish to express my thanks and appreciation to the SIU for its fine cooperation and aid during my recent hospitalization.

At the time I went into the hospital, my husband was at sea and, not knowing the procedure to follow regarding hospital and surgical benefits for the dependents of SIU men, I wrote to SIU headquarters.

Needless to say, the courtesy shown me was really appreciated. My thanks to all the Union officials for all the consider-

ation they show to Seafarers and their families.

I would also appreciate being included on the mailing list for the SEAFARERS LOG so that I can keep up with the events taking place from time to time.

Mrs. Ben H. Faulk

(Ed. Note: Your name is being added to our mailing list so that you can receive the LOG regularly at home.)

### Thanks Union For Baby \$s

To the Editor:

I would like to express my thanks for the check recently received covering an SIU maternity benefit for my latest child. Believe me, it was received with gratitude.

I am also sending you the birth certificates of my other two children, as you already have my marriage license and the new baby's birth certificate. Please enroll us in the hospital plan so that we can qualify for the new family benefits for hospitalization and surgery.

Many thanks to the SIU for all these great benefits.

Allan S. Thornie

### Sea Cloud Tends Stricken Brother

To the Editor:

Since my article of October 14, 1953, on Brother Hood, while a crewmember of the Steel Fabricator, I have been on many ships and during the course of time have been watching with a keen eye to see what reaction, if any, my article would produce in the future.

After making one trip to Korea on the Sea Cloud and signing on for another bound for Peru, July 22, 1955, I have an experience which I feel it is my duty to comment on. Two weeks out of Seattle a crewmember came down with a mental disturbance.

Immediately precautions had to be taken to secure his safety as well as that of other crewmembers. It would have been very easy to put this unfortunate brother in a room with sufficient ventilation, secure the doors and portholes and give him his meals until we arrived at our destination, but this was not the case.

Our sick brother was allowed to keep his foc'sle while his roommate was provided with other living quarters. Of course, the sick man had to be secured to his bunk since he had a tendency to go below and might have gone over the side.

#### Attempted Suicide

As it was, one morning about 6 AM the man, who was standing by stepped out to call the cooks. On returning he found the patient missing. He looked out the nearest door and sure enough the sick man was hanging over the side by the handcuffs which were attached to the bunk.

Calling for help he recovered the patient and immediately the crew mobilized themselves in one of the most outstanding displays of cooperation I have ever seen on board a ship.

Members of all three departments volunteered and arranged between themselves a schedule whereby at all times at least two men would be standing by, and whenever the brother had to be taken to the bathroom at least six men would be available.

#### Careful Attention

He got his baths regularly, his meals, coffee, cigarettes, radio and every other possible attention in order to keep him

calm. All this was done in the hope that the sick brother would not get worse as we had eight days more before reaching our destination.

To maintain this program called for patience and sacrifice on the part of officers and crew. The spirit in which everybody went about this operation is something I will always remember.

On arrival in Callao, Peru, the patient was taken to the hospital and we were told that arrangements were all made for him to leave Peru on the 22nd of August for the States.

On behalf of the crew I ask that the Welfare Services Department check this case with the company. In closing, I want to thank the captain, the deck officers and crew for their cooperation on behalf of the sick brother.

Jose L. Gomez  
Ship's delegate

(Ed. note: Arrangements have since been made to repatriate the above-mentioned brother and have him hospitalized near his home.)

### Challenges Facts On Kings Point

To the Editor:

In your last issue of the SEAFARERS LOG the United States Merchant Marine Academy was charged with being a "Junior Annapolis" and a Navy "secret weapon." Nothing could be further from the truth.

I know because I am a cadet at Kings Point and can recognize a half truth and a biased account of the facts. There is no Navy ship at Kings Point, nor is there a squadron of planes as your cartoon so falsely showed.

Compared with the Navy's appropriations, \$2 million is a trifling sum and certainly wouldn't warrant the situation you have depicted. Kings Pointers are trained for the merchant marine and will be ready to serve when the need arises. Those graduates are an asset to the merchant marine as the National Guard and other Reservists are assets to the armed services.

For lack of proper leadership many merchant ships were lost during the war. A reserve of trained officers could have prevented this situation. That is the mission of the Academy.

C/M Ralph A. Dahm  
Jones Hall  
Kings Point, NY

(Ed. note: The SIU can only add, however, that during the Korean War, the Navy, as usual, grabbed off practically all the cadets from Kings Point and that in the midst of the then manpower shortage there were even cases of merchant ship officers taken right off their jobs and put back into the Navy.)

### Fairport Mourns Brother's Death

To the Editor:

On behalf of the crew of the SS Fairport we wish to extend our deepest sympathy to the family and friends of our departed brother, Robert Darley.

We first learned of Brother Darley's death on our arrival in Keelung, Formosa. Those who knew him will agree that he was a fine man, and a credit to our Union.

We understand he is being returned home from Korea aboard the Ocean Joyce, on which he was employed.

J. G. Keavney  
Ship's delegate

ALCOA CAVALIER (Alcoa), August 14—Chairman, E. Moyle; Secretary, J. Stokes. No beefs. Two hundred and thirty nine dollars on hand for movies. New cover for presser pad has been ordered.

ALCOA CORSAIR (Alcoa), August 7—Chairman, M. Costello; Secretary, J. Nelson. Everything in order, no beefs. Balance on hand in ship's treasury—\$354. Motion made and carried to have air-conditioning regulated in crew's quarters, and to have lights installed on the after deck when carrying deck cargo.

BETHCOASTER (Calmar), No date—Chairman, P. McNabb; Secretary, R. Tyree. Repair list to be turned in. No beefs and no disputed overtime. Motion made and carried to accept and concur with communications

# Digest of ships' Meetings

from headquarters. Motion made and carried to hand clothes up and keep cigarette butts off deck.

JEAN LA FITTE (Waterman), July 24—Chairman, C. Gates; Secretary, A. Brancioni. Men are not to get replacement at any time in Japan or Korea, and men who take greenbacks ashore are subject to fine. Balance of ship's fund is \$9. No beefs.

LIBERTY BELL (Dover), July 31—Chairman, D. Story; Secretary, A. Weddle. Disputed overtime to be taken up with patrolman, and also shortage of stores. All slopchest prices to be checked. Discussion held on additional welfare benefits and crew agreed with same unanimously.

MARYMAR (Calmar), August 13—Chairman, Snow; Secretary, Reasko. Black gang foibles and messhall to be painted. Ship's fund—\$28.26. Everything running okay. To check with patrolman about painting. Vote of thanks to J. Nelson for job done in blackgang.

ROBIN HOOD (Robin Lines), August 7—Chairman, L. Eckhoff; Secretary, W. Schultz. Washing machine to be repaired. Few hours disputed overtime. Crew gave captain and chief mate vote of thanks. All books in library be put in boxes and put ashore. Motion made and carried to accept and concur with communications from headquarters.

WESTERN TRADER (Western), August 13—Chairman, G. Whitehurst; Secretary, R. Douglas. Actions of chief mate to be brought to attention of boarding patrolman. Vote of thanks to captain. No beefs, everything running okay. Motion made and carried to have new washing machine and refrigerator installed. Vote of thanks given steward department.

ANNISTON (Ace), August 14—Chairman, T. Hill; Secretary, N. Mutin. Ship's delegate elected. New mattresses and fans needed along with some other equipment. Suggestion to alternate each department in keeping laundry and recreation rooms clean, and to put all cups and dishes in pantry sink.

BALTORE (Ore), August 20—Chairman, P. Smyth; Secretary, G. Menke. Call master of ship for sailing board time instead of Steamship Service Corp. Ship's fund—\$16.19. Some disputed overtime, no beefs. Motion made and carried to accept and concur with communications from headquarters. Crew asked steward for better variety of meat and an improvement in menus.

JEFFERSON CITY VICTORY (Victory Carriers), August 7—Chairman, S. DiMaggio; Secretary, J. Hodges. Counters and sinks needed in galley. No beefs, little disputed overtime. Library requested for next voyage, and more water glasses needed. It was suggested to have sick utility man put in hospital. Requested better job from messman. Delegates were asked to make up repair lists.

JOHN B. KULUKUNDIS (Marris), June 11—Chairman, H. Nelson. Secretary, V. Fitzgerald. No beefs, everything in order. Repair list to be prepared. Wiper and ordinary seaman to take turns in cleaning room. Steward department to take care of recreation room.

August 14—Chairman, H. Nelson; Secretary, V. Fitzgerald. No beefs, no disputed overtime, everything in order. Vote of thanks to all department delegates for job well done.

ROBIN TRENT (Seas Shipping), August 14—Chairman, E. Mansfield; Secretary, F. Nohllich. One man missed ship. Repair list to be made up and handed in to ship's delegate. Drinking water fountains have been in bad shape, water is warm.

CECIL N. BEAN (Dry-Trans), August 7—Chairman, J. Labenz; Secretary, R. McDaniels. Three men left ship to go to hospital. Thanks was given to R. McDaniels for running motion pictures. Bosun requested that crew does not walk on wet paint in passageways. Vote of thanks to steward.

ROBIN WENTLEY (Seas Shipping), August 7—Chairman, F. Crider; Secretary, W. WentHag. Men are failing to fill their cards out correctly. Ship's

fund is \$3.25. One man missed ship. Some disputed overtime. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried to get SIU films from hall for showing on ship. Steward to order two new washing machines, one for officers and one to replace worn out one.

ROYAL OAK (Cities Service), August 20—Chairman, M. Olson; Secretary, D. Beard. All foibles to be clean and sacks made up on arrival at port. Ship's fund—\$21.56. Little disputed overtime, no beefs. Motion made and carried to accept and concur with communications from headquarters unanimously.

SEATRIN TEXAS (Seatrains), August 22—Chairman, J. Allen; Secretary, A. Whitmer. Complaints were made about ice cream and crew wished to have more varied menus. Ship's fund—\$23.05. No beefs. Men were asked to bring beefs to department delegates, who will give them to ship's delegate.

BEAUREGARD (Pan Atlantic), July 29—Chairman, A. Kessen; Secretary, J. Mastin. Discussion held on repairs, and men paying off in Long Beach, California. Ship's fund—\$15.83. No beefs. Communications from headquarters accepted and concurred. Discussion held on getting washing machine pump and lockers repaired.

MAIDEN CREEK (Waterman), June 28—Chairman, R. Bellamy; Secretary, T. Wright. Captain to get a clock upon arrival in Mobile. Ship's delegate and deck delegate elected. Discussion held on ship's fund; two irons to be bought for each department. Discussion held on steward who was fired.

July 17—Chairman, M. Schalestock; Secretary, T. Wright. It was decided that coffee is to be made in urn. It was suggested that laundry room be kept clean and that ship's delegate ask captain to build a foul weather gear locker in recreation room. Messroom to be kept clean at night.

ALCOA PATRIOT (Alcoa), August 7—Chairman, W. Smith; Secretary, G. Garner. Balance of ship's fund is \$45.08. No beefs or disputed overtime. Discussion held on TV set. Motion made and carried to accept and concur with communications from headquarters.

AMPAC IDAHO (Trans Oceanic), August 12—Chairman, J. Purcell; Secretary, C. Ainsworth. Ship's treasury, \$5. No beefs. Discussion held on setting sea watches for engine department and mates. Motion made and carried to have delegate see chief about fixing drain on washing machine. Ship's secretary-reporter and ship's treasurer elected. Chairman discussed organization status of vessel and company.

FELTORE (Ore), August 14—Chairman, R. Murray; Secretary, S. Zubovich. To see patrolman about repairs. Report was made on the operation of the washing machine. No beefs. Mate has keys to foibles and he wants \$1 for same until the man leaves the ship and then it will be returned. Discussion held on this. Motion made and carried to accept and concur with communications from headquarters.

ALCOA PEGASUS (Alcoa), August 7—Chairman, G. Finkler; Secretary, A. Parker. Repair list was turned in and repairs promised to be completed. Ship's treasury contains \$21.25. Some disputed overtime. All communications from headquarters were read and accepted. More milk to be put aboard, more cots needed.

ALCOA PILGRIM (Alcoa), August 14—Chairman, F. Crumpler; Secretary, A. George. No beefs. Beefs were made in regards to company having more fresh fruit aboard. New washing machine was promised in NY and Mobile.

ARIZPA (Waterman), August 1—Chairman, H. Hunt; Secretary, I. Nunn. Hot water line was repaired, crew is satisfied. Discussion held on insurance and welfare plan. Discussion held on inadequate slopchest.

DEL SUD (Delta Line), August 3—Chairman, Tex Metting; Secretary, Woody Perkins. No beefs. Ship's secretary-reporter reported that fine conduct of crew and the SIU in general was highly praised by many priests aboard. Ship's fund, \$117.86. Bill to slopchest to be paid. Unanimous vote of thanks to Brother Red Cobb for many times he has proven himself good Union man. Ice cream to be of greater variety.

JEAN (Bull Line), July 24—Chairman, S. Evanchock; Secretary, M. Dico. No beefs. Ship's fund to be started. New ice box needed.

LA SALLE (Waterman), August 7—Chairman, A. Anderson; Secretary, M. Lee. No beefs, everything running smoothly. Motion made and carried to accept and concur with communications from headquarters unanimously. To see Captain about clock in crew's quarters.

SEATRIN NEW YORK (Seatrains), July 21—Chairman, F. Finsagan; Secretary, J. Meyer. Motion made and carried to accept and concur with communications from headquarters. Discussion held on leaving silverware out.

DEL SOL (Mississippi), August 6—Chairman, F. DeDominici; Secretary, W. Cameron. Few minor beefs, all settled. Motion made and carried to have a steam line run aft of No. 5 hatch instead of in front of No. 4 by the aft passageway door. Motion made and carried to accept and concur with communications from headquarters.

# FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries:

John J. Uszakiewicz, 40: On September 28, 1955, Brother Uszakiewicz died in Lourenco Marques, Mozambique. Burial took place in Naugatuck, Connecticut. He had been sailing in the steward department since 1947, joining the Union in the Port of New York. Brother Uszakiewicz is survived by his mother, Pauline Uszakiewicz, of Beacon Falls, Conn.

Robert A. Darley, 56: A heart attack proved fatal to Brother Darley who died at sea off Formosa on September 10, 1955. He had been sailing in the SIU since the early part of 1950, joining the Union in the Port of Mobile and sailing in deck department. Brother Darley leaves his wife, Mamie Darley of Bonifay, Fla., and three sons in the SIU. Burial took place near his home in Florida. Darley's son, Robert, Jr., was standing watch with him at the time of his death.

James R. Lewis, 58: A resident of Brooklyn, New York, Brother James Lewis died of natural causes on August 31, 1955. Joining the Union in Savannah in 1938, Brother Lewis shipped out in the deck department.

John E. Hane, 60: Brother Hane died in the USPHS Hospital in New Orleans, La., on October 1, 1955 of pneumonia. He had sailed in the steward department since the latter part of 1938, being one of the first members to join the Union in New Orleans. Brother Hane is survived by his wife, Armandine S. Hane of New Orleans.

Charles W. Gann, 44: word has just been received of Gann's death on August 1, 1955. Burial took place at Pine Crest Cemetery. Brother Gann joined the SIU in Philadelphia in 1945 and had been sailing in the steward department. He is survived by his mother, Susi Rossi of Fontana, California.

# 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:

Coleen Wherrity, born July 20, 1955. Parents, Mr. and Mrs. Francis Wherrity, Philadelphia, Pa.

Mikel Anthony Hebert, born September 13, 1955. Parents, Mr. and Mrs. Paul Hebert, New Orleans, La.

Laura Lee Thompson, born July 28, 1955. Parents, Mr. and Mrs. Albert Thompson, Pine Grove, La.

Henry Edward Savior, born September 3, 1955. Parents, Mr. and Mrs. Richard Savior, Philadelphia, Pa.

Thomas Vincent Drzewicki, Jr., born September 10, 1955. Parents, Mr. and Mrs. Thomas Drzewicki, Wilmington, Del.

Marlene Reyes, born September 15, 1955. Parents, Mr. and Mrs. Conrado Reyes, New York, NY.

Rose Marie Gonzalez Cruz, born May 18, 1955. Parents, Mr. and Mrs. Juan Cruz, New Orleans, La.

Jack Arthur Motm, born September 7, 1955. Parents, Mr. and Mrs. Haakon Mowm, Long Island City, NY.

Howard Murray Lamm, Jr., born September 11, 1955. Parents, Mr. and Mrs. Howard Murray Lamm, Mobile, Ala.

Melva Leigh Edwards, born September 15, 1955. Parents, Mr. and Mrs. Earl Edwards, Norfolk, Va.

Cheryl Ann Donnelly, born September 6, 1955. Parents, Mr. and

Mrs. Henry Boyden Donnelly, New Orleans, La.

Shannon Jean Thorne, born August 26, 1955. Parents, Mr. and Mrs. Allan Stewart Thorne, Westmoreland Depot, NH.

Scott Lindsay Halfhill, born August 31, 1955. Parents, Mr. and Mrs. Hubert O. Halfhill, Edmonds, Wash.

Neldred Louise Saucier, born July 27, 1955. Parents, Mr. and Mrs. Elvin J. Saucier, Gulfport, Miss.

Glenn Paul Morris, born August 14, 1955. Parents, Mr. and Mrs. John Paul Morris, Mobile, Ala.

Jack Garland Steward, born September 9, 1955. Parents, Mr. and Mrs. John Steward, Covington, La.

Toni Lynn Dean, born September 15, 1955. Parents, Mr. and Mrs. George Dean, Whistler, Ala.

Peter Joseph Sullivan, born September 6, 1955. Parents, Mr. and Mrs. Frederick R. Sullivan, New Orleans, La.

# PERSONALS

Ed Rydon  
Contact M. Hammer, Room 1820, 15 Park Row, New York, NY, regarding a tax matter.

William E. Scott  
Write T. H. Hawkins at Box 234, 25 South St., New York, NY, regarding your money.

O. D. Walker  
Contact your brother in Beaumont, Texas, as soon as possible. It is urgent that you get in touch with him.

Floyd Barnett  
Write to L. G. De Haven, 319 So. Wolfe St., Baltimore 31, Md.

Malcomb B. Woods  
Contact Dot Spann on an important personal matter at 1009 Houston St., Mobile, Ala., or phone HE 8-5561.

John L. Millner  
Write or call your sister, Louise, in Linville, Va., or call Edom 2101.

Leo Ducette  
Jim Mancanchauk  
Contact Frank O'Neill c/o SIU headquarters in New York.

Friends of Gilbert W. Viner who is now ill in the hospital are asked to write to him at 8169th AU, US Army Hospital, Yokohama, Japan.

The following men who were all crew members of the SS Steel Voyager on Aug. 28, 1951, are asked to contact Higgins & Pargess, 92 Liberty St., New York: Louis E. Ford, William L. Glaze, Jr., Andrew Grillo, Thadeus J. Loboda, Robert J. Morgan, Alvin W. Seymour, Russell M. Wright.

Villem Gerner  
Write to Thomas at 25 South Street, New York, Box 2354.

Hugh S. Bean  
Contact your wife immediately in reference to signing adoption papers.

# NOTICES

Discharges from the SS Alexandra are being held in SIU headquarters vault for the following men: Gerald E. Anderson, Arthur Jacobs, Charles A. Krause, Leo J. White.

Paul G. Luteman  
Your vaccination certificate left aboard the SS Steel Designer at the payoff Oct. 4, 1955, is being held in the LOG office at SIU headquarters.

Important mail is being held in the mailroom at SIU headquarters for the following men, who are asked to write or call for same as soon as possible:

B. Billarzo, W. Bilger, V. D'India, T. Francello, C. Furech, O. E. Figueroa, L. L. Guza, T. Horan, B. V. Kristensen, N. S. Larsson, G. W. Libby, C. A. MacDonald, B. Padgett, J. Pluchovich, F. P. Riedel, D. J. Reynolds, A. W. Sadenwater, C. Tufaro, Jose Torres.



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

## DEL SUD CREW'S BIG DAY!



Seafarers try out their sea legs to dance music under the pavilion roof at the Audubon Park picnic grounds. Dancing was one of numerous activities at the picnic. Del Sud picnickers had Indian sign on weather man for fourth straight year as local showers stayed away from the grounds.



Free tickets for kiddie rides provided by generous Del Sud crew were popular with the younger set. A few adult kibitzers are shown with the youngsters as they speed by in an open-air train ride.



Fried chicken hit spot with Seafarer J. P. "Sloppy" Creel and Mrs. Creel.



Tony Palmisano dishes out fried chicken to Eddie Tredich as other guests get theirs. Food was prepared by Del Sud chief cook Hans Spiegel.



Arrangements committee consisted of (left to right) Hans Spiegel, Joe Lae, Louis O'Leary, Mrs. H. B. Spencer, secretary of SIU hall, Emil Herek and Tommy Doyle. Doyle and Mrs. Spencer were committee's shoreside representatives.



Exciting moment during footraces for children shows in intent faces of Seafarers, their wives and children watching the event. Afternoon also featured baseball game between Del Sud crew and SIU Beachcombers.



Seafarer Harold Crane (standing) hosts family group (l-r.) Charles Crane, Mrs. J. Rowe, Carol Smidt, Charles Rowe, Mrs. Rowe, Mrs. Crane, Myra Smidt.

NEW ORLEANS — The fourth annual Del Sud picnic, given by members of the crew of the Mississippi passenger ship, was held here September 24 at Audubon Park.

The affair, attended by crewmembers, Seafarers on the beach, their families and friends, was, if anything, bigger and better than any of its three predecessors. The annual event has become a traditional part of SIU social life in this port and when the guests departed at nightfall after a day of feasting and merrymaking, tired Del Sudders agreed it was worth the hard work they had invested in making it a big success.

Generous Del Sud Seafarers financed the big party with more than \$1500 accumulated in the ship's fund during the year for the occasion. The Del Sud is on regular service to the East Coast of South America.

"Everybody seemed to have a good time," said Steward Emil Herek, one of the members of the committee on arrangements, "and that makes the picnic a success as far as the crew is concerned. We think this picnic shows how much we can accomplish in the SIU through the spirit of teamwork and mutual cooperation which is such a big part of our activities not only in the Union but among members of the crew of the Del Sud."